

Boyle Street Final Design Information Booklet

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Neighbourhood Renewal construction will be starting this spring in Boyle Street! The designs in this booklet reflect Edmonton's big picture plans and prepares Boyle Street as the city continues to change and grow. Now is the time to plan for the future and growing population, as this infrastructure will be in place for another 30-50 years.

Whether you have been along for the entire journey or just recently tuned in, we are pleased you have joined us and are eager to share the designs to make your sidewalks, streets and public spaces comfortable and accessible in all seasons for all ages, genders and mobility levels. To achieve this, the design includes a network of improved active transportation connections, traffic calming measures and enhancements to gathering spaces.

We hope you take the time to review the designs as there may be one or more changes to roads, sidewalks, bike lanes or public spaces near your residence or property that may affect how you experience walking, biking, rolling, driving and gathering in your neighbourhood.



Included in your Neighbourhood Renewal:

The following changes will be included as part of the neighbourhood renewal designs in Boyle Street:

- + 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)

The final design also includes alterations to how some of your streets will function in the future including changes to:

- + Traffic flow directions
- + Intersection movements
- + Parking

Also included in your Neighbourhood Renewal (but not shown on maps at this stage) are:

- + 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

See Street by Street List on page 5



What we considered when developing the final designs

City policies and programs

City policies and programs such as the Complete Streets Design and Construction Standards, Vision Zero Edmonton and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. This sets the foundation for the Project Team to develop designs for the neighbourhood while technical studies and public input are used to make adjustments for your neighbourhood needs.

Technical studies

As each neighbourhood is unique, the Project Team conducts studies of the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will fit in the neighbourhood. Other studies provided information on traffic flow, parking usage and intersection concerns.

Public input

To understand resident concerns and gather local knowledge, community conversations and surveys began in November 2020. Thank you to everyone who engaged with us and shared neighbourhood experiences, concerns and design preferences.

There are over 10,000 residents living in Boyle Street and McCauley, each with specific needs and opinions on how they envision the neighbourhood's future. All input shared by residents throughout this project was heard and provided the Project Team with a high level of understanding of what is important to you and your neighbours. Public input was used to develop the project Vision and Guiding Principles that, along with ongoing public engagement, continue to guide the Project Team when prioritizing design and budget decisions. [Click here](#) to view the Vision and Guiding Principles and [here](#) to navigate the project web page for What We Heard Public Engagement Reports for each phase of the project.

Decisions

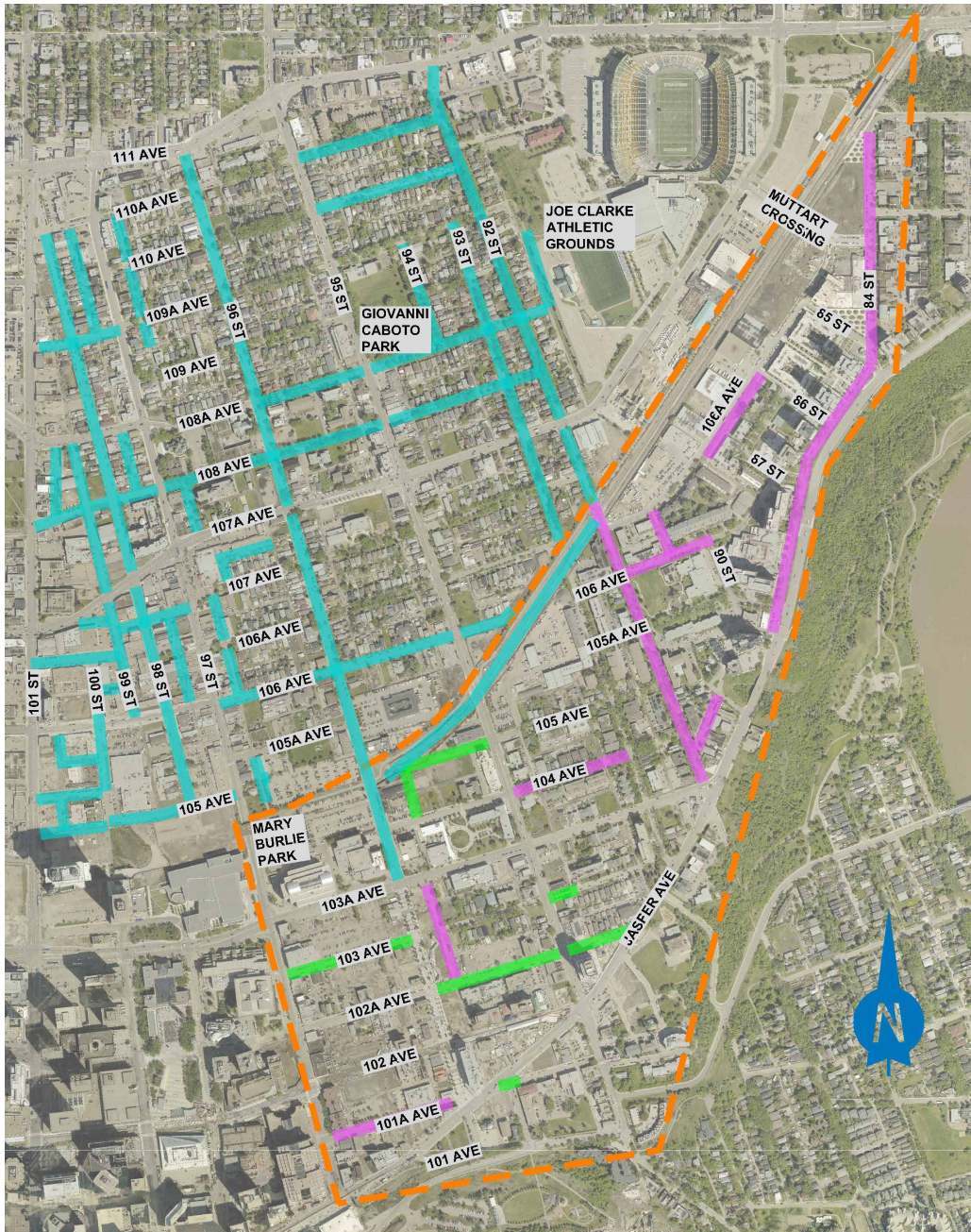
You may not always see your ideas reflected directly in the design decisions as it is simply not possible to include every idea or to meet every need on one street. For every decision, the Project Team consulted City policies and considered technical studies to make some hard decisions that had to include compromises and tradeoffs to ensure the outcome was good for the neighbourhood as a whole – for today and the future.

[See Street by Street List on page 5](#)



The final design

This map shows all streets that will experience significant enhancements or have changes to how the street will function in the future.



- Boyle Street boundary:
- McCauley project area:
- Changes within Boyle Street in 2024:
- Changes within Boyle Street in 2025:

See Street by Street List on page 5



Final design: Overviews

[Connections for people who walk, bike and roll](#)

[Streets: traffic directions, crossings, intersections, closures and parking](#)

[Public spaces and Low Impact Development](#)

Final design: Street by street

To see street/area specific designs, click on any of the location links below:

AREA	LOCATION
Boyle Street (full neighbourhood)	101A Avenue: 95 Street to 95A Street
	102A Avenue: 96 Street to Jasper Avenue
	103 Avenue: 97 Street to 96 Street
	104 Avenue: 95 Street to 93 Street
	106A Avenue service road*
	92 Street: 106A Avenue to 103A Avenue*
	Alley connection to Latta Bridge (between 92 Street and 91 Street)
	Alley (east side of Kinistinâw Park): 103A Avenue to 102A Avenue
	Alley: connecting 105 Avenue to 104 Avenue and the LRT shared pathway
	Jasper Avenue service road: 90 Street to 84 Street*
	LRT shared pathway connection
	St. Teresa of Calcutta School: 90 Street/105A Avenue
	84 Street: 111 Avenue LRT Station to Jasper Avenue*
	101A Avenue: 96 Street to 97 Street (Okisikow Way)*
	103 Avenue: 95 Street to alley east of 95 Street*

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

Connections for people who walk, bike and roll

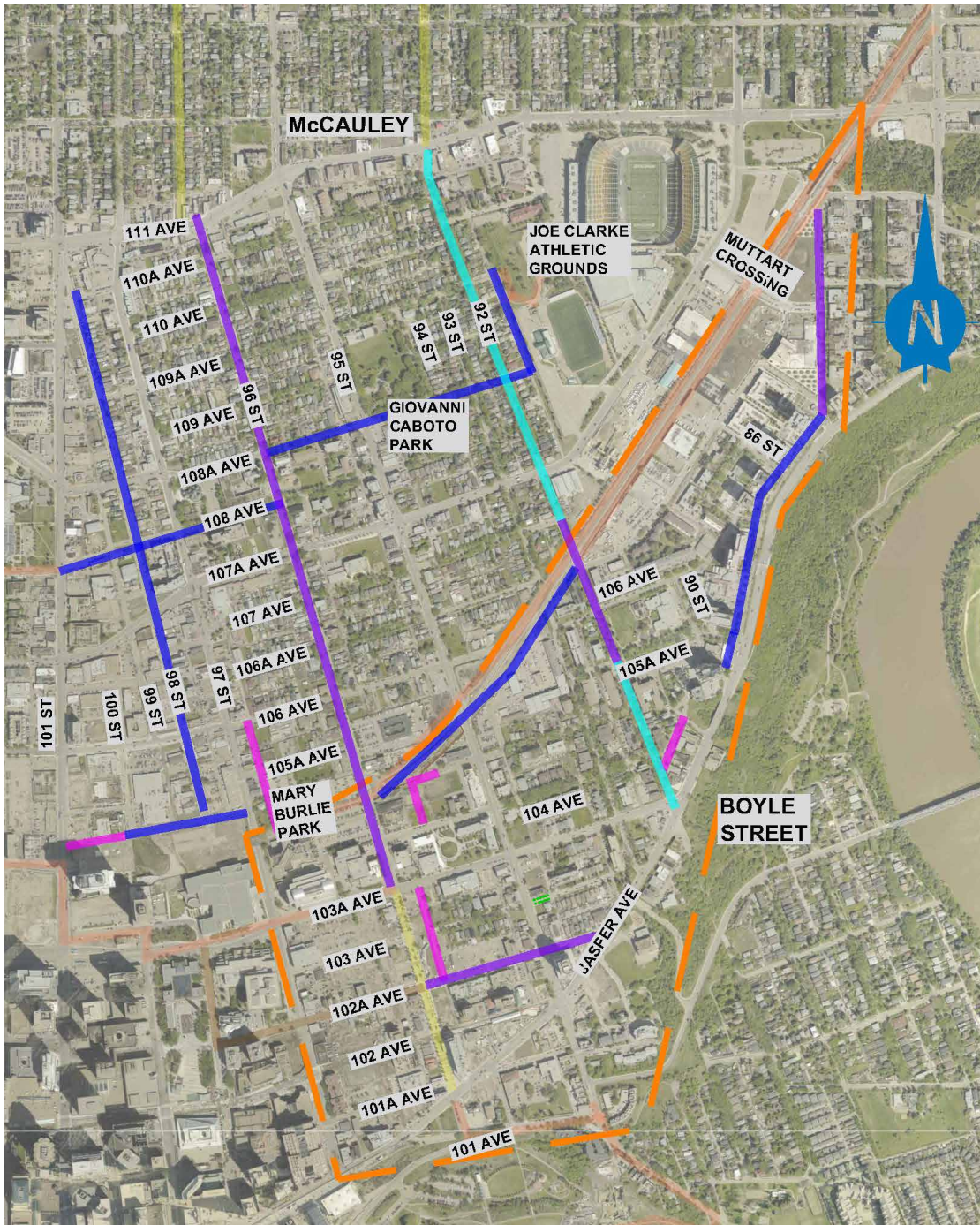
City policy provided the direction to increase opportunities to walk, bike and roll in Edmonton, regardless of age, ability, or socio-economic status. Technical studies and public input guided the design including the locations and types of connections that would work best in Boyle Street.

