

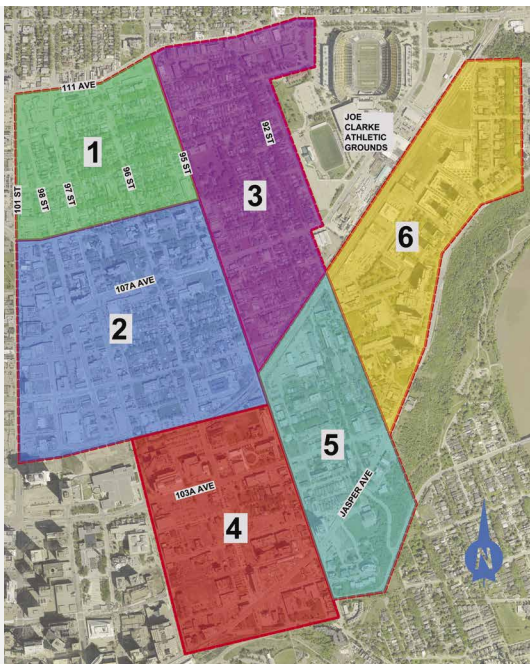
# BOYLE STREET AND MCCAULEY NEIGHBOURHOOD RENEWAL DRAFT DESIGN

## SECTION 2

### 108A to 105 Avenue (101 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.

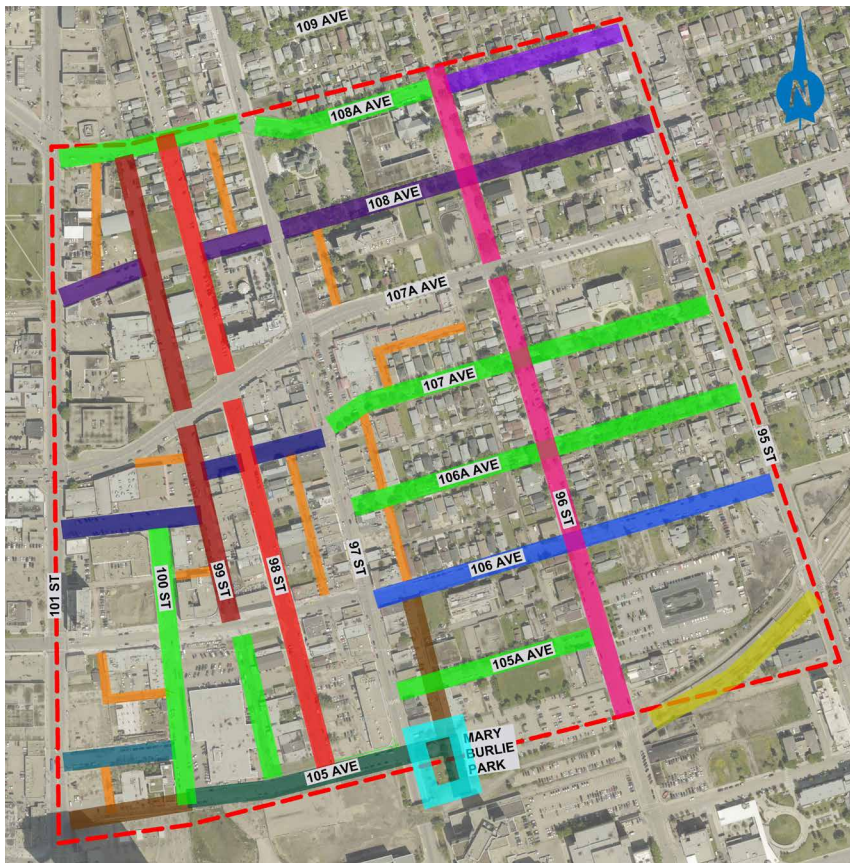


This booklet highlights the designs for **SECTION 2**, however, it is important to understand that no design decision is made in isolation. The Project Team considers how a change to the function of one street, installing a bike lane or a one-way for example, can also change how other streets in the neighbourhood will function. It is important to view the designs as a system, working together to provide the best experience for all users.



