

# What We Decided Report

## Boyle Street Neighbourhood Renewal

March 2024

**SHARE** YOUR VOICE  
**SHAPE** OUR CITY

**Edmonton**



## What is Neighbourhood Renewal?

The Neighbourhood Renewal program has been developed to rehabilitate roads, replace street lights, repair sidewalks and connect missing sidewalk links where possible. Other opportunities to improve parks and public spaces are also explored.

### MCCAULEY



### BOYLE STREET



These two neighbourhoods will start renewal construction in 2023 (McCauley) and 2024 (Boyle Street) and, because they are physically connected, one Project Team has been overseeing both projects to ensure the final designs work together.

## Purpose of the Boyle Street What We Decided Report

This report shares what was decided as the final neighbourhood design for Boyle Street and how the City of Edmonton arrived at the design.

It describes when and how the City used policy and program information, public engagement input and technical requirements to make project decisions. The report also illustrates how the project decisions align with the co-created community Vision for Neighbourhood Renewal in Boyle Street.

### Boyle Street design decisions are presented within three topics that were explored through Neighbourhood Renewal:



Connections for people who walk, bike and roll



Streets: traffic directions, crossings, intersections, closures and parking



Parks and public spaces: accessible and connected open spaces, Low Impact

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Development

## Neighbourhood Renewal Program

### Working together to make the most out of your neighbourhood

Great neighbourhoods are the building blocks of a great city, and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in renewing neighbourhoods to enhance their livability and longevity.

The Neighbourhood Renewal Program is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs such as rebuilding and renewing roads, sidewalks and street lights.

### Neighbourhood Renewal in Boyle Street

In spring 2024, Neighbourhood Renewal construction will begin in Boyle Street. It will include the following:

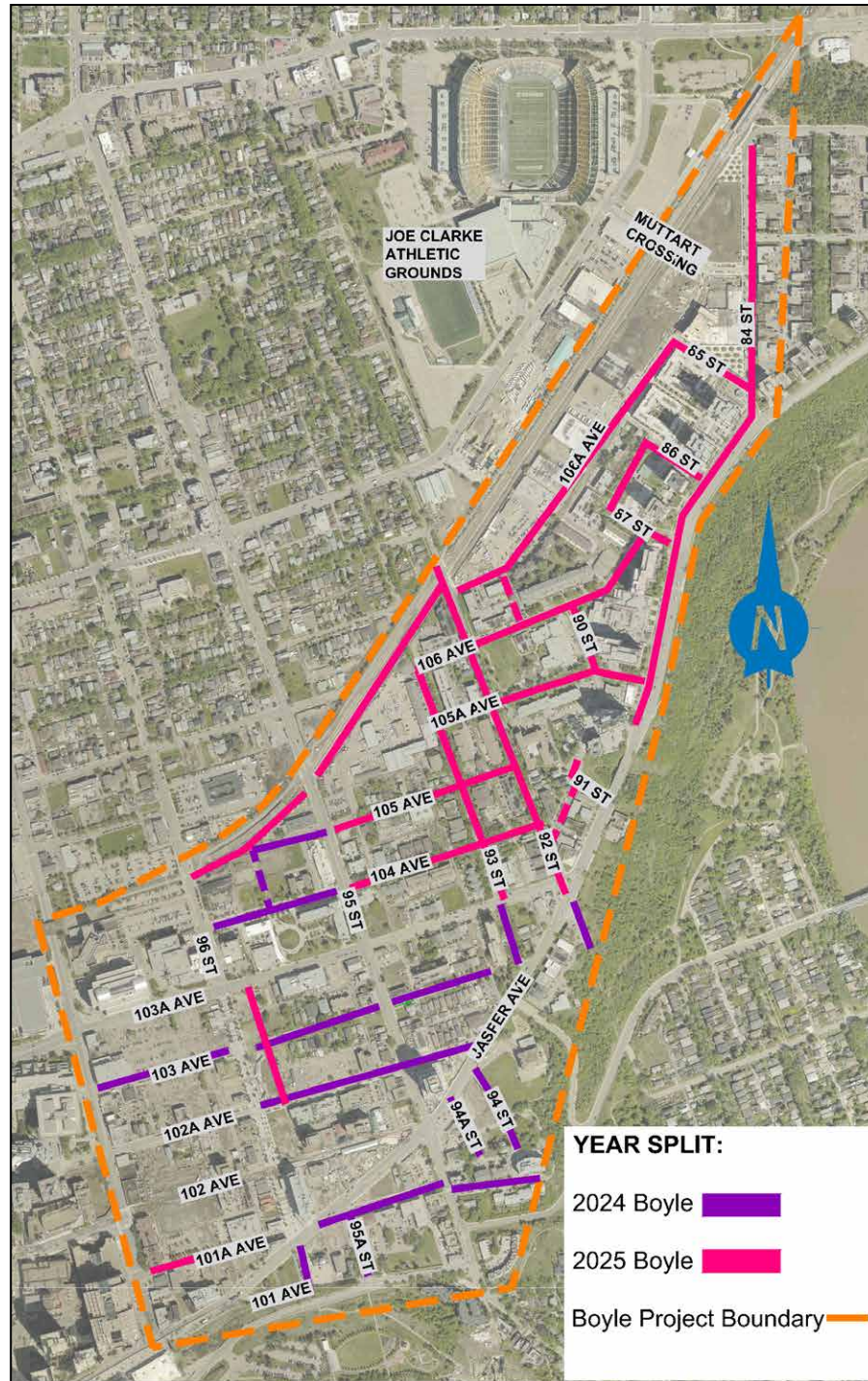
- + New sidewalk connections and pathways
- + Wider sidewalks
- + Shared pathways
- + Pedestrian crossing enhancements
- + Curb extensions
- + Protected and shared road bike lanes
- + Public space enhancements
- + New tree plantings with Low Impact Development (LID)
- + Upgrades to street lighting (standard galvanized poles)
- + Full road pavement replacement on all residential streets
- + Changes to traffic controls – e.g. four way stops, stops and yield signs
- + Sidewalk replacement (pending Local Improvement decision)
- + Curb ramps added/replaced on all residential streets
- + New street blades with decorative options

**Note:**

- + All designs are subject to final technical review, approvals and funding
- + Arterials and residential alleys are not included in the scope of work for Neighbourhood Renewal

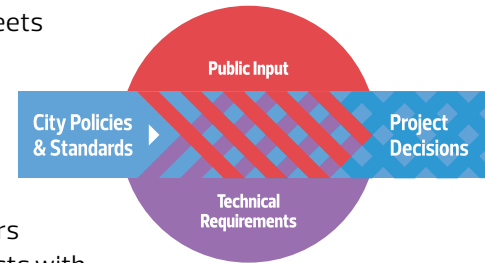
The construction in Boyle Street is expected to take two years, with anticipated completion in 2025.

**Boyle Street Neighbourhood Renewal Tentative Construction Staging**



## Making Neighbourhood Renewal Decisions

City policies and programs such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood.



The City makes decisions using a combination of policy and program information, public input, technical requirements and available funding. This process helps to ensure the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for your neighbourhood and our city.

The role of public engagement input is to help the City understand what is important to community members in Boyle Street, as well as how the Neighbourhood Renewal design decisions will affect them.

The City policies and programs, technical requirements and public engagement input include:



### City policies and standards

The following are the main policies considered:

- + Neighbourhood Renewal Program
  - + Funds the renewal of existing infrastructure and the construction of new and missing elements such as sidewalks, shared pathways and public open space enhancements. The cost of new and missing elements are not shared with property owners
- + The City Plan
  - + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + ConnectEdmonton
  - + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
  - + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

- + Active Transportation Policy
  - + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
  - + Encourages active transportation in Boyle Street and nearby neighbourhoods
- + Safe Mobility Strategy
  - + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
  - + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation
  - + Identified changes to crossings in neighbourhoods based on Safe Crossings Program
  - + Identified opportunities for continuous crossing in project area
- + Vision Zero
  - + Supports protected bike infrastructure to achieve the long-term goal of zero traffic fatalities and serious injuries
- + Accessibility for People with Disabilities Policy
  - + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years
- + GBA+
  - + A process for Project Teams to identify how we can work in more inclusive ways to understand the impact of the work and the project on diverse individuals and groups
- + Community Traffic Management Policy
  - + Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
  - + Supports marked crossings to draw attention to people crossing the street
- + Edmonton Bike Plan
  - + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + Corporate Tree Management Policy
  - + Encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction, the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood

- + Local Improvement Policy
  - + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole
- + PED Connections: a Sidewalk Strategy
  - + Increases the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + Public Engagement Policy
  - + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project
- + Snow and Ice Control Policy
  - + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use
- + Winter City Design Guidelines
  - + Includes design standards to create an inviting and vibrant community during the winter months that is accessible, safe and enjoyable for people of all ages and abilities







## Technical requirements

- + City of Edmonton Design and Construction Standards including Complete Streets
  - + Provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic, and enhanced intersections (particularly around crosswalks)
- + Transportation Association of Canada (TAC) Standards including Geometric Design Guide for Canadian Roads and Manual of Uniform Traffic Control Devices
  - + Supplements COE Complete Streets design and construction standards for the design of roads, sidewalks, bike lanes, traffic calming, street lighting and signage
- + Universal Design Guidelines (i.e. Access Design Guide)
  - + Supports access and use for people of all ages and abilities, and was used to inform the design of wider and new sidewalks, seating along pathways and picnic table and bench selections
- + Crime Prevention Through Environmental Design (CPTED)\*
  - + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents, for example plant selection and placement
- + Urban Design Framework
  - + Outlines opportunities in the neighbourhood to improve how people move through the neighbourhood, experience open spaces and gather
- + Existing Infrastructure assessments (utilities, trees and landscaping)
  - + Prioritizes when city infrastructure will be renewed based on current conditions

### \*Crime Prevention Through Environmental Design (CPTED)

We heard from Boyle Street residents that they want to feel safer walking, gathering and living in their neighbourhood. While social issues and crime cannot be solved with Neighbourhood Renewal alone, there are infrastructure design methods that can help reduce risks.