The final design includes:

- + All existing sidewalks replaced (pending Local Improvement decision); wider where possible
- + Sidewalks added where missing (where possible)
- + Additional east-west bike connections
- + Additional north-south bike connections
- + Shared pathways added
- + Shared streets (pedestrian-oriented alley) connections



BIKING

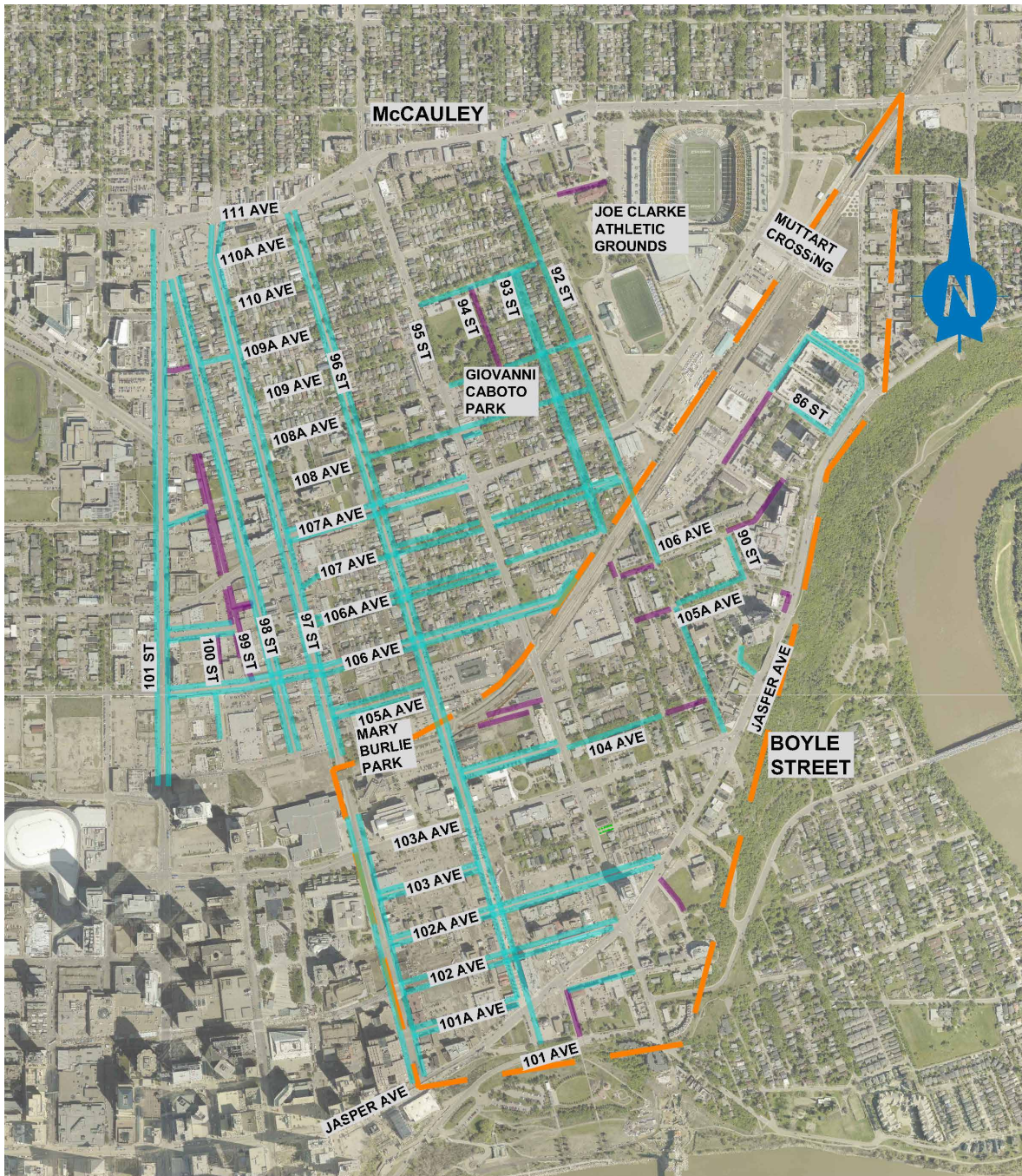






- | | |
|---|--|
| Boyle Street boundary: | New shared street (pedestrian oriented alley): |
| New shared pathway: | Existing shared pathway: |
| New protected bike lane (on-street): | Existing protected bike lane: |
| New enhanced shared roadway (bike boulevard): | Existing painted bike lane: |

See Street by Street List on page 5



WALKING – SIDEWALKS



- Boyle Street boundary:  
- Wide sidewalks: 
- New sidewalk links: 

See Street by Street List on page 5

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

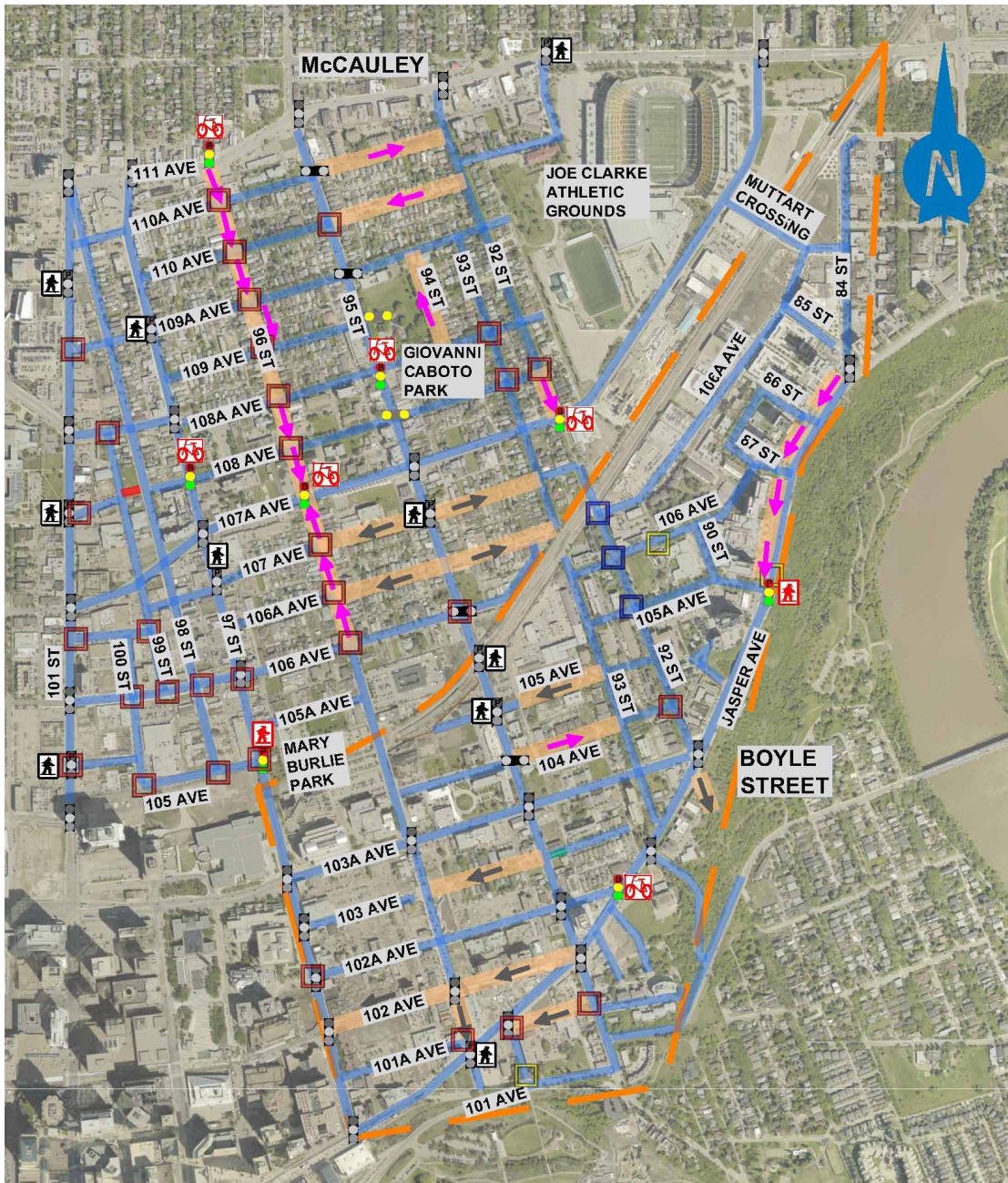
City policies and standards provided direction to the Project Team to address traffic issues and design liveable, safe streets for residents and all road users. Technical studies and public input guided the design including the locations for enhanced crosswalks, traffic calming measures and improved traffic flow and intersections that would work best in Boyle Street.