## Section 2 includes designs for:

- + 105A Avenue – 101 to 100 Street
- + 106 Avenue – 97 Street to LRT – East of 95 Street
- + 107 Avenue – 101 to 97 Street
- + 108 Avenue – 101 to 97 Street
- + 108 Avenue – 97 to 96 Street
- + 108A / 108 Avenue – 96 to 92 Street
- + 96 Street – 111 to 107A Avenue
- + 96 Street – 107A to 106 Avenue
- + 96 Street – 106 to 103A Avenue
- + 98 Street – 110A to 105 Avenue
- + 99 Street – 108A to 106 Avenue
- + 101 Street to Mary Burlie Park to LRT Shared Pathway Connection
- + Chinatown Alleys (Business Improvement Area)
- + LRT Shared Pathway Connection
- + Mary Burlie Park



- █ Road and Sidewalk Reconstruction Only
- █ 105A Avenue Sidewalk Improvements
- █ 106 Avenue LID Additions
- █ 107 Avenue Sidewalk Improvements
- █ 108 Avenue Shared Pathway
- █ 108A Avenue Shared Pathway
- █ 96 Street Bike Lanes
- █ 98 Street Road Narrowing
- █ 99 Street Sidewalk Additions
- █ 101 Street – Mary Burlie Park – LRT Shared Pathway Connection Improvements
- █ Chinatown Business Improvement Alleys
- █ Shared Street (pedestrian oriented alley)
- █ LRT Shared Pathway Connection (Proposed)
- █ Mary Burlie Park Improvements

*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 2 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.