The Project Team followed the “Crime Prevention Through Environmental Design” or “CPTED” philosophy that helps make communities safer through neighbourhood planning, development and maintenance. CPTED deters criminal activity through natural surveillance (visibility, positive social activities), natural access control (entry and exit points, fences) and natural boundaries (clear ownership, clearly marked private spaces).



## Public Input

The City of Edmonton asked for input from residents to help guide the project. The City's Public Engagement spectrum below shows the four distinct levels of influence that the public had on decisions made by the City throughout the project.

### Public Engagement Spectrum



How the Spectrum was used in Boyle Street Neighbourhood Renewal:

- + **CREATE** Neighbourhood Renewal Vision and Guiding Principles
- + **REFINE** our understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** the Neighbourhood Renewal options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **ADVISE** on construction for Neighbourhood Renewal
- + **DECIDE** on decorative street lights and sidewalk reconstruction as Local Improvements

### NOTE: References to people walking within this document is to include the following:

- + People running
- + People standing
- + People using manual / motorized wheelchairs or scooters
- + People using canes or walkers
- + People pushing strollers or carts
- + People pushing bicycles
- + And users of various other low-speed forms of human locomotion (e.g. skateboards)

# Neighbourhood Renewal Road Map

People living in and with an interest in Boyle Street and McCauley were invited to provide input into the City's decision making process for Neighbourhood Renewal at various stages along the road map below.



## LEGEND

Public Engagement and Communications Opportunities

Concept Phase

Design Phase

Build Phase

Operate Phase

## The Boyle Street and McCauley Neighbourhood Renewal public engagement input opportunities included:

| Road Map Stage                            | Timeline                  | Engagement Opportunities   | Participation   | Outcome   |
|---|---------------------------|--|---|---|
| <b>Building a Project Vision Together</b> | September – December 2020 | <b>Survey</b><br>The public was asked to provide local neighbourhood knowledge including how they feel about their neighbourhoods, how the streets and parks function and to identify challenges and improvements. They were also asked to provide input on a draft Vision and Guiding Principles for Boyle Street and McCauley Neighbourhood Renewal that was prepared from what residents had previously shared with the City through multiple projects and programs already underway in these neighbourhoods. | 172 respondents   | Finalized the Vision and Guiding Principles to inform the Neighbourhood Renewal design.<br><br>Learned about areas of improvement to explore. |
|   |                           | <b>Community Conversations</b><br>Residents, stakeholders and other interested members of the public were invited to attend four online conversations to explore opportunities for improvement and contribute ideas and possibilities for design.  | 78 participants   | All input and comments were reviewed, analyzed and considered by the Project Team to create design options.                                   |
|   |                           | <b>Stakeholder Meeting</b>   | 6 participants (representing seniors, housing and service agencies) |   |
|   |                           | <b>Survey</b><br>A survey was available, both online and in paper copy, to submit ideas and feedback on areas to explore for improvement. The paper copy was mailed to each resident, business and property owner and included a postage-paid return envelope.   | 218 respondents   |   |
|   |                           | <b>Mini-survey</b><br>A shortened version of the survey was provided to stakeholders who requested them to pass on to their clients and customers.   | 6 respondents   |   |
|   |                           | <b>Community Committee Meeting</b><br>Members of the public were invited to participate as members of the Community Committee to provide local knowledge, information on stakeholders and best ways to communicate and engage with the community.  | 19 participants   |   |

| Road Map Stage                         | Timeline           | Engagement Opportunities   | Participation   | Outcome  |
|--|--------------------|--|---|--|
| <b>Exploring Options and Tradeoffs</b> | May - October 2021 | <b>Community Conversations</b><br>Residents, stakeholders and other interested members of the public were invited to attend any of four online conversations to discuss the ideas and options being presented for various locations within the project area. | 60 participants   | All input and comments were considered by the Project Team to create a draft design showing how all elements will work together. |
|  |                    | <b>Stakeholder Meetings</b><br>One-on-one stakeholder meetings were held with several organizations in the area to share the options and tradeoffs and gather local knowledge. They were also able to share the needs of the clients they serve.             | 7 meetings<br>(YMCA, Bissell Centre, Mustard Seed, George Spady, Operation Friendship Seniors Society, iHuman, Edmonton Intercultural Centre) |  |
|  |                    | <b>Survey</b><br>The survey presented ideas and options for street changes and the area bike network for public input. The paper copy was mailed to each resident, business and property owner and included a postage-paid return envelope.                  | 107 respondents   |  |
|  |                    | <b>Engaged Edmonton</b><br>The City's online engagement tool, Engaged Edmonton, was used to gather local knowledge and feedback on ideas and options throughout the neighbourhoods.  | 64 comments   |  |
|  |                    | <b>Public Information Event</b><br>The Project Team hosted a public live online event where they provided an overview of the options and tradeoffs being considered, and answered questions from participants.   | 17 participants   |  |
|  |                    | <b>Community Committee Meetings</b><br>The Committee had the opportunity to hear key public engagement themes from the previous phases and provide local knowledge and advice on the public engagement strategy for the next phase.                          | Meeting #1 -<br>15 participants<br><br>Meeting #2 -<br>5 participants   |  |

| Road Map Stage                            | Timeline                   | Engagement Opportunities  | Participation   | Outcome   |
|---|----------------------------|---|---|---|
| <b>Community Feedback on Draft Design</b> | November 2021 – March 2022 | <b>Community Conversations</b><br>Residents, stakeholders and other interested members of the public were invited to attend seven different online conversations to discuss various sections of the draft design.                               | 29 participants   | All input and comments were considered by the Project Team to create a final neighbourhood design.  |
|   |                            | <b>Stakeholder Meetings</b><br>One-on-one stakeholder meetings were held with several organizations in the area to discuss the draft design. They were also able to share the needs of the clients they serve.                                  | 4 stakeholder groups (Little Italy businesses, McCauley Community League, 96 Street – Church Street Churches, Jasper Avenue Service Road Property Owners) |   |
|   |                            | <b>Survey</b><br>The draft design was presented for public input in smaller sections in seven different surveys. It was available online and in paper copy.   | 132 respondents   |   |
|   |                            | <b>Community Committee Meetings</b><br>The Committee had the opportunity to hear key public engagement themes from the previous phases and provide local knowledge and advice on the public engagement strategy for the next phase.             | Meeting #1 – 9 participants<br>Meeting #2 – 7 participants  |   |
| <b>Public Feedback on Final Design</b>    | April – July 2022          | <b>Public Information Events</b><br>Residents, stakeholders and other interested members of the public were invited to attend an online public information event for Boyle Street and/or McCauley to review the final design and ask questions. | 23 participants   | All input and comments were considered by the Project Team to make minor modifications to the final neighbourhood design and prepare them for construction. |
|   |                            | <b>Survey</b><br>The final design as a whole was presented for public input. The survey was available online and in paper copy (as requested).  | 35 respondents  |   |

**NOTE:****Emails and phone calls**

Residents, and property and business owners shared information with the Project Team via email and telephone through all stages of engagement

**Communications**

Throughout each project stage, we communicated information and public engagement opportunities for residents, stakeholders and organizations via the following methods:

- + Road and yard signs
- + Boyle Street News advertisements
- + Postcards, letters and newsletters delivered to each household
- + The project website
- + Emails to list subscribers and stakeholders

Engagement Summaries and What We Heard Reports from each stage can be found posted in the project history at [edmonton.ca/BuildingBoyleStreetandMcCauley](http://edmonton.ca/BuildingBoyleStreetandMcCauley)

*It is important to note that unique priorities, issues and concerns were raised by individual stakeholders and public respondents and may not necessarily be reflected in the reporting of What We Heard common themes.*



## Boyle Street and McCauley Neighbourhood Renewal

### MCCAULEY



### BOYLE STREET



It is important to note, that even though McCauley and Boyle Street share a common Vision and Guiding Principles for this project, Boyle Street and McCauley are separate, distinct neighbourhoods with their own histories, characteristics and opportunities. The Project Team ensured the neighbourhood design for each reflects this individuality.

### Vision and Guiding Principles

The Vision and Guiding Principles were co-created with the community and are unique to Boyle Street and McCauley. They helped guide decision making throughout the Neighbourhood Renewal planning process.

The Vision sets the direction for Neighbourhood Renewal by stating the elements that are most important to the community for the future. The Guiding Principles are ideas and priorities that shape how the Vision is applied to the neighbourhood design.

### Boyle Street and McCauley Community Vision

To enhance how residents and visitors walk, bike, drive, access transit and use public spaces in Boyle Street and McCauley through building of new public infrastructure that improves how residents live, work and play in the area. Sidewalks and roads will be resurfaced, street lights will be upgraded, and features such as bike lanes, traffic calming measures and enhancements to outdoor public gathering spaces will be explored to improve the liveability of each neighbourhood.