The final design for streets in Boyle Street includes:

- + New road surfaces on all residential roadways
- + Improved pedestrian/cycle crossings
- + New intersection designs to decrease confusion and increase safety
- + Traffic calming measures to slow traffic such as curb extensions, narrowing of road widths and traffic diverters
- + Traffic direction and parking changes and road closures to improve traffic flow and gain space for other elements



STREETS AND INTERSECTIONS



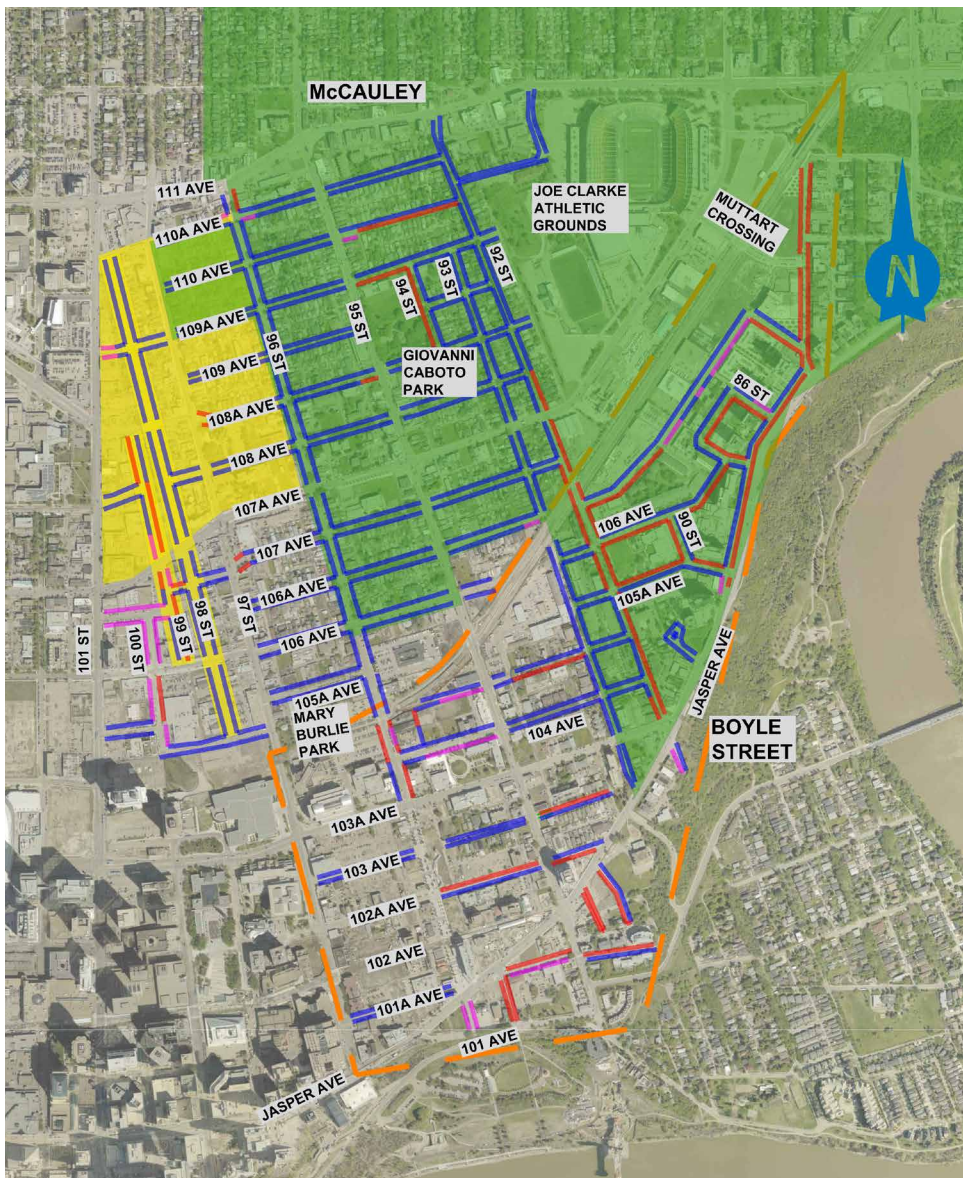
- | | |
|---------------------------|----------------------------|
| Boyle Street boundary: | New amber flasher: |
| Two-way traffic: | New bike activated signal: |
| Road closure: | Existing signals: |
| Existing one-way traffic: | Curb extension: |
| New one-way traffic: | Raised crosswalk: |
| New traffic signal: | Enhanced crossing: |
| New pedestrian signal: | |

See Street by Street List on page 5



PARKING

To make space for new bike lanes, sidewalks, trees and enhanced public spaces, some parking was removed. The Project Team heard throughout public engagement that parking is important and has added additional parking in alternate locations based on space available. Adjustments were also made to some parking restrictions to help improve accessibility of available on-street parking. Some areas will experience more impacts to their parking while others won't see a change. Overall there is a slight decrease in the total stalls within the neighbourhoods.



- Boyle Street boundary: — —
- Parallel parking: —
- Angle parking: —
- No parking: —
- Stadium parking restrictions game day: —
- New parking restrictions based on stakeholder input / can vary between streets: —

See Street by Street List on page 5



Public spaces and Low Impact Development

City policies and standards provided direction to the Project Team to design a network of high-quality, accessible and connected open spaces in Edmonton that also consider climate resilience. Technical studies and public input guided the designs that include active transportation connections that would work best in Boyle Street.

PUBLIC SPACES

We can enhance user experiences in our public spaces through the addition of elements like wider sidewalks, seating, trees, unique paving and gathering areas. Locations where such enhancements are being added include, but are not limited to:

- + 101A Avenue: 96 Street to 97 Street
- + 103 Avenue: 96 Street to 97 Street
- + Jasper Avenue service road: 84 Street to 90 Street
- + Alley (east of Kinistinâw Park): 102A Avenue to 103A Avenue
- + Boyle Renaissance Phase 3 Alley: connecting 105 Avenue to 104 Avenue and the LRT shared pathway

LOW IMPACT DEVELOPMENT

Throughout the neighbourhood, locations for Low Impact Development (LID) features have been identified in partnership with EPCOR. LID is an engineering and design approach to manage stormwater runoff as part of green infrastructure. Although most of the elements are below ground and cannot be seen after construction, stormwater is directed into the facility to be absorbed by plants, therefore reducing runoff and improving the quality of water released to the North Saskatchewan River.

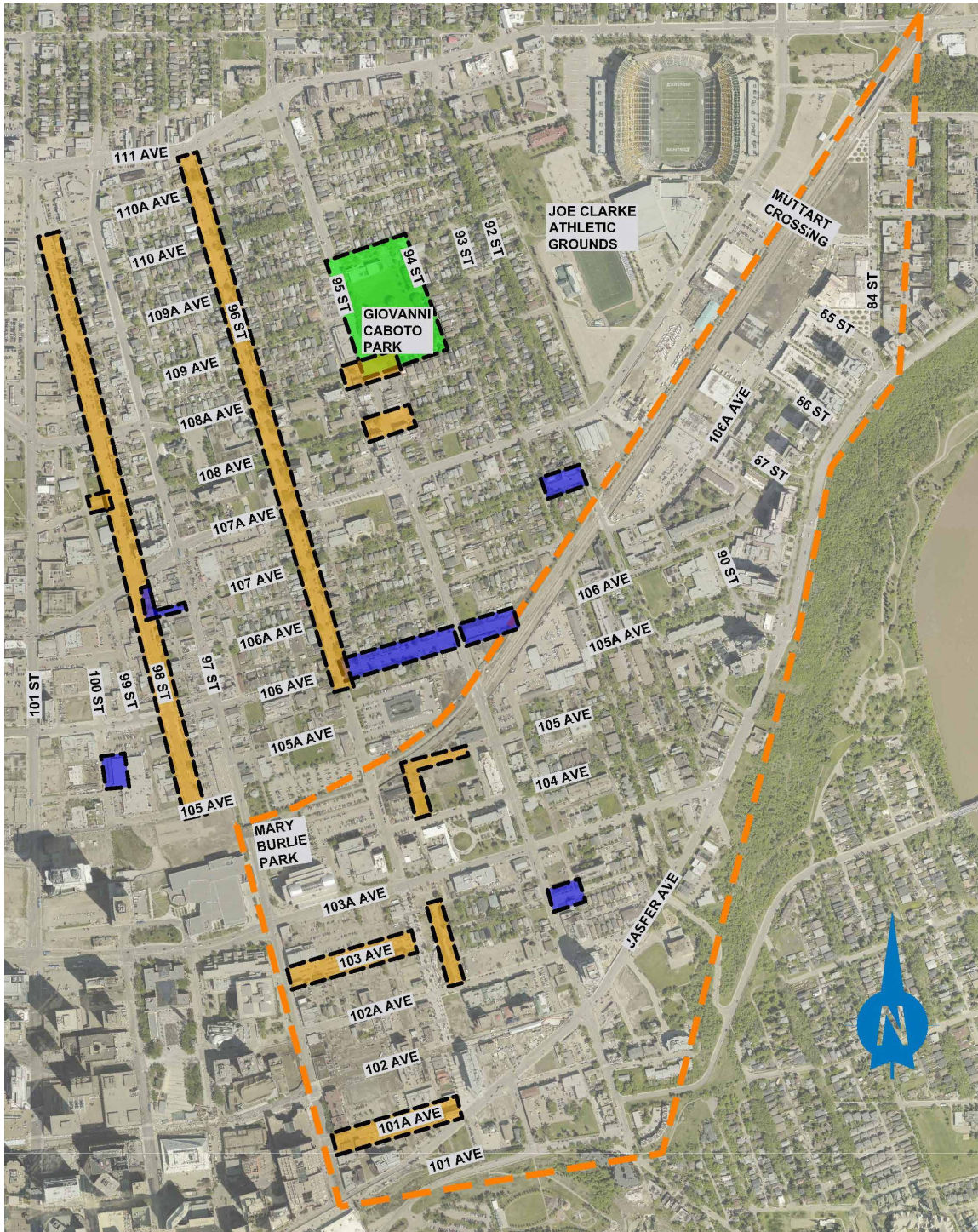
The final design incorporates LID at:

- + 103 Avenue east of 95 Street

See Street by Street List on page 5



Public spaces and low impact development



- Boyle Street boundary: 
- Parks: 
- Public space features: 
- Low impact development features: 

See Street by Street List on page 5

SHARE YOUR VOICE
SHAPE OUR CITY

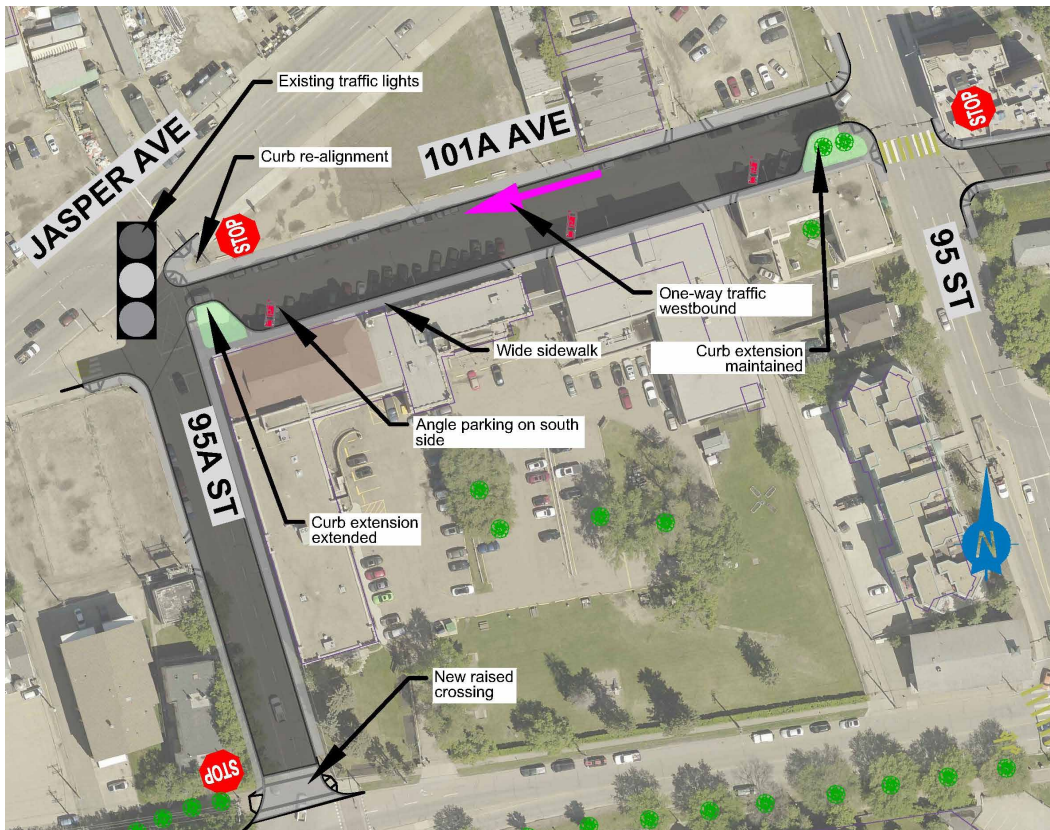




101A Avenue: 95 Street to 95A Street

What the final 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 movements onto 101A Avenue
- + Wide sidewalk on south side
- + New raised crossing 95A Street at the south end