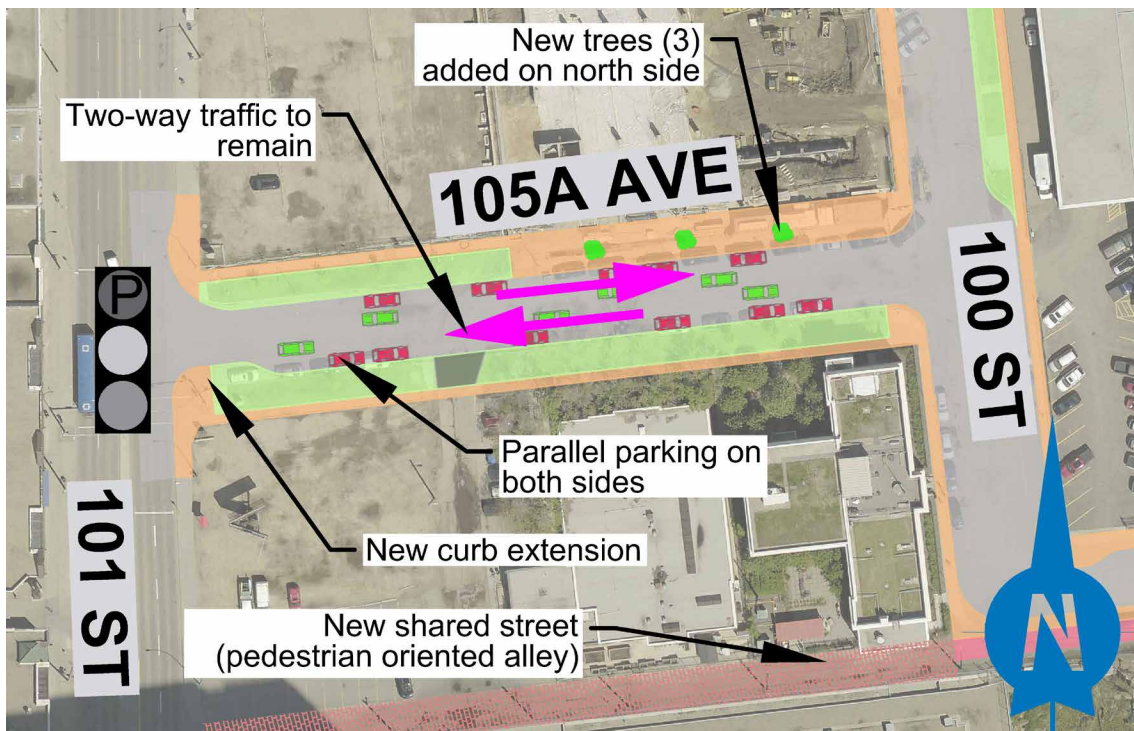




# 105A Avenue – 101 to 100 Street

## What the draft design includes:

- + Curb extensions added to 105A Avenue at 101 Street along with a slight narrowing of road width that will:
  - + Reduce the crossing distance for people walking
  - + Create public space for new tree plantings on the north side near 100 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (as exists today)



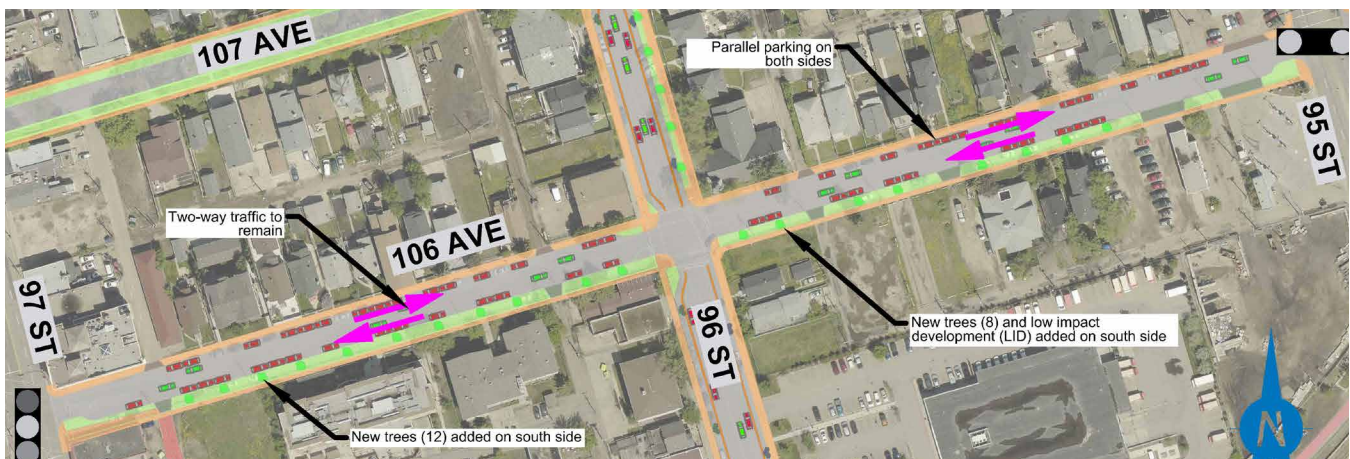


# 106 Avenue – (97 Street to LRT – East of 95 Street)

## What the draft design includes:

- + A narrowed road width that will create public space for:
  - + Wider sidewalks on both sides of the road
  - + New tree plantings and low impact development (LID) on the south side
- + Two-way vehicle traffic (as exists today)
- + Two curb extensions on the south side of 106 Avenue at 95 Street to reduce the crossing distance for people who walk
- + A sidewalk connection between the east end of 106 Avenue and the LRT shared pathway
- + Parallel on-street parking on both sides of the road (as exists today)