## Guiding Principles

Boyle Street and McCauley are two distinct communities located in the heart of Edmonton and are each home to a diversity of active residents who want to:



### 1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.

The Project Team will, along with replacing or resurfacing all sidewalks, roads and upgrading street lights, explore ways to:

- + Provide pedestrian and biking connections to key destinations including transit stops
- + Prioritize City-owned spaces for those who walk and bike (wider sidewalks and bike lanes vs wider roads)
- + Improve crossing safety (slow traffic, shorter crossing distances)
- + Improve pedestrian visibility (pedestrian lighting, clear sight lines, raised crosswalks, curb extensions)
- + Include the needs of all ages, genders and mobility levels
- + Design infrastructure that is usable in all seasons
- + Include comfortable seating areas along highly used walking and biking routes
- + Beautify high-use areas (tree plantings, artwork, garbage cans)
- + Provide bike lock-up locations (clear sight lines)



### 2. Use outdoor public and green open spaces that are welcoming, vibrant and provide an inviting and thriving extension of living spaces where they, and their visitors, feel safe to relax, gather, socialize and play year round.

The Project Team will explore ways to:

- + Improve the visibility of users (lighting, clear sight lines)
- + Beautify spaces (tree plantings, artwork, garbage cans)
- + Create welcoming gathering areas (communal / picnic tables, shade structures, plazas)
- + Incorporate active and passive recreation and activity areas (open green spaces, dog park)
- + Explore opportunities to add additional green space



### 3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

The Project Team will, along with replacing roads and alleys, and upgrading street lights, explore ways to:

- + Enhance the safety of intersections
- + Design roadways that encourage slow speeds (traffic calming measures)
- + Improve the visibility of wayfinding and traffic signage (reduce unexpected maneuvers / collisions)
- + Meet on-street public parking needs



### 4. Visually celebrate the unique character areas and rich history of each neighbourhood.

The Project Team will explore ways to:

- + Bring visual identity to specific areas of the neighbourhoods using different colours, patterns or textures in elements such as sidewalks or street furniture (lighting / benches)
- + Incorporate urban design
  - i. Art – Integrated details in common elements such as poetry in a sidewalk or within the street furnishings
  - ii. Language – Signage and wayfinding that reflect the local context of language and dialect
  - iii. Culture – Cultural elements such as colour that evoke cultural context (such as red street light poles in Chinatown and green in Little Italy)
  - iv. Heritage – Recognize historic resources/events through an interpretive program of some sort, e.g. original house numbers in sidewalks, heritage plaques, etc.



## What We Decided: Boyle Street Neighbourhood Renewal

This section presents the final project decisions for Boyle Street Neighbourhood Renewal and includes “what we accounted for to make our decisions” including the key City policies and programs, public engagement input and technical requirements that informed outcomes. While public input was considered throughout Boyle Street’s design process, some locations received minimal public input and decisions were made primarily based on City policy and technical requirements.

The final design for Boyle Street Neighbourhood Renewal focuses on making the streets and public spaces safe and accessible for all ages, genders and mobility levels, and in all seasons. To achieve this, the design includes a network of new and enhanced bike lanes, sidewalk connections, enhanced crossings and shared pathways.

While navigating through Boyle Street on new smooth, paved road surfaces, people who drive will experience new traffic directions and changes to traffic controls and signals to support pedestrian activity in the neighbourhood. These features also work to increase visibility and awareness of people walking, rolling and biking. On-street public parking is available wherever possible and changes to parking restrictions will be added to improve access to available on-street parking with an increased rate of turn over.

### What we accounted for to make our decisions

The City uses policies and programs, technical requirements and public engagement input to make Neighbourhood Renewal decisions.

This report will identify which decision-making criteria is a policy or program, public engagement input or technical requirement.



City Policies and Programs



Technical Requirements



Public Engagement Input

A What We Decided Report for McCauley is available on the [project web page](#).

## Final design: street by street

The following pages provide a street by street look at the design changes. It also provides a summary of the public input, technical requirements, policies, programs and plans reviewed when making design decisions (they are not inclusive of all the information considered).

| Street  | Page |
|---|------|
| 101A Avenue: 95 Street to 95A Street                                  | 21   |
| 101A Avenue: 96 Street to 97 Street (Okisikow Way)*                   | 22   |
| 102A Avenue: 96 Street to Jasper Avenue                               | 23   |
| 103 Avenue: 95 Street to alley east of 95 Street*                     | 25   |
| 103 Avenue: 97 Street to 96 Street                                    | 26   |
| 104 Avenue: 95 Street to 93 Street                                    | 29   |
| 106A Avenue service road*   | 30   |
| 84 Street: 111 Avenue LRT Station to Jasper Avenue*                   | 31   |
| 92 Street: 106A Avenue to 103A Avenue*                                | 32   |
| Alley (east side of Kinistinâw Park): 103A Avenue to 102A Avenue      | 34   |
| Alley: connecting 105 Avenue to 104 Avenue and the LRT shared pathway | 36   |
| Jasper Avenue service road: 90 Street to 84 Street*                   | 38   |
| LRT shared pathway connection   | 40   |
| St. Teresa of Calcutta School: 90 Street/105A Avenue                  | 41   |
| Alley connection to Latta Bridge (between 92 Street and 91 Street)    | 43   |

To see how the design changes work together on a whole neighbourhood map, please visit the project website [edmonton.ca/BuildingBoyleStreetandMcCauley](https://edmonton.ca/BuildingBoyleStreetandMcCauley)

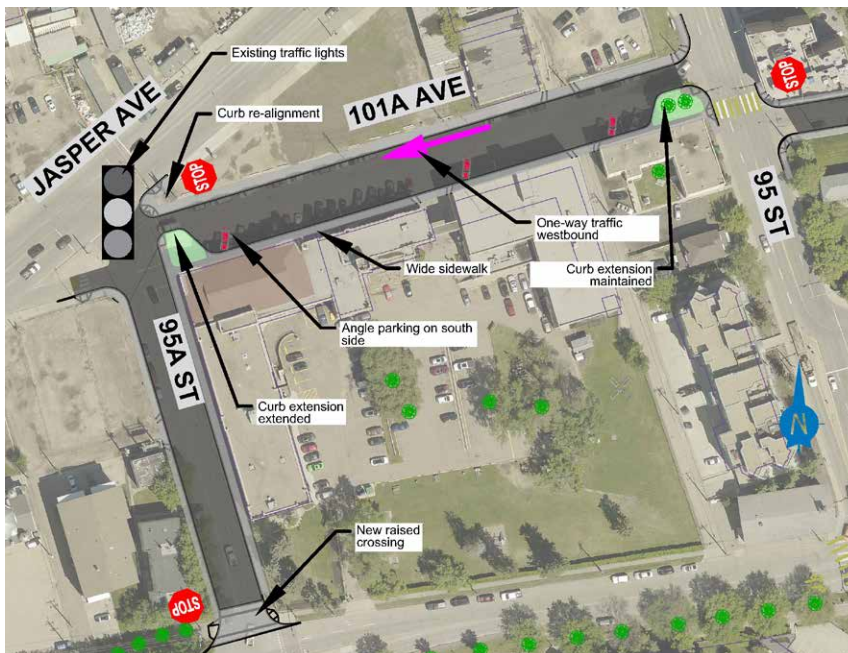
\*Design changed/added since final design presented in fall 2022

The turn around on 94A Avenue has been removed from the scope of this project

# 101A Avenue 95 Street to 95A Street

## What we decided:

- + To add an enhanced curb extension to narrow the entrance of 101A Avenue off of 95A Street to reduce confusion and deter wrong-way vehicle movements onto 101A Avenue
- + To widen the sidewalk on the south side
- + To add a new raised crossing at the south end of 95A Street



## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies and Programs

- + Safe Mobility Strategy
- + Community Traffic Management



Technical Requirements

- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities
- + Space needed to accommodate wider sidewalks and landscaping within road right-of-way will have tradeoffs and impacts



Public Engagement Input

### Participants support:

- + Deterring wrong-way vehicle movements on 101A Avenue
- + Adding curb extensions to provide shorter, safer crossings for people who walk and roll
- + Improving crossing safety and comfort for people who walk and roll

## 101A Avenue: 96 Street to 97 Street (Okisikow Way)

101A Avenue between 96 Street and 97 Street has been dedicated as Okisikow (Angel) Way to honour all women and gender diverse people who have experienced violence and those who continue to suffer, along with their families. The naming of this stretch of 101A Avenue is meant to serve as a reminder to all Edmontonians that all victims of violence and their families need and deserve spaces that provide services, shelter and support. The Project Team continues to consult with Indigenous partners and other key stakeholders to ensure the look and feel of this street appropriately represents a place where victims can find understanding and support.