Aligns with Vision and the following Guiding Principles:



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

See Street by Street List on page 5



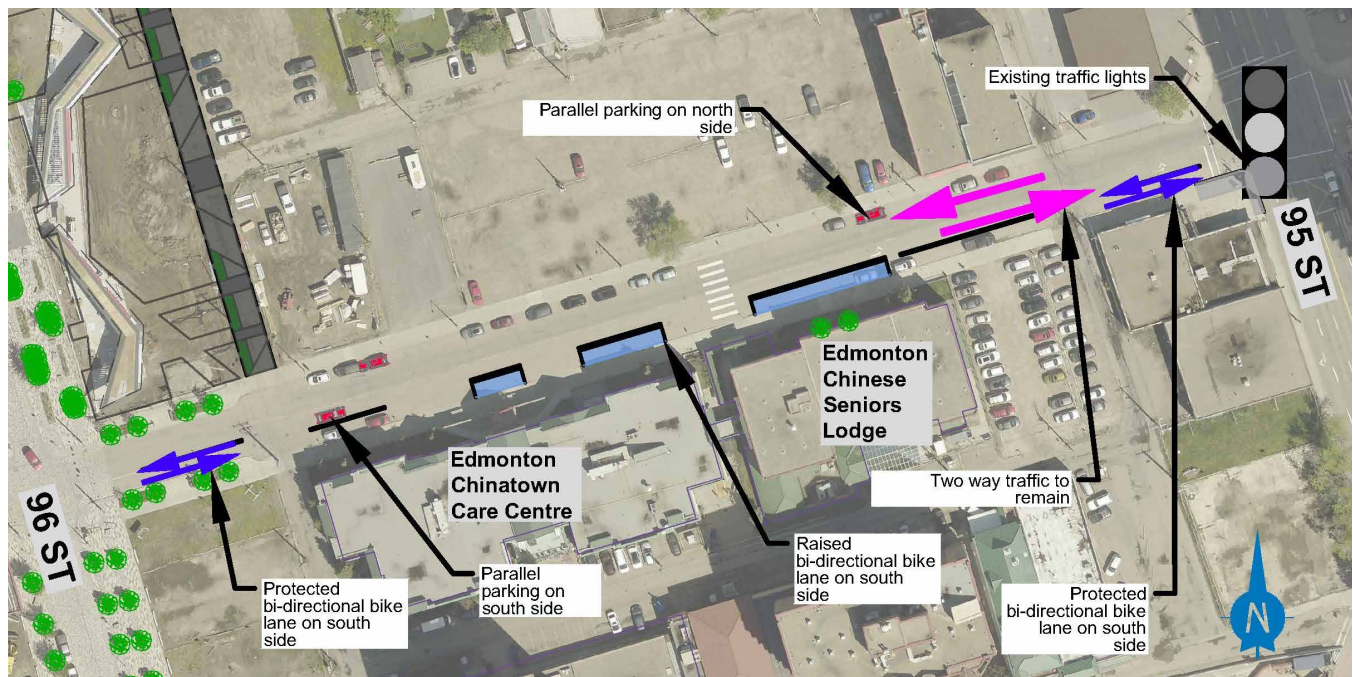
102A Avenue: 96 Street to Jasper Avenue

What the final design includes:

- + A temporary* 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 south side in front of the Edmonton Chinatown Care Centre and the Edmonton Chinese Seniors Lodge to accommodate accessible parking. 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)
- + Two-way vehicle traffic between 96 Street and 95 Street (as exists today)
- + New two-way vehicle traffic between 95 Street and Jasper Avenue
- + Bike activated signal at Jasper Avenue and 102A Avenue

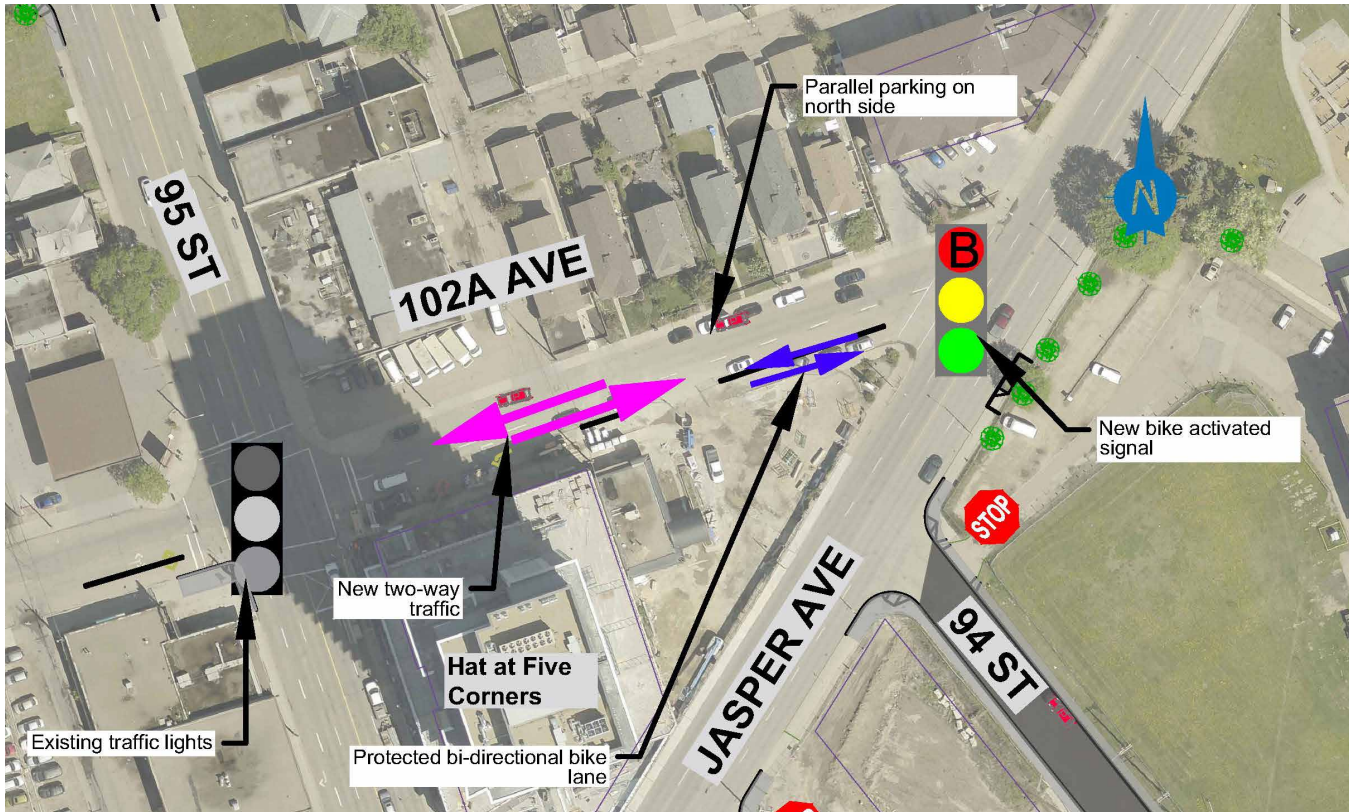
*Permanent bike lane infrastructure will be added along with 102A Avenue renewal

102A AVENUE: 96 STREET TO 95 STREET





102A AVENUE: 95 STREET TO JASPER AVENUE



Aligns with Vision and the following Guiding Principles:



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



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

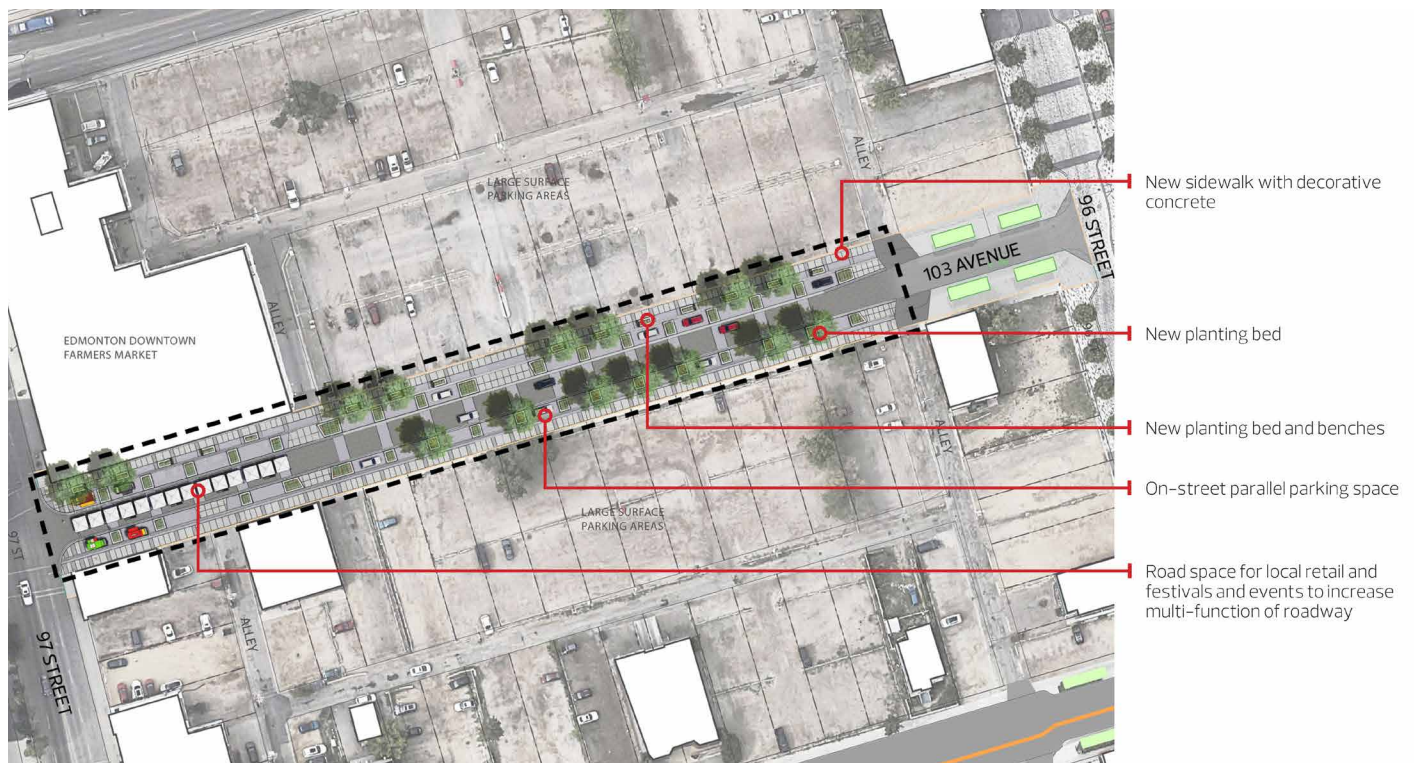
See Street by Street List on page 5



103 Avenue: 97 Street to 96 Street

What the final design includes:

- + An on-street, multi-use area with unique pavement treatment to be used as parking and event space
- + Two-way vehicle traffic direction (as exists today)
- + Parallel on-street parking on both sides within the multi-use area (as exists today)





103 Avenue: 97 Street to 96 Street

103 AVENUE LOOKING EAST FROM 97 STREET



See Street by Street List on page 5



103 Avenue: 97 Street to 96 Street

103 AVENUE LOOKING WEST



Aligns with Vision and the following Guiding Principles:



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



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



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



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

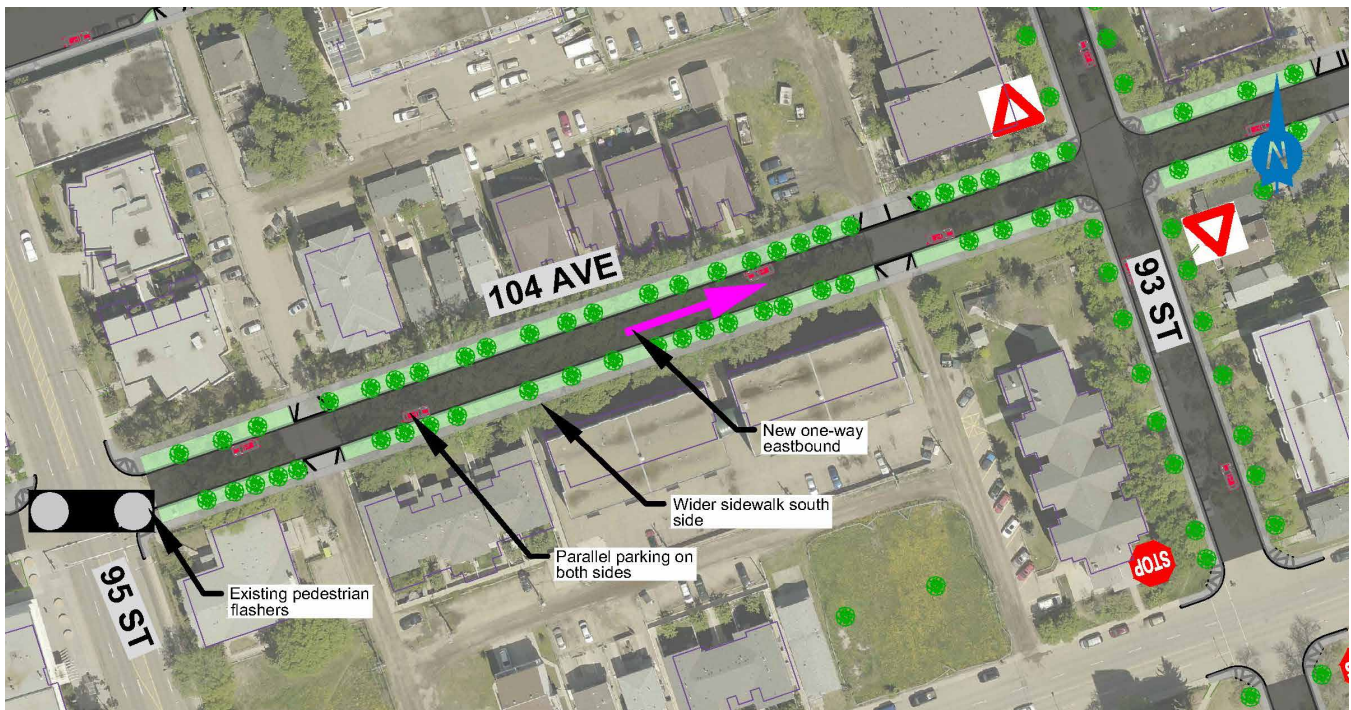
See Street by Street List on page 5



104 Avenue: 95 Street to 93 Street

What the final design includes:

- + 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)
- + Parallel on-street parking (as exists today)
- + Wider sidewalk on south side



Aligns with Vision and the following Guiding Principles:



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

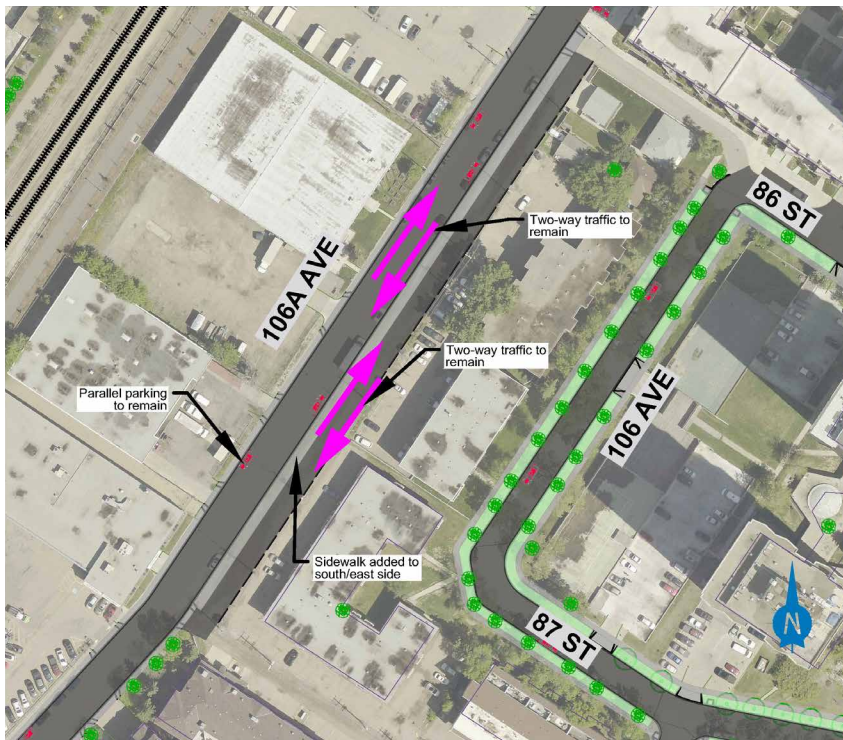
See Street by Street List on page 5



106A Avenue service road

What the final design includes:*

- + Paving of the service road on the south/east side of 106A Avenue
- + Sidewalk added to the south/east side of 106A Avenue
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on the both sides (as exists today)
- + Access to parking lots for apartment buildings (as exists today)



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**Design changed since final design presented in fall 2022*

See Street by Street List on page 5

92 Street: 106A Avenue to 103A Avenue

What the final design includes:**

- + A protected uni-directional bike lane from 106A Avenue to 105A Avenue that will continue through McCauley to 107A Avenue
- + 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
- + Wider sidewalk added on the east side
- + Curb extensions along both sides of 92 Street, where utilities and drainage allow, to help slow traffic
- + Two-way vehicle traffic (as exists today)
- + Parking removed from 105A Avenue to 106A Avenue
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 92 Street between 106A Avenue and 103A Avenue

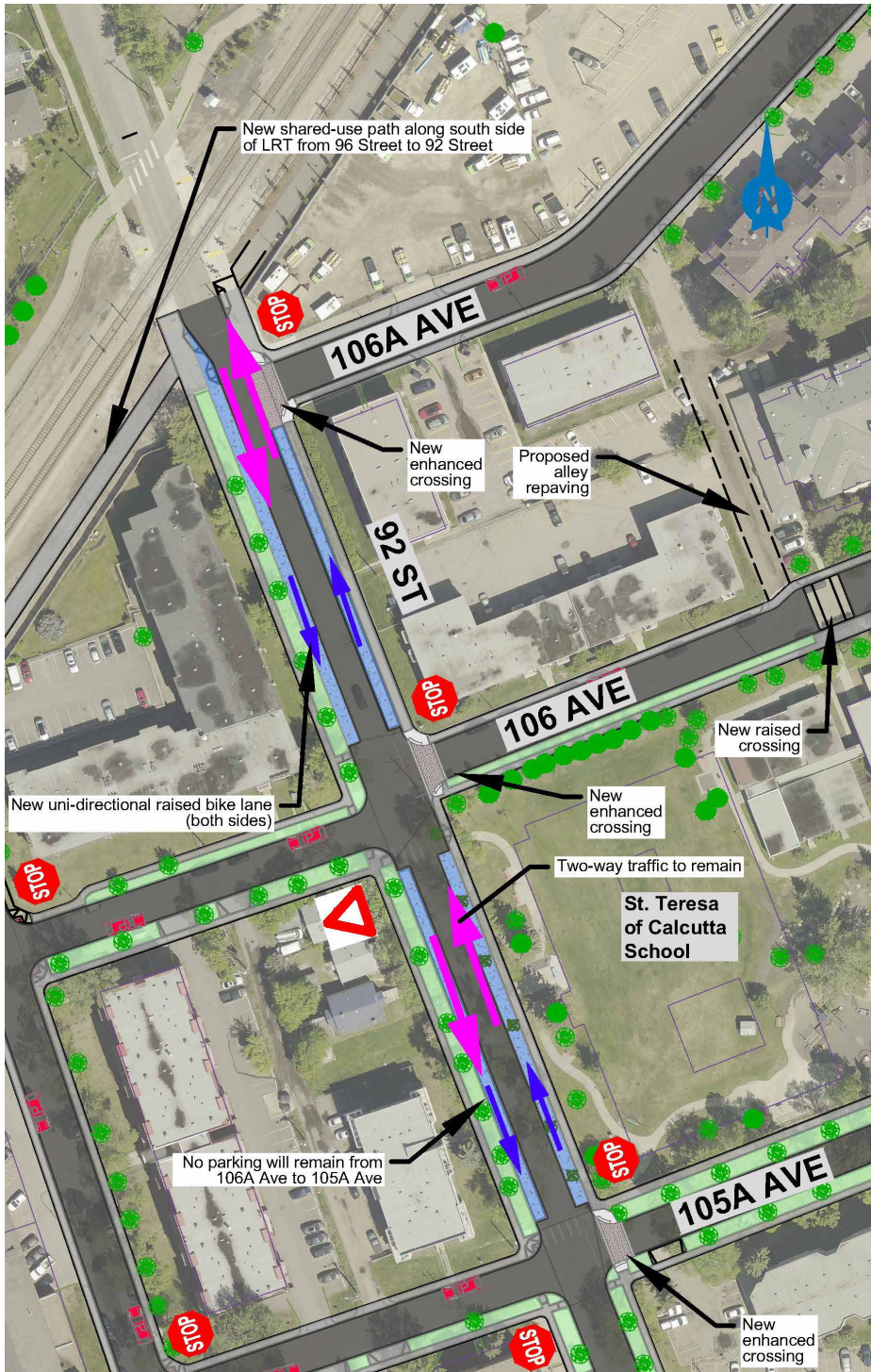
***Enhanced shared roadway (also known as a bike boulevard):** A bikeway that is located on the street and shared with low-volume, low-speed motor vehicle traffic. This design includes speed and volume management techniques to ensure the space is suitable for all ages and abilities.