### 106 AVENUE 97 TO 95 STREET

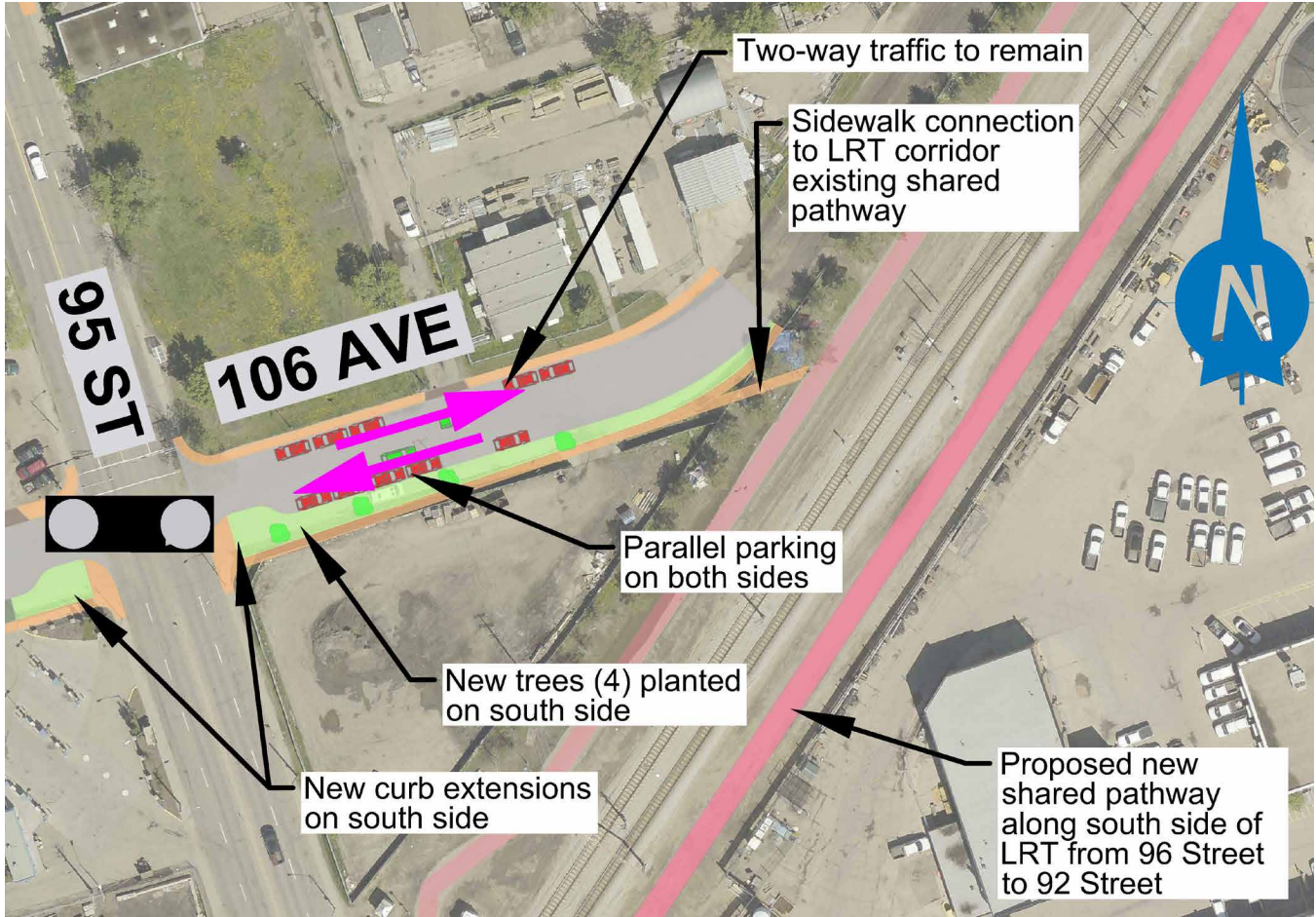






## 106 Avenue – (97 Street to LRT – East of 95 Street)

### 106 AVENUE 95 STREET TO LRT SHARED PATHWAY



# 107 Avenue – 101 to 97 Street

## What the draft design includes:

### 101 to 99 Street

- + Curb extensions added to 107 Avenue between 101 and 99 Street along with a slight narrowing of road width that will:
  - + Reduce the crossing distance for people walking
  - + Create public space for new tree plantings on the south side
- + Two-way vehicle traffic (as exists today)
- + Angle on-street parking on both sides of the road (as exists today).