### What we decided:

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- + To add streetscaping with new furnishings and trees
  - + To change direction of traffic to one-way eastbound
- 

*Renderings are not available as the design is currently under development.*



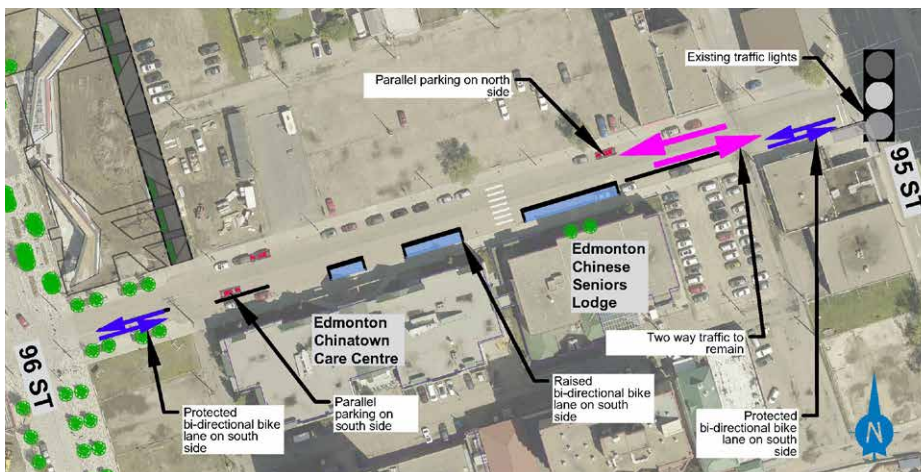
# 102A Avenue – 96 Street to Jasper Avenue

## What we decided:

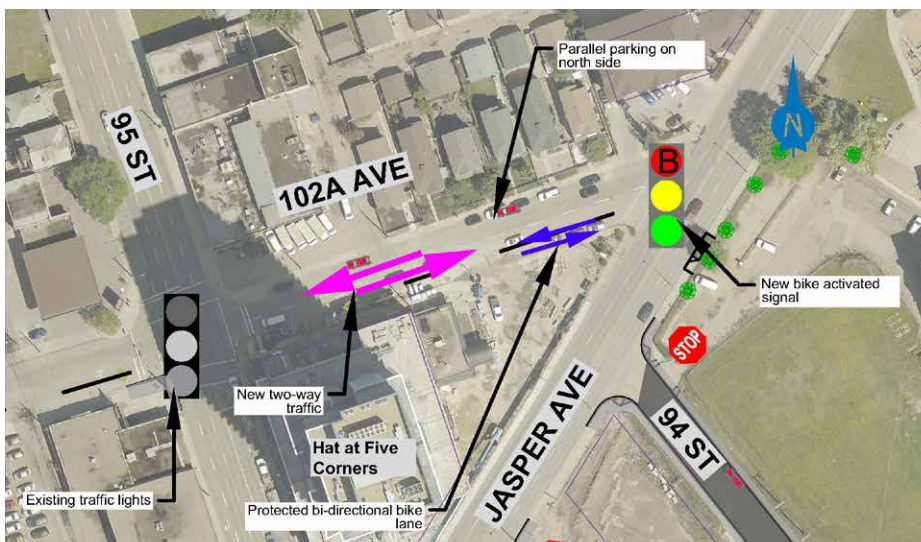
- + To add a temporary\* bi-directional bike lane (one side of street) from 96 Street to Jasper Avenue to improve active transportation connectivity in the area
- + To provide parallel on-street parking on the south side in front of the Edmonton Chinatown Care Centre and the Edmonton Chinese Seniors Lodge to accommodate accessible parking.
- + To provide parallel on-street parking on the north side east of the seniors lodge to Jasper Avenue. (50 per cent of parking retained from what exists today)
- + To maintain two-way vehicle traffic between 96 Street and 95 Street (as exists today)
- + To change from one-way to two-way vehicle traffic between 95 Street and Jasper Avenue
- + To add a bike-activated signal at Jasper Avenue and 102A Avenue

\*Permanent bike lane infrastructure will be added as part of future 102 A Avenue improvement project

### 102A Avenue: 96 Street to 95 Street



### 102A Avenue: 95 Street to Jasper Avenue



## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies and Programs

- + City Plan
- + Edmonton Bike Plan
- + Active Transportation Policy
- + Connect Edmonton



Technical Requirements

- + Bike route connectivity to complete an east-west bike connection from downtown to Jasper Avenue via a temporary bi-directional bike lane
- + Bike route signage will be installed to inform users of connections
- + Signal improvements required to facilitate safe crossings at 102A Avenue and Jasper Avenue
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



Public Engagement Input

#### Participants support:

- + Adding a bike-activated signal at Jasper Avenue and 102A Avenue for safer and more convenient crossing for people who bike
- + Improving east-west bike connections for people who bike
- + Protected bike facilities that separate all users

#### Participants indicate concern about:

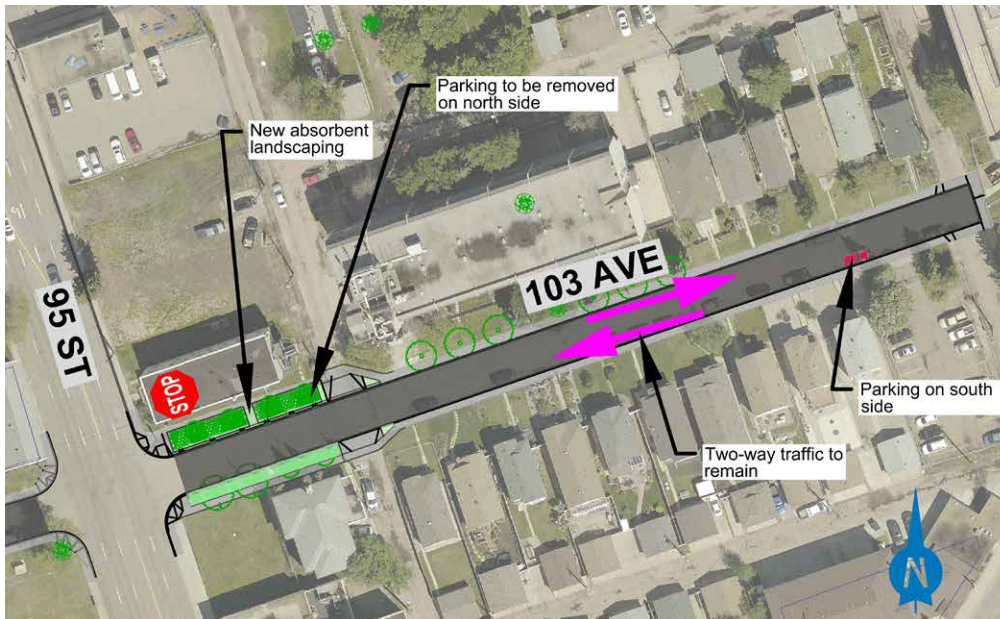
- + Removing any parking that supports the residents and businesses in the area



# 103 Avenue: 95 Street to alley east of 95 Street

## What we decided:

- + To maintain two-way traffic (as exists today)
- + To add a new boulevard on both sides of the roadway for trees, plantings and absorbent landscaping (Low Impact Development) (road will be narrowed from what exists today)
- + To remove parking along the north side to be consistent with the rest of 103 Avenue east of 95 Street



## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies and Programs

- + City Plan
- + Safe Mobility Strategy
- + Community Traffic Management Policy
- + Connect Edmonton
- + Corporate Tree Management Policy



Technical Requirements

- + Improve drainage and surface ponding with the implementation of EPCOR LID in planting beds
- + Identify new areas where trees can be planted to support succession planting
- + Provide adequate soil volume to promote tree health
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



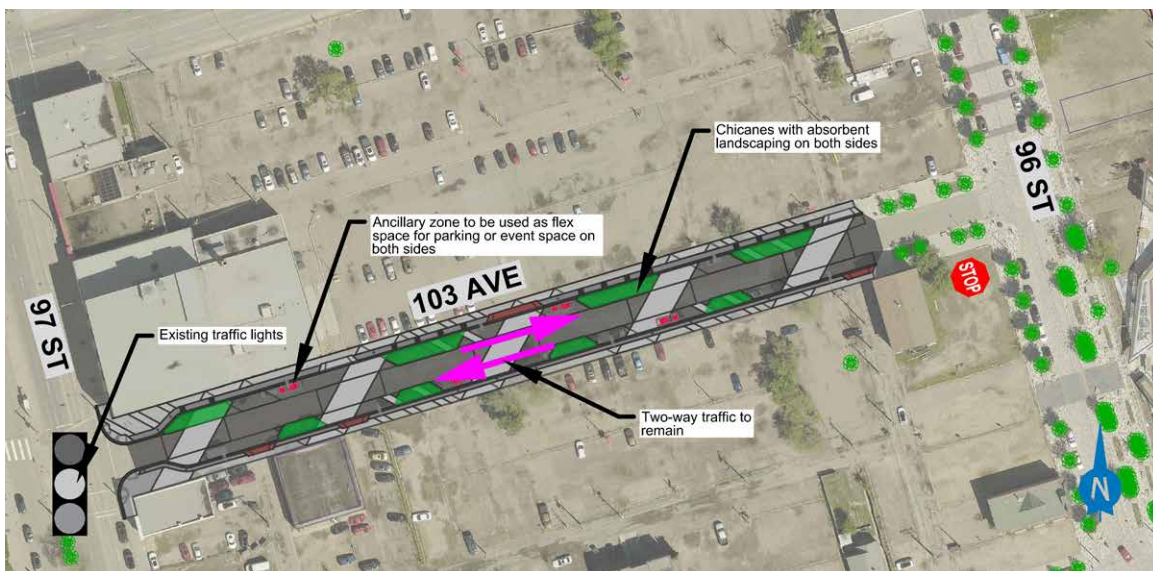
Public Engagement Input

- + Not applicable – design was a new addition after Community Feedback on Final Design stage closed

# 103 Avenue: 97 Street to 96 Street

## What we decided:

- + To create an on-street, multi-use area with unique pavement treatment to be used as parking and event space
- + To maintain two-way vehicle traffic direction (as exists today)
- + To maintain parallel on-street parking on both sides within the multi-use area (as exists today)



103 Avenue looking east from 97 Street



103 Avenue looking west



### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies  
and Programs

- + City Plan
- + Connect Edmonton
- + Winter City Design Guidelines



Technical  
Requirements

- + Improve drainage and surface ponding with the implementation of EPCOR LID in planting beds
- + Identify new areas where trees can be planted to support succession planting
- + Provide adequate soil volume to promote tree health
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