****Design changed since final design presented in fall 2022.**



92 Street: 106A Avenue to 103A Avenue

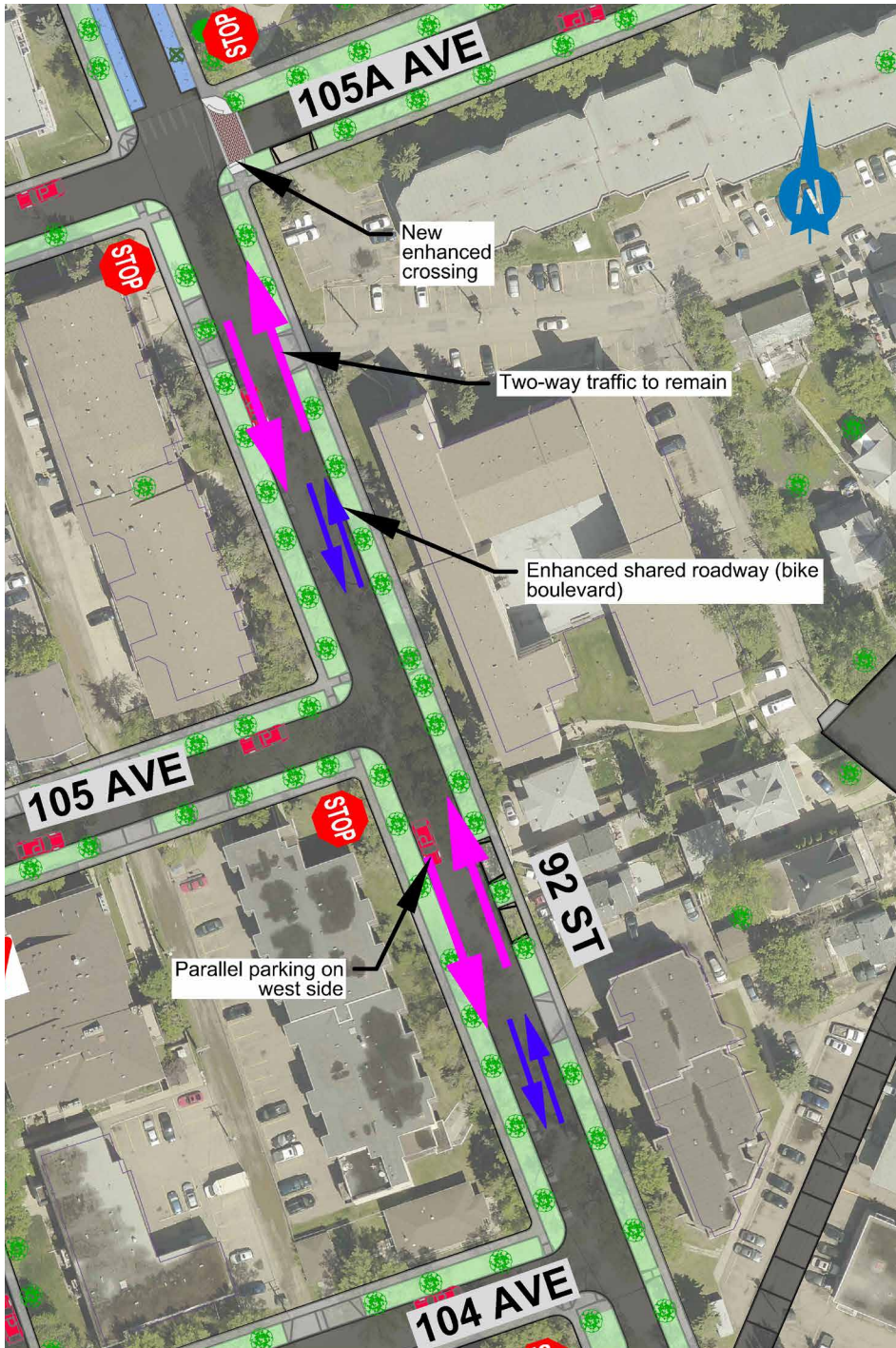
92 STREET: 106A AVENUE TO 105A AVENUE





92 Street: 106A Avenue to 103A Avenue

92 STREET: 105A AVENUE TO 104 AVENUE

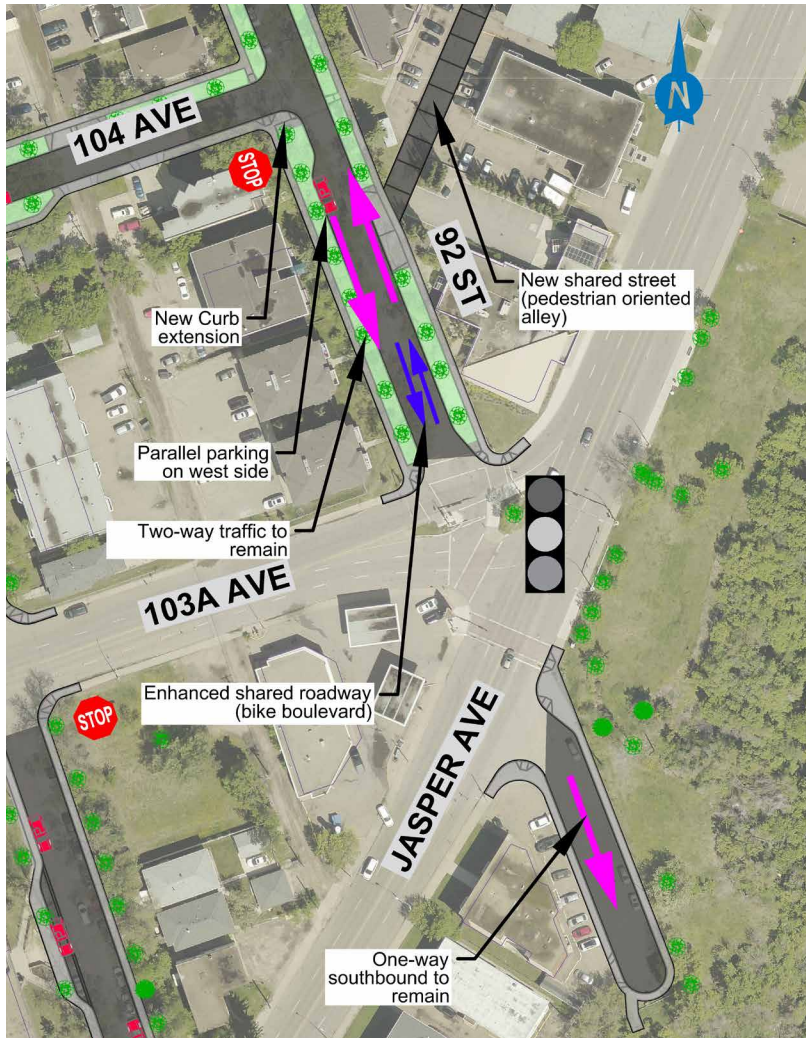


See Street by Street List on page 5



92 Street: 106A Avenue to 103A Avenue

92 STREET: 104 AVENUE TO JASPER AVENUE



Aligns with Vision and the following Guiding Principles:

1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate
4. Visually celebrate the unique character areas and rich history of each neighbourhood

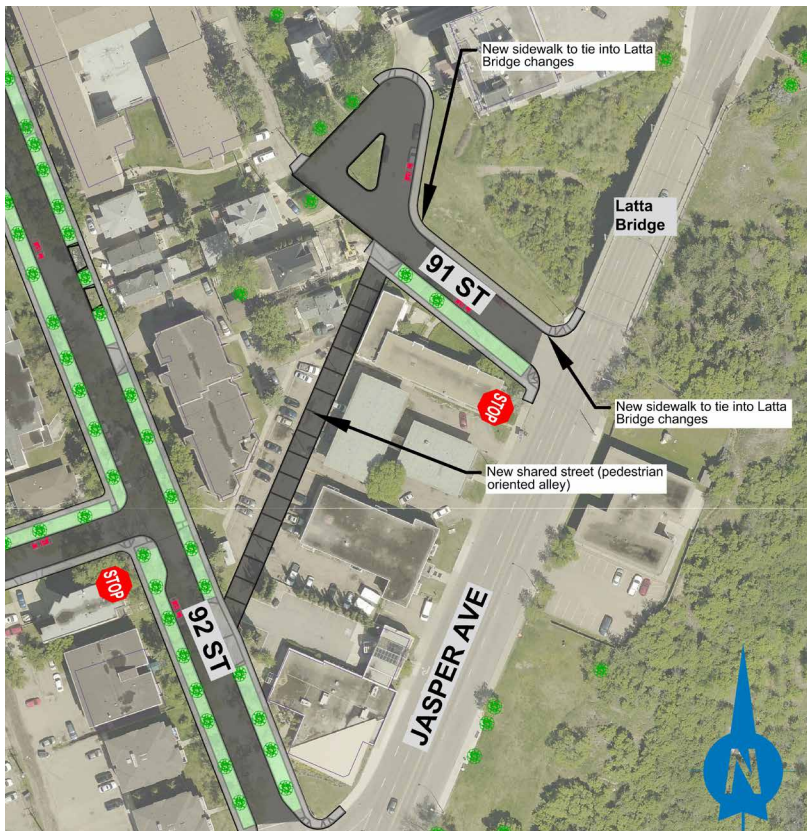




Alley connection to Latta Bridge (between 92 Street and 91 Street)

What the final design includes

- + 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.