### 99 to 98 Street

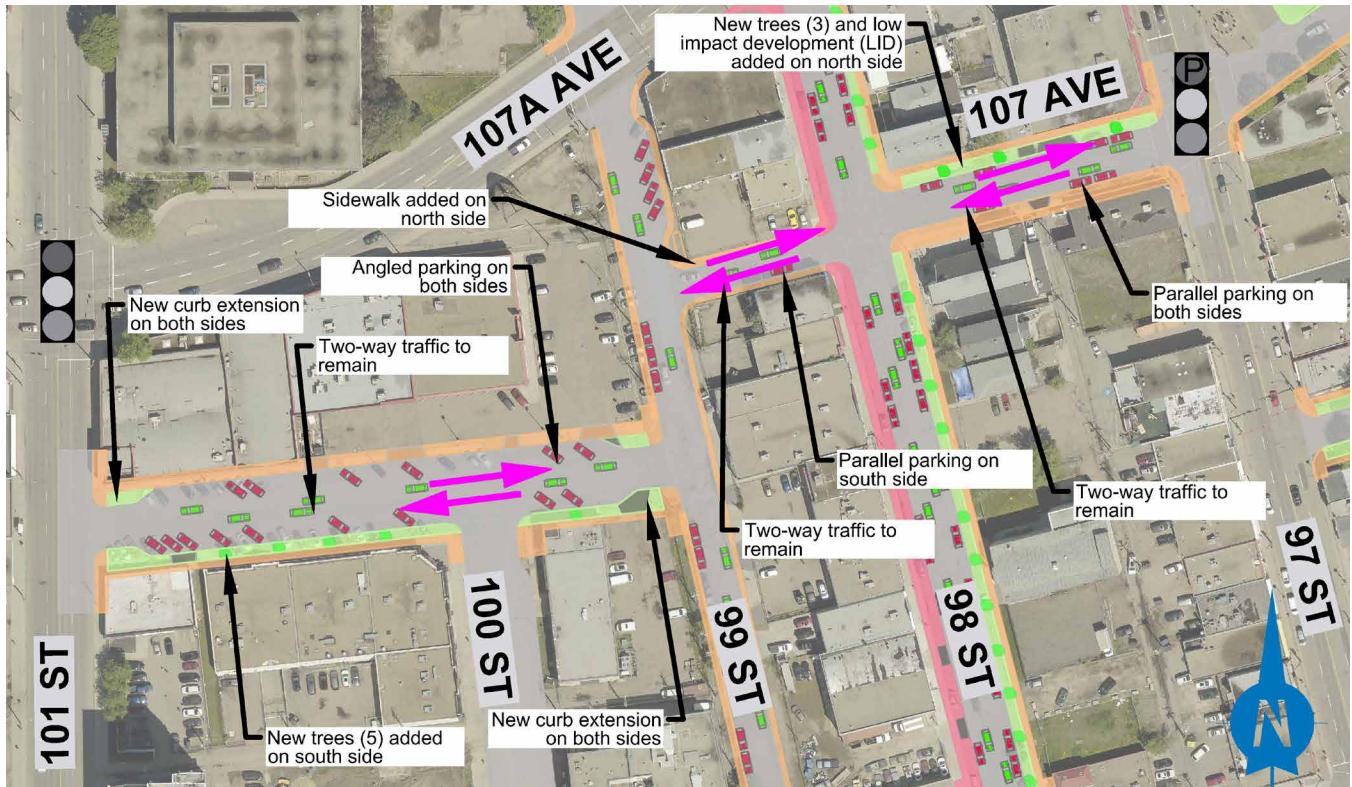
- + Sidewalks added between 99 and 98 Street to improve connections for people walking
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on the south side of the road (as exists today)