Public  
Engagement  
Input

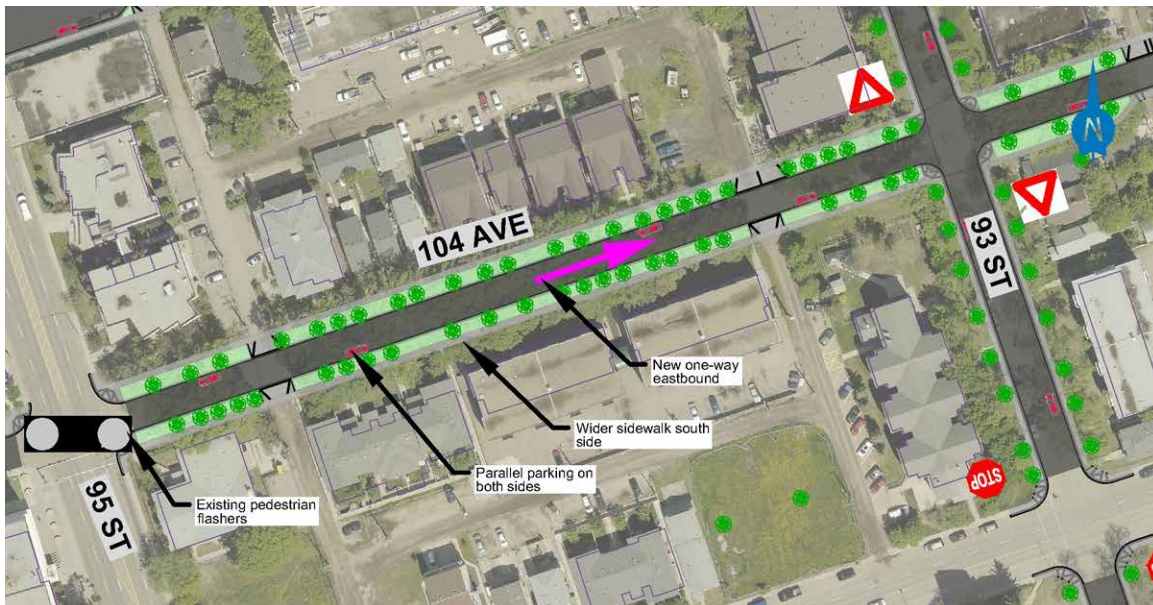
#### Participants support:

- + Public spaces for event options
- + Retaining parking to support local businesses

## 104 Avenue: 95 Street to 93 Street

### What we decided:

- + To change to one-way eastbound vehicle traffic (change from existing) to allow access east off of 95 Street and improve traffic flow in the neighbourhood (105 Avenue provides the westbound one-way traffic flow)
- + To maintain parallel on-street parking (as exists today)
- + To widen the sidewalk on south side



### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies and Programs

- + Safe Mobility Strategy
- + Connect Edmonton



Technical Requirements

- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



Public Engagement Input

#### Participants support:

- + Retaining parking to support local businesses

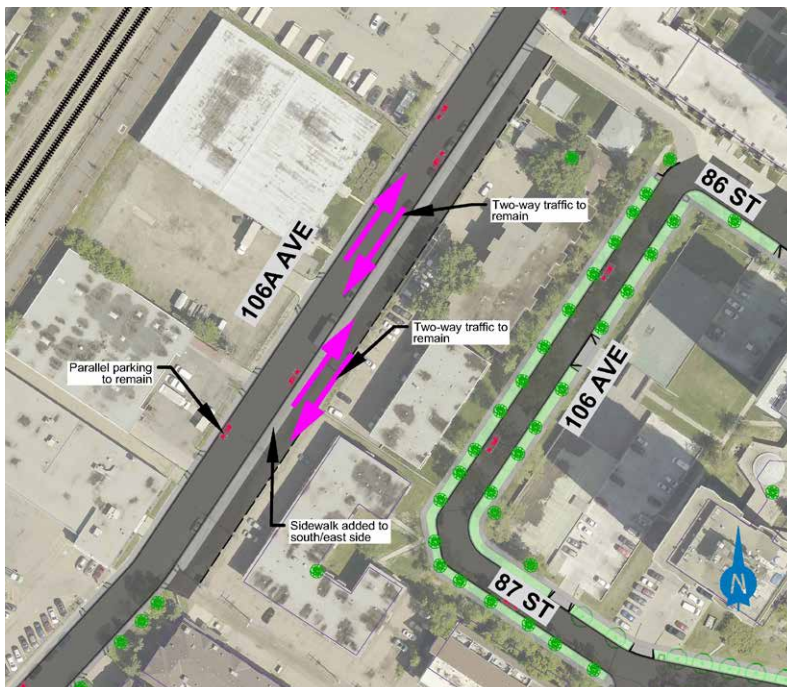
#### Participants indicate concern about:

- + One-way roadways restricting resident and visitor movements

# 106A Avenue service road

## What we decided:

- + To pave the service road on the south/east side of 106A Avenue
- + To add a sidewalk to the south/east side of 106A Avenue
- + To maintain two-way vehicle traffic (as exists today)
- + To maintain parallel on-street parking on both sides (as exists today)
- + To maintain access to parking lots for apartment buildings (as exists today)



## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



#### City Policies and Programs

- + City Plan
- + Safe Mobility Strategy
- + Connect Edmonton
- + PED Connections – a sidewalk strategy

#### Technical Requirements

- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities

#### Public Engagement Input

### Participants support:

- + Including new sidewalks on both sides of the street to improve connectivity for people walking and rolling
- + Retaining parking to support local residents and businesses

# 84 Street: 111 Avenue LRT Station to Jasper Avenue\*

## What we decided:

- + To add a bi-directional bike lane on the west side of the road
- + To remove parking on both sides of the road to provide space for amenities
- + To maintain the bus route (as exists today)
- + To maintain two-way traffic (as exists today)
- + To remove some trees on west side of the road to provide space for amenities
- + To remove the curb extension on the northwest side of 84 Street and 110 Avenue

## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies and Programs

- + City Plan
- + Edmonton Bike Plan
- + PED Connections – a sidewalk strategy
- + Connect Edmonton
- + Active Transportation Policy



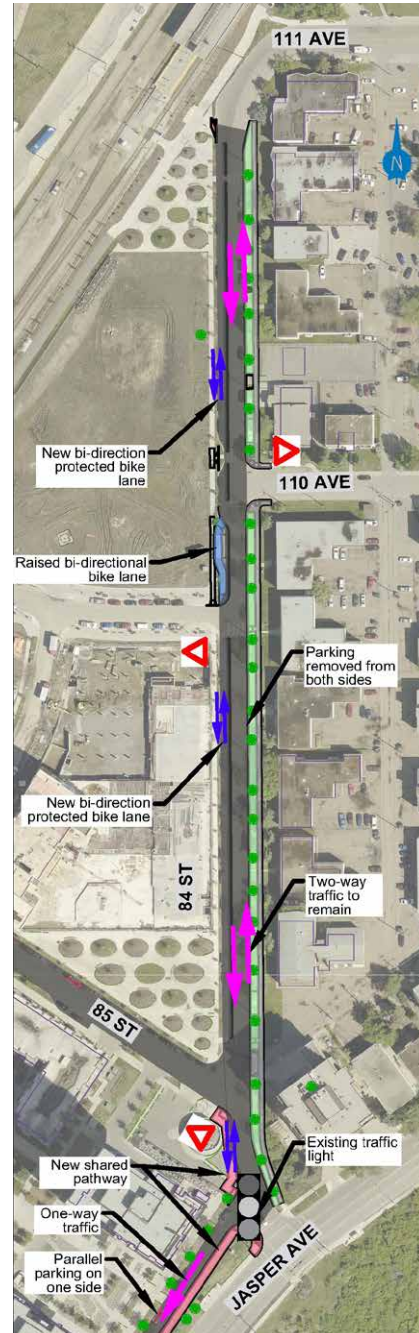
Technical Requirements

- + Bike route connectivity to provide a north-south bike connection in Boyle Street via a raised protected bi-directional bike lane
- + Bike route signage will be installed to inform users of connections
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities
- + Space needed to accommodate protected infrastructure and trees within road right-of-way will have tradeoffs and impacts (for example, change of on-street angle parking to on-street parallel parking, change to one-way traffic direction)



Public Engagement Input

- + Not applicable – design was a new addition after Community Feedback on Final Design stage closed



\*This design is under review and may change.