Aligns with Vision and the following Guiding Principles:

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



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

What the final design includes:

- + 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

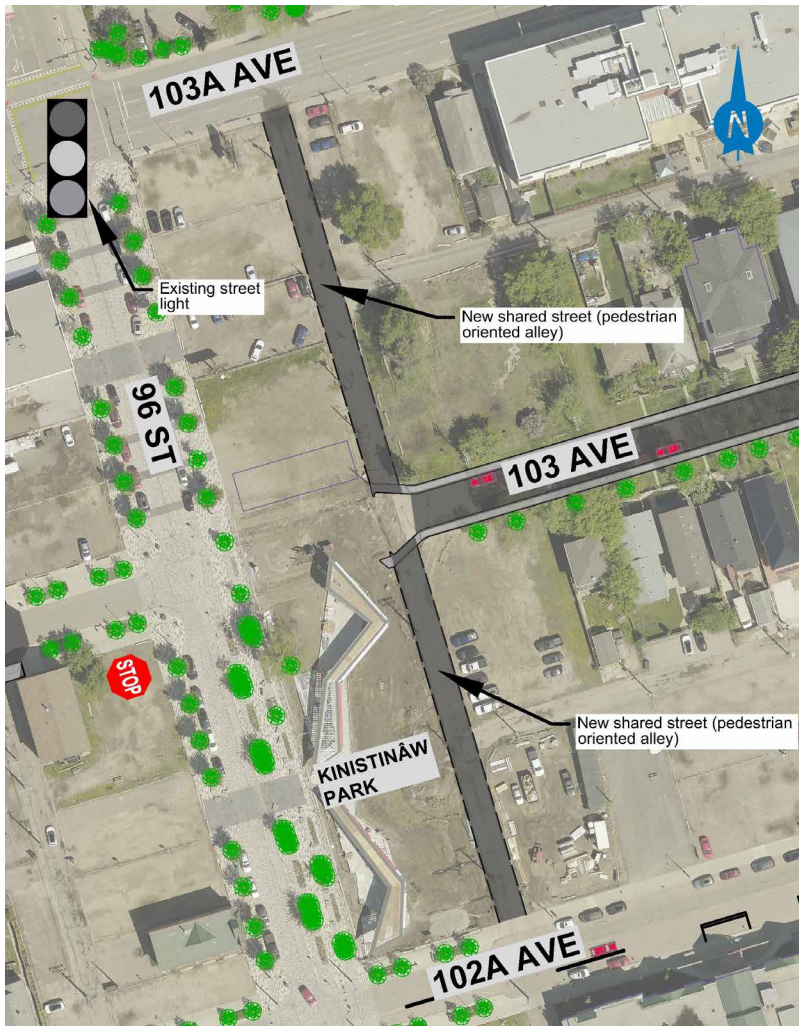
SHARED STREET (PEDESTRIAN ORIENTED ALLEY) EXAMPLES



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



Aligns with Vision and the following Guiding Principles:



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



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



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



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

See Street by Street List on page 5

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

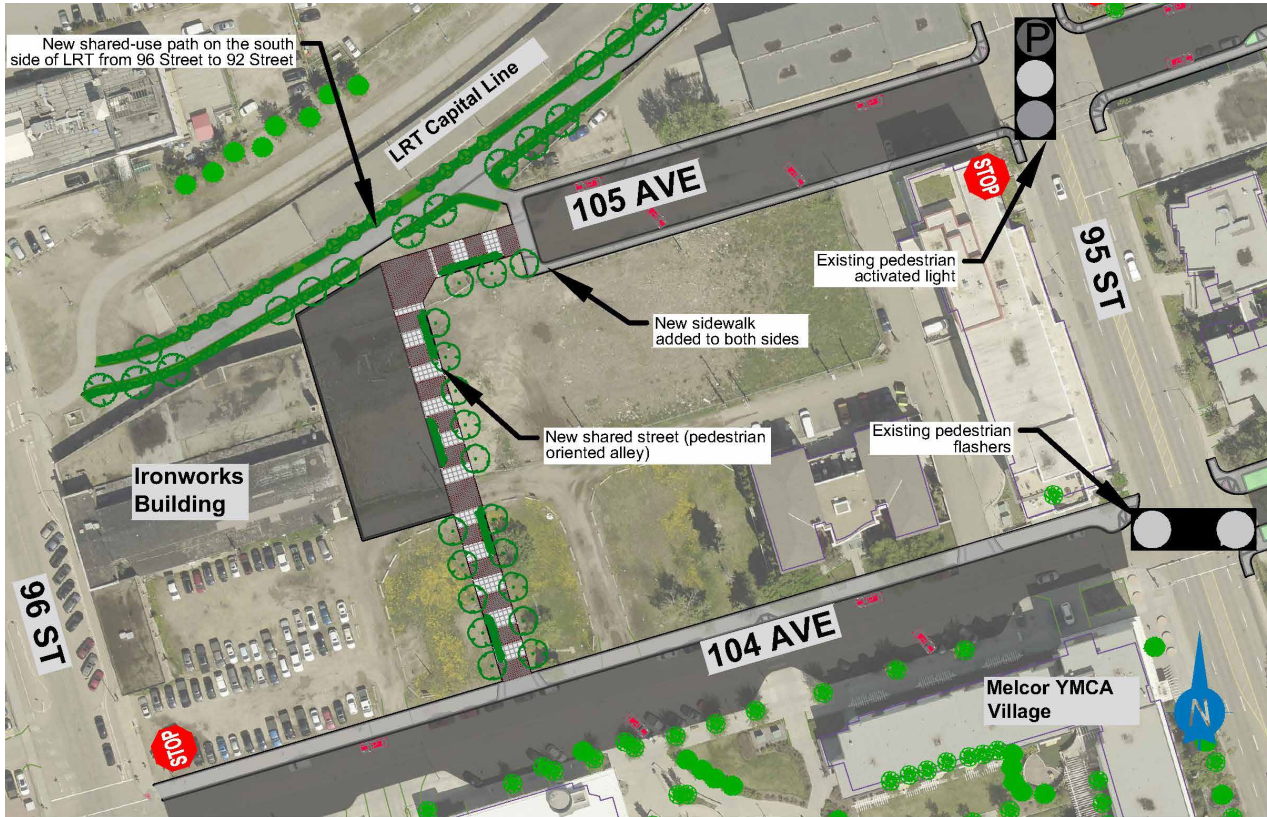
What the final design includes:

- + 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
- + A shared pathway along the south side of the LRT tracks
- + 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.



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



Aligns with Vision and the following Guiding Principles:



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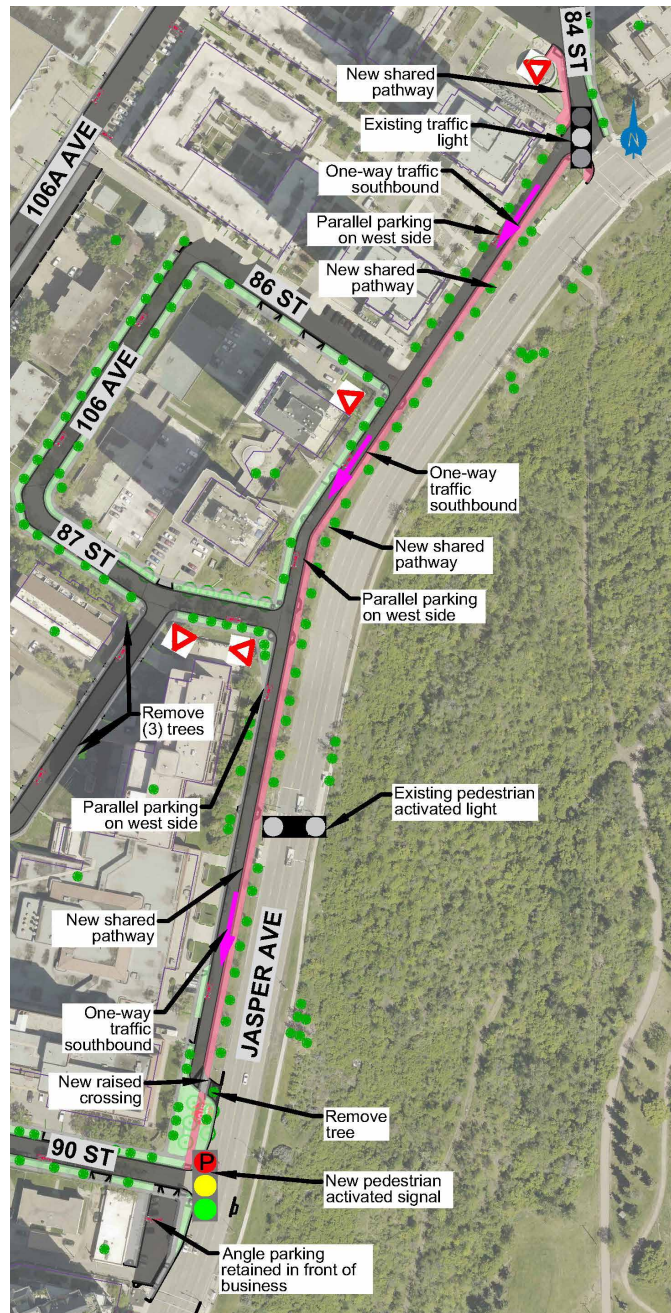


Jasper Avenue service road: 90 Street to 84 Street

What the final design includes:

- + 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 new raised crosswalk on the service road north of 90 Street
- + One-way southbound vehicle traffic on the service road (change from what exists today)
- + Parallel and angle on-street parking along north/west side of service road (most of parking retained from what exists today*)
- + Direct access to Jasper Avenue at 84 Street and 90 Street as exists today*
- + Jasper Avenue service road will connect directly to Jasper Avenue (service road will no longer connect to 90 Street)
- + Relocate existing pedestrian activated signal north of the Latta Bridge to 90 Street

**Design changed since final design presented in fall 2022*





Jasper Avenue service road: 90 Street to 84 Street

SERVICE ROAD LOOKING SOUTH FROM 87 STREET



LOOKING SOUTHEAST FROM 84 STREET



Aligns with Vision and the following Guiding Principles:

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See Street by Street List on page 5

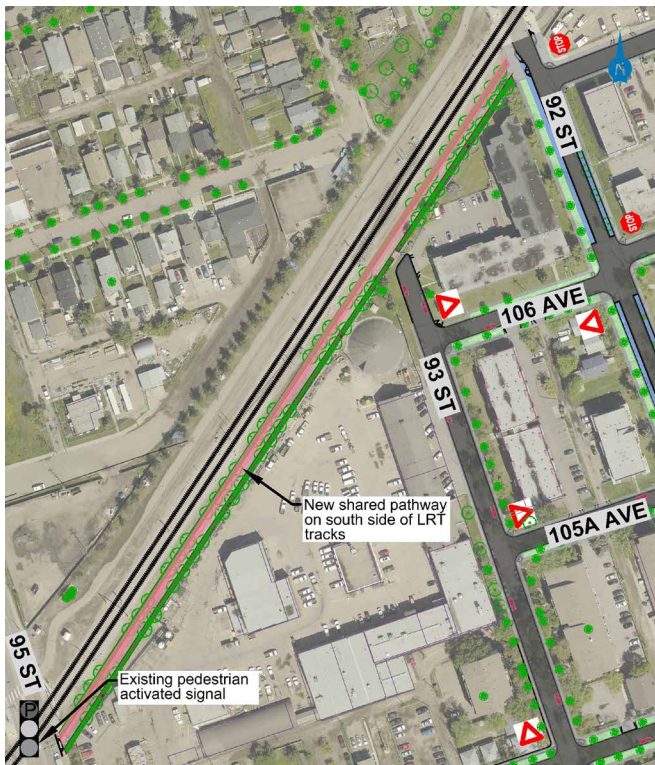


LRT shared pathway connection

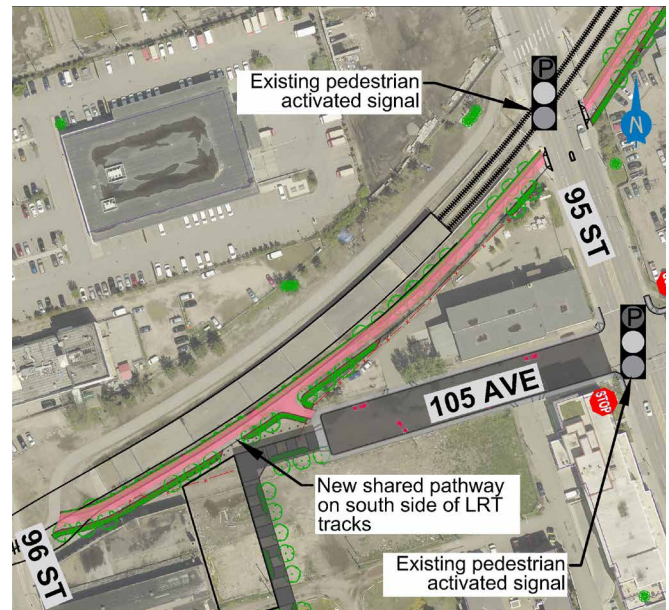
What the final design includes:

- + 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

LRT SHARED PATHWAY: 92 STREET TO 95 STREET



LRT SHARED PATHWAY: 95 STREET TO 96 STREET



Aligns with Vision and the following Guiding Principles:

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

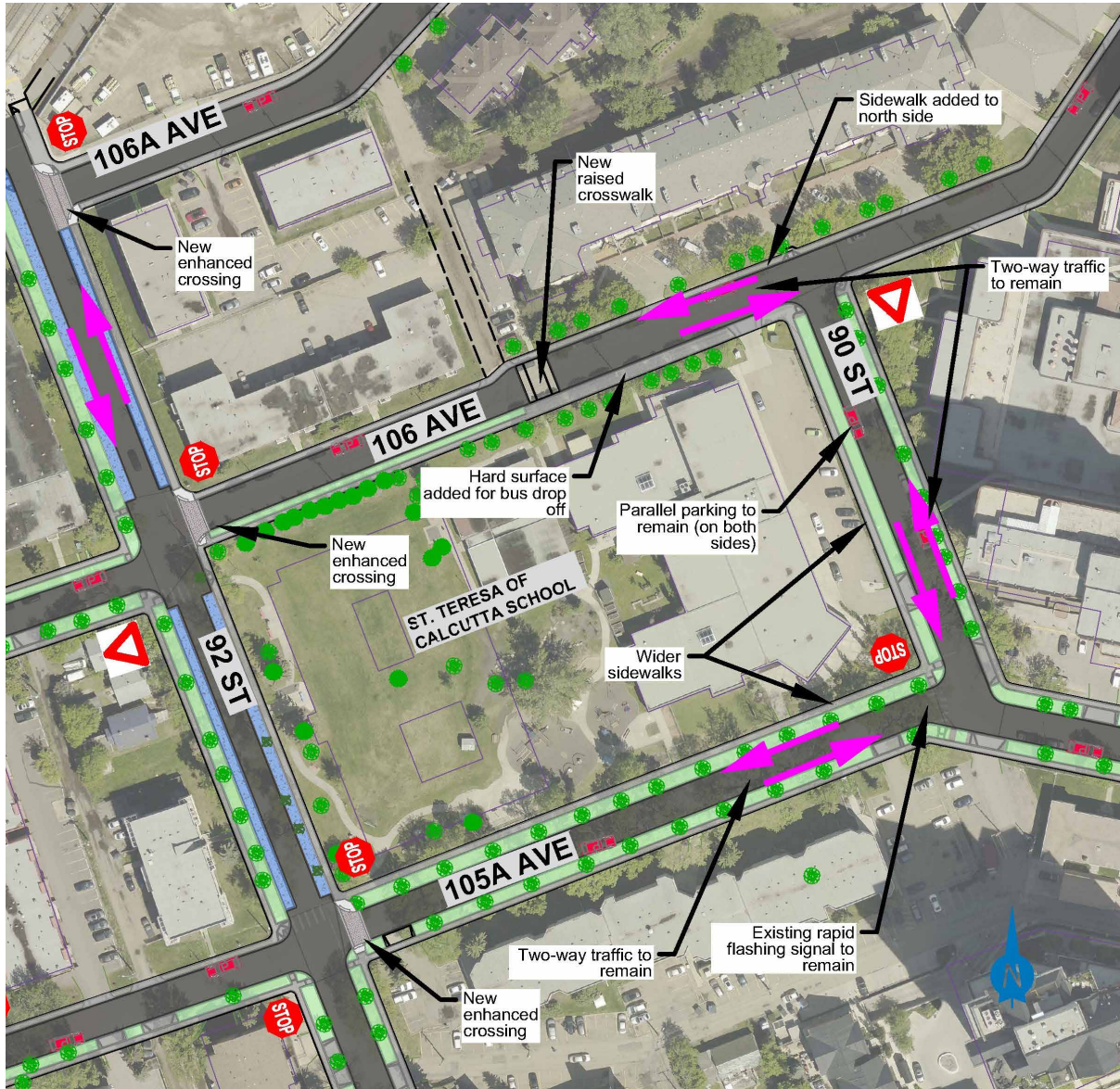
St. Teresa of Calcutta School: 90 Street / 105A Avenue

What the final design includes:

- + A mid-block crossing on 106 Avenue at St. Teresa of Calcutta School to improve pedestrian connectivity to and from the school
- + New sidewalk added to north side of 106 Avenue near 90 Street
- + Hard surface added to the school bus drop off location on the south side of 106 Avenue
- + Wider sidewalks added to the east, west and south sides of the school
- + Alley repaving to improve connection from 106A Avenue to new mid-block crossing on 106 Avenue



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



Aligns with Vision and the following Guiding Principles:



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

See Street by Street List on page 5

84 Street: 111 Avenue LRT Station to Jasper Avenue

What the final design includes:*

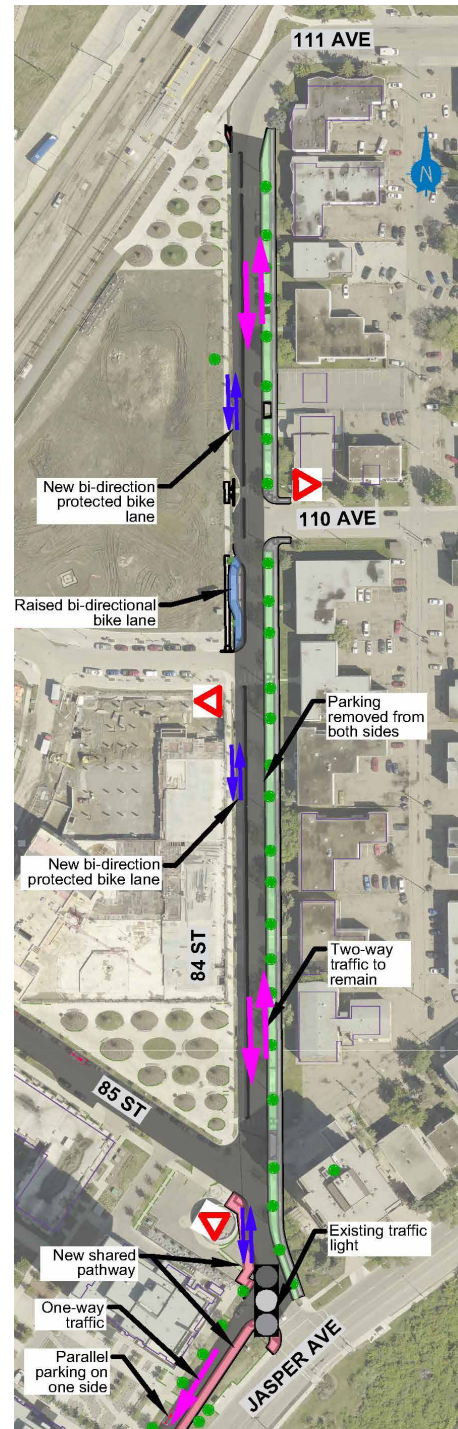
- + Bi-directional bike facility on the west side of the road
- + No parking on both sides of the road
- + Bus route maintained (two-way traffic)
- + Some tree removals on west side of the road
- + Removal of curb extension on north-west side of 84 Street and 110 Avenue

Aligns with Vision and the following Guiding Principles:



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

**Design added since final design presented in fall 2022*



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 the final design includes:*

- + Streetscaping with new furnishings and trees

Renderings are not available as the design is currently under development and not yet finalized.

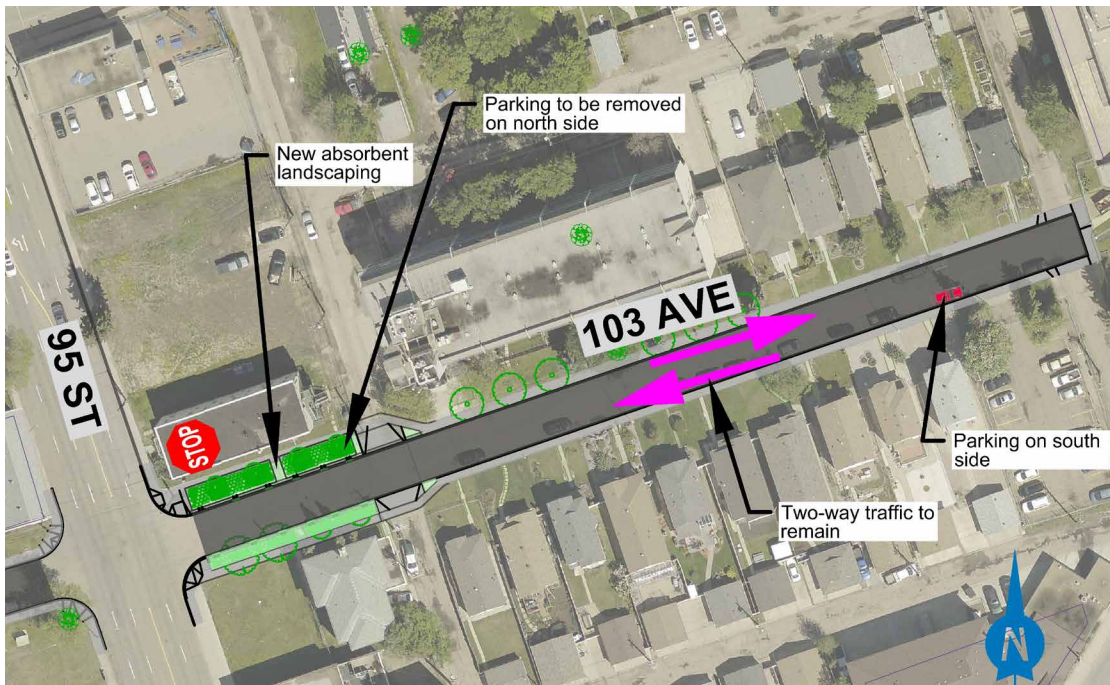
**Design added since final design presented in fall 2022*



103 Avenue: 95 Street to alley east of 95 Street

What the final design includes:*

- + Two-way traffic (as exists today)
- + Narrowed road width with a new boulevard on both sides of the roadway for trees and absorbent landscaping (Low Impact Development)
- + Parking removed along the north side consistent with the rest of 103 Avenue east of 95 Street
- + New trees and plantings in new boulevard



Aligns with Vision and the following Guiding Principles:



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



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

**Design added since final design presented in fall 2022*

See Street by Street List on page 5