### 98 to 97 Street

- + New tree plantings with low impact development (LID) on the north side between 98 and 97 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of the road (as exists today)



## 107 Avenue – 101 to 97 Street



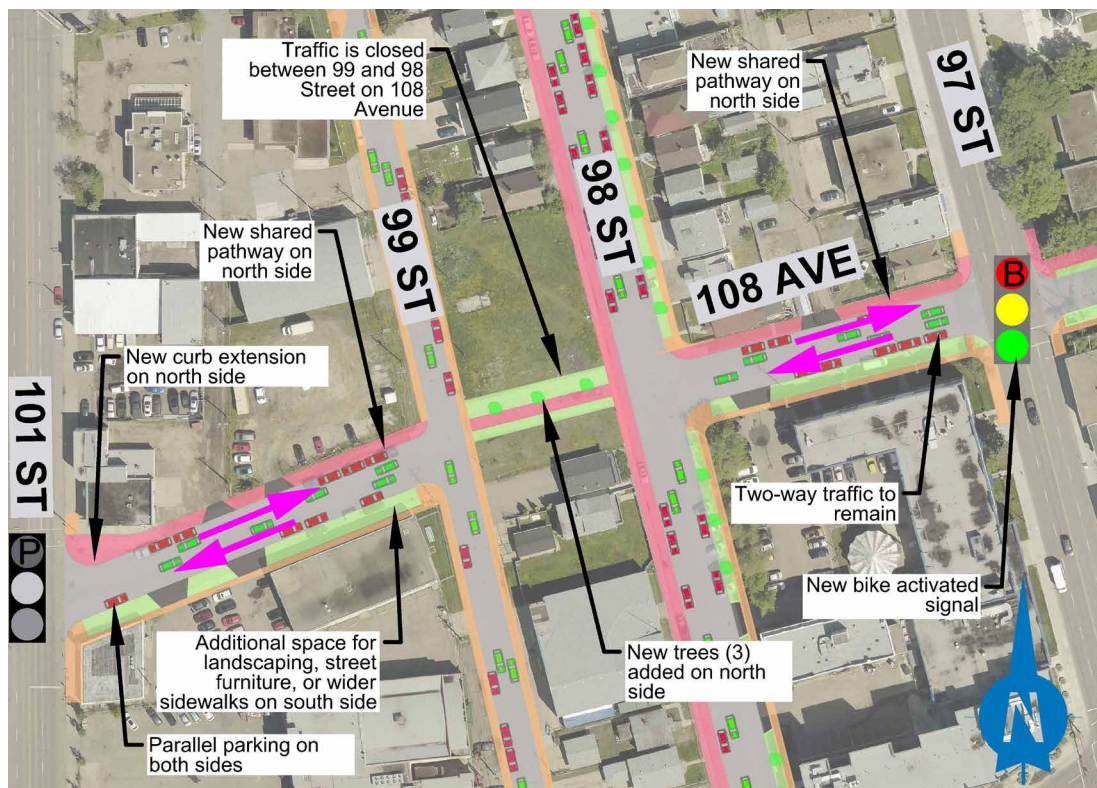




# 108 Avenue – 101 to 97 Street

## What the draft design includes:

- + A shared pathway added to the north side of 108 Avenue to improve active transportation connections to and from the area (with minimal impacts to trees)
- + 108 Avenue closed to vehicle traffic between 99 and 98 Street
- + A shared pathway added between 99 and 98 Street with new trees added on the north side
- + A bike activated signal added at 97 Street
- + Two-way vehicle traffic between 101 and 99 Street and between 98 and 97 Street (as exists today)
- + Parallel on-street parking on both sides of the road (as exists today)