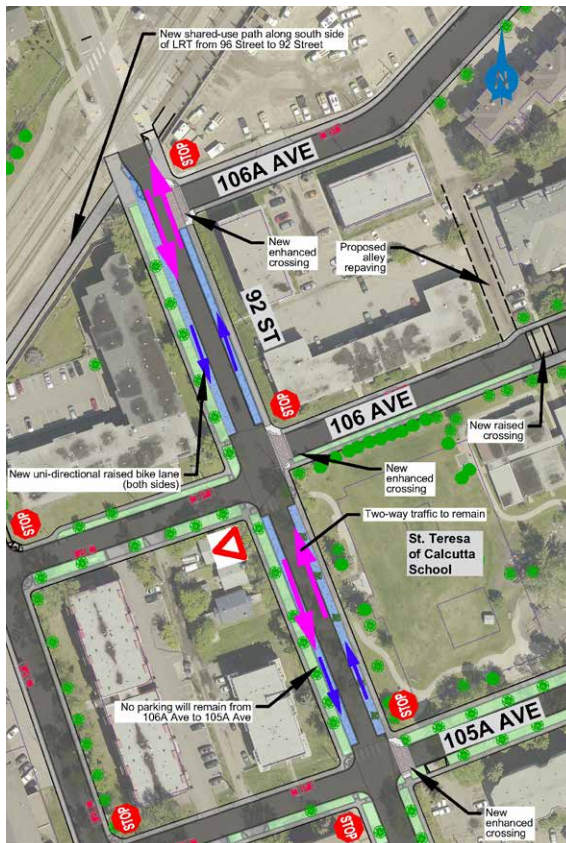
## 92 Street: 106A Avenue to 103A Avenue

### What we decided:

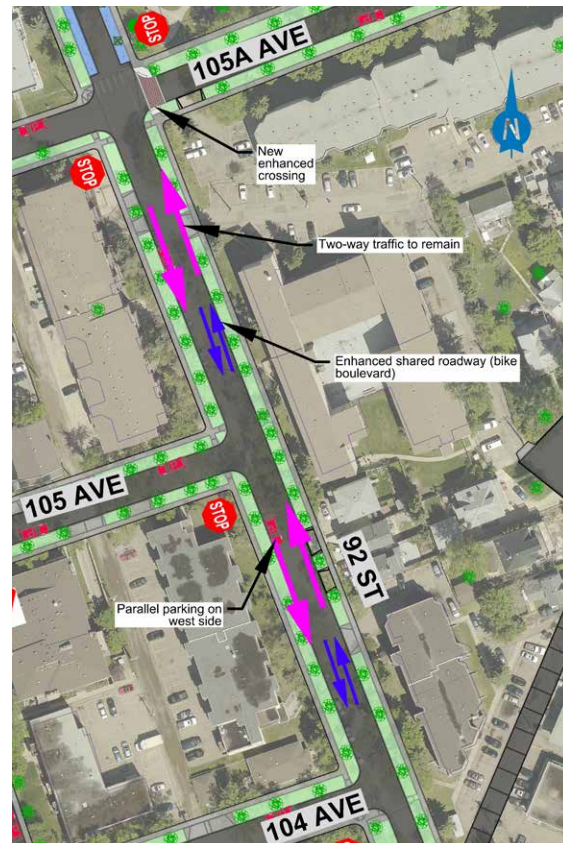
- + To add a protected, raised uni-directional bike lane from 106A Avenue to 105A Avenue that will continue through McCauley to 107A Avenue
- + To add an enhanced shared roadway\* (between 103A Avenue and 105A Avenue) to provide north-south cycle connectivity to area bike routes and key destinations within the neighbourhood such as Commonwealth Stadium
- + To widen the sidewalk on the east side
- + To add curb extensions along both sides of 92 Street, where utilities and drainage allow, to help slow traffic
- + To maintain two-way vehicle traffic (as exists today)
- + To remove parking between 105A Avenue and 106A Avenue
- + To replace the existing street lighting post top poles with an updated style in the same colour
- + To include pedestrian level lighting on the new galvanized street lights along 92 Street between 106A Avenue and 103A Avenue

\*Enhanced shared roadway (also known as a bike boulevard): A bikeway that is located on the street and shared with low-volume, low-speed motor vehicle traffic. This design includes speed and volume management techniques to ensure the space is suitable for all ages and abilities.

92 Street: 106A Avenue to 105A Avenue

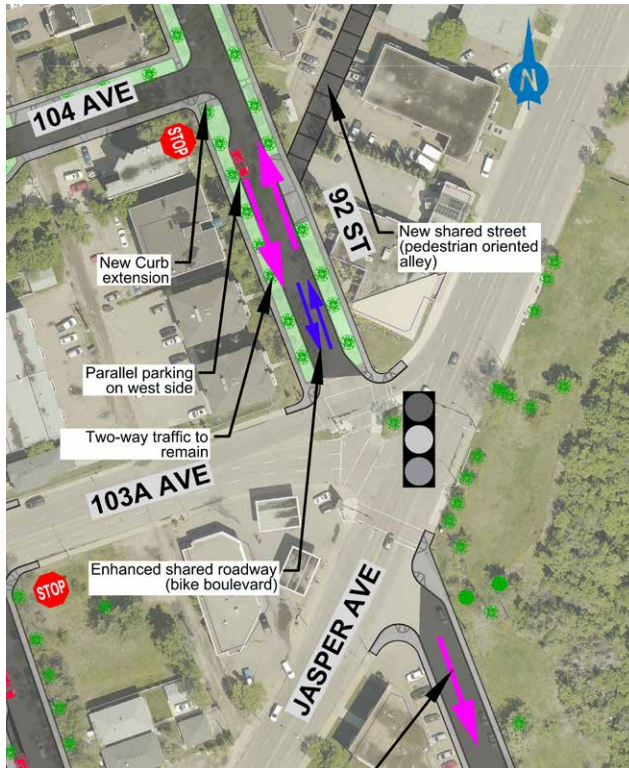


92 Street: 105A Avenue to 104 Avenue





**92 Street: 104 Avenue to 103A Avenue**



**What we accounted for to make our decisions:**

**Vision and Guiding Principles considered:**



- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Community Traffic Management Policy
- + Connect Edmonton



- + Bike route connectivity, upgrading the neighbourhood north-south bike connection in Boyle Street via raised protected bike lane and bike boulevard with traffic calming features
- + Bike route signage will be installed to inform users of connections
- + Curb extensions introduced to improve sight lines and reduce crossing distances at intersections
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities
- + Space needed to accommodate protected infrastructure and trees within road right-of-way will have tradeoffs and impacts (for example, change of on-street angle parking to on-street parallel parking, change to one-way traffic direction)



**Participants support:**

- + Improving active mode connections for people who bike
- + Protected bike facilities that separate all users
- + Adding curb extensions to provide shorter, safer crossings for people who walk and roll

**Participants indicate concern about:**

- + Removing any parking that supports the residents and businesses in the area
- + Conflicts between people biking and driving in the shared street space

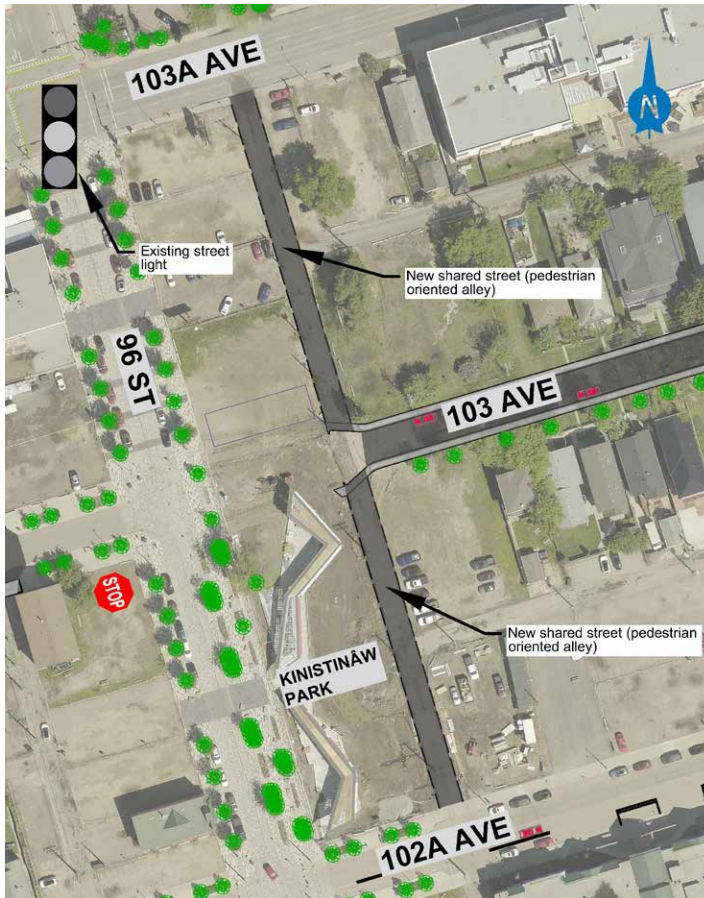
## Alley (east side of Kinistinâw Park): 103A Avenue to 102A Avenue

### What we decided:

- + To add a shared street (pedestrian-oriented alley)\* lining the east side of Kinistinâw Park between 103A Avenue 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 future building development plans

### Shared street (pedestrian oriented alley) examples





**What we accounted for to make our decisions:**

**Vision and Guiding Principles considered:**



**City Policies and Programs**

- + City Plan
- + PED Connections – a sidewalk strategy
- + Connect Edmonton
- + Active Transportation Policy

**Technical Requirements**

- + Identify new areas where trees can be planted to support succession planting
- + Provide adequate soil volume to promote tree health
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities

**Public Engagement Input**

**Participants support:**

- + Improving active mode connections for people who walk, bike and roll
- + Adding public gathering spaces

**Participants indicate concern about:**

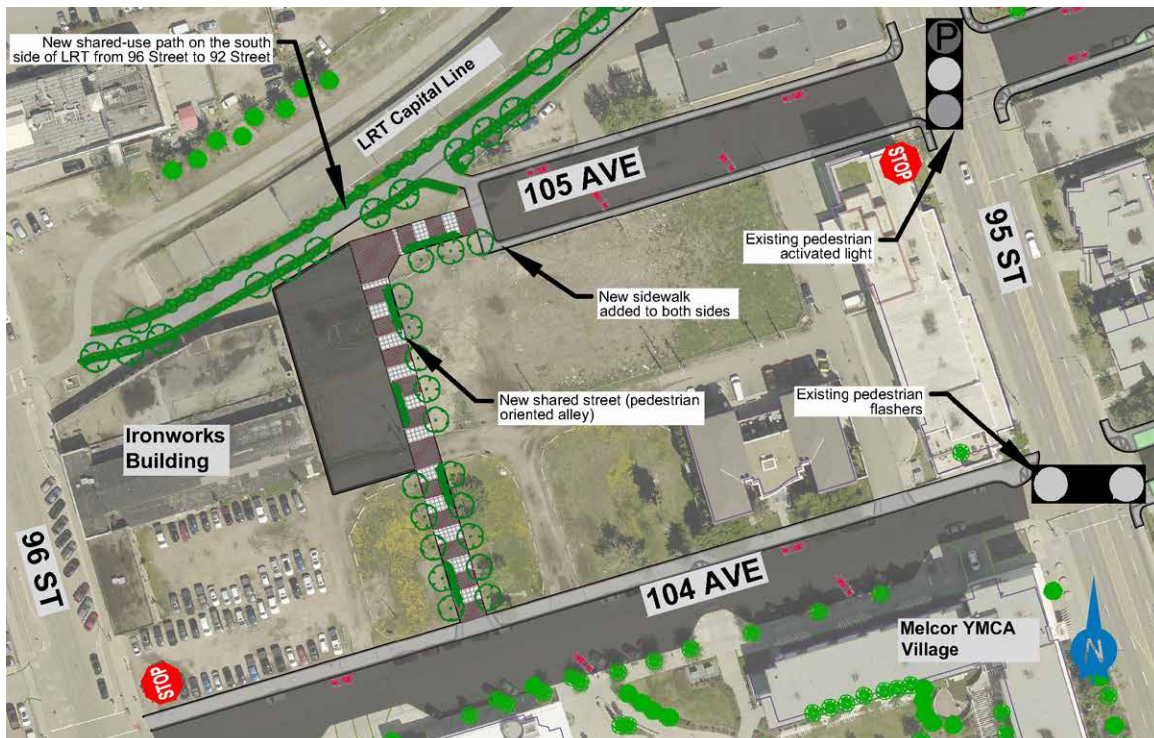
- + Conflicts between people biking, walking and driving in the shared street space

## Alley: connecting 105 Avenue to 104 Avenue and the LRT shared pathway

### What we decided:

- + To add a north-south shared street (pedestrian-oriented alley)\* connecting 105 Avenue to 104 Avenue between 96 Street and 95 Street to improve active transportation connections in this area
- + To add shared pathway along the south side of the LRT tracks
- + To add a new sidewalk on 105 Avenue to connect 95 Street to the LRT shared pathway

\*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.



## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies  
and Programs

- + City Plan
- + PED Connections – a sidewalk strategy
- + Connect Edmonton
- + Active Transportation Policy



Technical  
Requirements

- + Bike route connectivity to provide a east/west bike connection along the south side of the LRT tracks from 96 Street to 92 Street
- + Bike route connectivity to provide a north/south bike connection from the LRT tracks to 104 Ave, to connect to future park space as part of the Boyle Renaissance Phase 3 Project
- + Bike route signage will be installed to inform users of connections
- + Identify new areas where trees can be planted to support succession planting
- + Provide adequate soil volume to promote tree health
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



Public  
Engagement  
Input

#### Participants support:

- + Improving active mode connections for people who walk, bike and roll

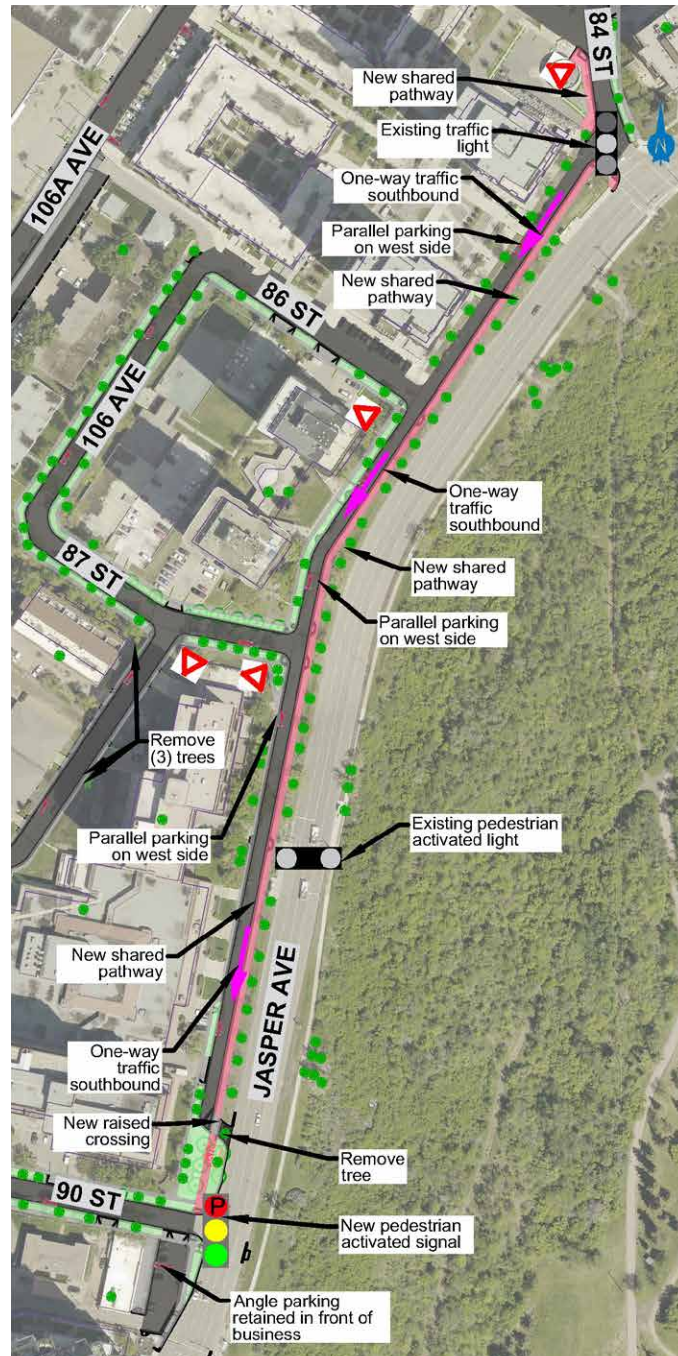
#### Participants indicate concern about:

- + Conflicts between people biking and driving in the shared street space

## Jasper Avenue service road: 90 Street to 84 Street

### What we decided:

- + To add a shared pathway on the east side of the service road to improve the active transportation connections along the northwest side of Jasper Avenue with a new raised crosswalk on the service road north of 90 Street
- + To change from two-way to one-way southbound vehicle traffic on the service road (change from what exists today)
- + To include parallel and angle on-street parking along northwest side of service road (most of parking retained from what exists today)
- + To maintain direct access to Jasper Avenue at 84 Street and 90 Street as exists today
- + To connect the Jasper Avenue service road directly to Jasper Avenue (service road will no longer connect to 90 Street)
- + To relocate the existing pedestrian activated signal north of the Latta Bridge to 90 Street



Looking southeast from 84 Street



Looking south from 87 Street



**What we accounted for to make our decisions:**

**Vision and Guiding Principles considered:**



**City Policies and Programs**

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + PED Connections – a sidewalk strategy
- + Connect Edmonton
- + Active Transportation Policy

**Technical Requirements**

- + Bike route connectivity to provide a north/south bike connection along the east side of the Jasper Ave Service Road from 90 Street to 84 Street
- + Bike route signage will be installed to inform users of connections
- + Identify new areas where trees can be planted to support succession planting
- + Provide adequate soil volume to promote tree health
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities
- + Space needed to accommodate protected infrastructure and trees within road right-of-way will have tradeoffs and impacts (for example, change of on-street angle parking to on-street parallel parking, change to one-way traffic direction)
- + Signal improvements required to facilitate safe crossings with new bike infrastructure introduced at Jasper Avenue and 90 Street

**Public Engagement Input**

**Participants support:**

- + Improving active mode connections for people who walk, bike and roll
- + Improved safety and traffic flow

**Participants indicate concern about:**

- + Removing any parking that supports the residents and businesses in the area

# LRT shared pathway connection

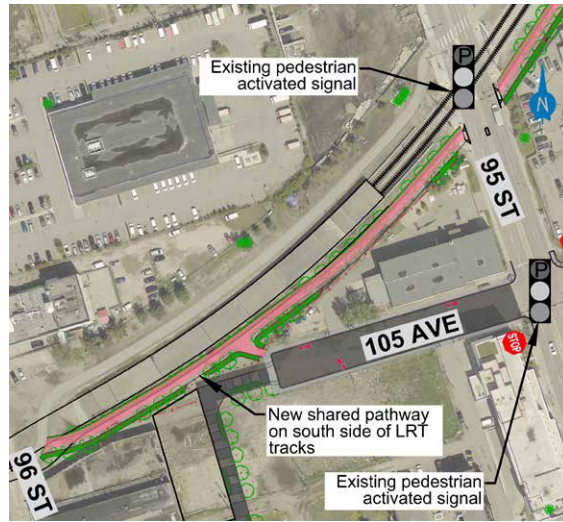
## What we decided:

- + To add 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

LRT shared pathway: 92 Street to 95 Street



LRT shared pathway: 95 Street to 96 Street



## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



#### City Policies and Programs

- + City Plan
- + Edmonton Bike Plan
- + Connect Edmonton
- + PED Connections – a sidewalk strategy
- + Active Transportation Policy

#### Technical Requirements

- + Bike route connectivity to provide a east/west bike connection along the south side of the LRT tracks from 96 Street to 92 Street
- + Bike route signage will be installed to inform users of connections
- + Identify new areas where trees can be planted to support succession planting
- + Provide adequate soil volume to promote tree health
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities

#### Public Engagement Input

### Participants support:

- + Improving active mode connections for people who walk, bike and roll

### Participants indicate concern about:

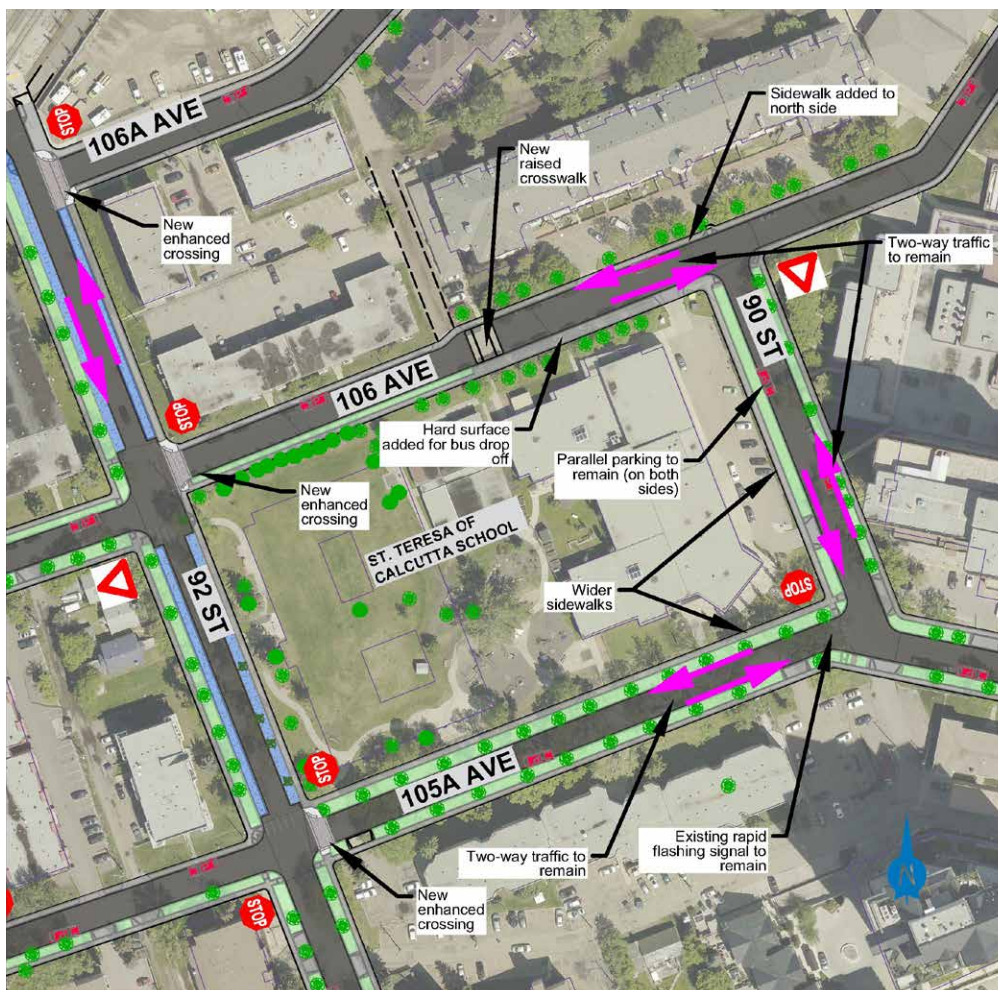
- + Safety and good lighting in this area



## St. Teresa of Calcutta School: 90 Street / 105A Avenue

### What we decided:

- + To add a mid-block crossing on 106 Avenue at St. Teresa of Calcutta School to improve pedestrian connectivity to and from the school
- + To add a new sidewalk to the north side of 106 Avenue near 90 Street
- + To add a hard surface to the school bus drop off location on the south side of 106 Avenue
- + To widen the sidewalks on the east, west and south sides of the school
- + Alley connection has been removed from scope and will be included in a future alley renewal project.



## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



#### City Policies and Programs

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + PED Connections – a sidewalk strategy
- + Connect Edmonton
- + Active Transportation Policy



#### Technical Requirements

- + Bike route connectivity, upgrading the neighbourhood north-south bike connection in Boyle Street via raised protected bike lane and bike boulevard with traffic calming features
- + Bike route signage will be installed to inform users of connections
- + Raised crosswalk introduced to improve sight lines and slow traffic on 106 Avenue near bus drop off location for the school
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities
- + Space needed to accommodate protected infrastructure and trees within road right-of-way will have tradeoffs and impacts (for example, change of on-street angle parking to on-street parallel parking, change to one-way traffic direction)



#### Public Engagement Input

### Participants support:

- + Improving active mode connections for people who walk, bike and roll

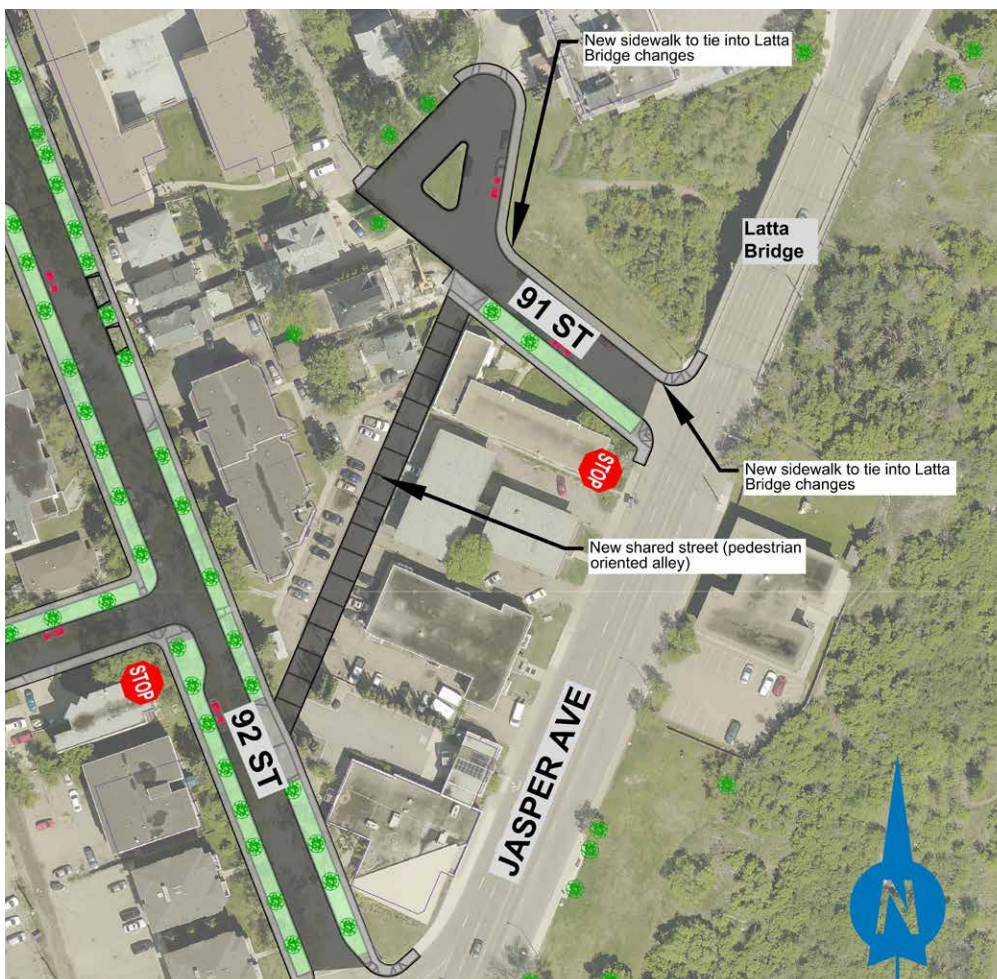
## Alley connection to Latta Bridge (between 92 Street and 91 Street)

### What we decided:

- + To add a shared street (pedestrian-oriented alley)\* from 92 Street to 91 Street to better connect people to the Latta Bridge and Dawson Park. The shared street will connect to wider sidewalks on the east side of 91 Street that lead onto wide sidewalks on the Latta Bridge and connect to destinations to the east

*Note: The green open space leading to and under the Latta Bridge and any paths heading into the river valley are NOT in the scope of work for this project. Information regarding the desires to improve those areas have been relayed to the appropriate City departments for consideration.*

\*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.



## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies  
and Programs

- + PED Connections – a sidewalk strategy
- + Connect Edmonton
- + Active Transportation Policy



Technical  
Requirements

- + Bike route connectivity to provide a east/west bike connection from 92 Street to the Latta Bridge and Jasper Avenue
- + Bike route signage will be installed to inform users of connections
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



Public  
Engagement  
Input

#### Participants support:

- + Improving active mode connections to the south side of Jasper Avenue and the river valley

#### Participants indicate concern about:

- + Conflicts between people biking and driving in the shared street space

For project updates and more information:

Web: [edmonton.ca/BuildingBoyleStreetandMcCauley](http://edmonton.ca/BuildingBoyleStreetandMcCauley)

Email: [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca)

Call: 311

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