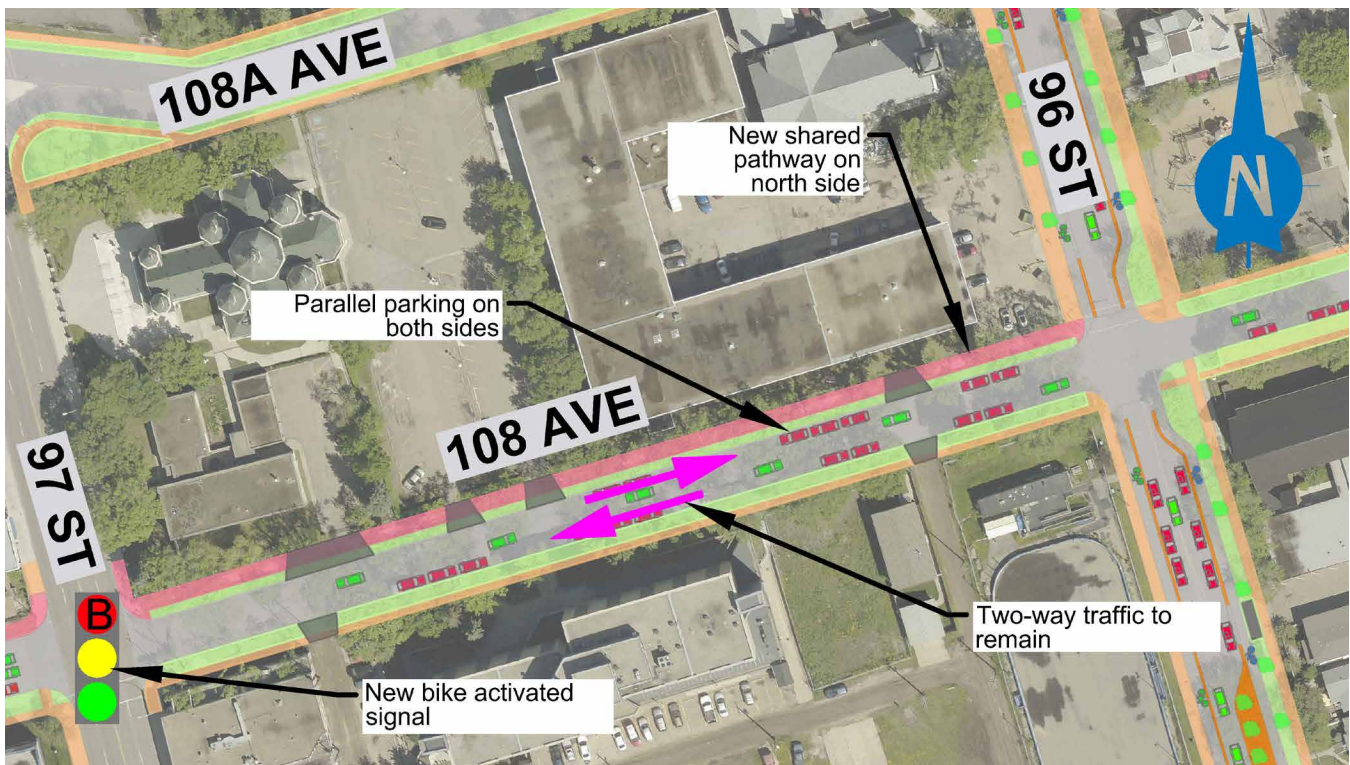




# 108 Avenue – 97 to 96 Street

## What the draft design includes:

- + A shared pathway added to the north side of 108 Avenue to improve active transportation connections to and from the area (with minimal impacts to trees)
- + A bike activated signal added at 97 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of road (as exists today)



# 108 Avenue – 96 to 92 Street

These streets were identified as opportunities for on-street gathering areas with unique pavement treatment that would make the road favourable to be closed for special events or street markets that could interact with Giovanni Caboto Park, the south side piazza and other Little Italy area businesses.

## What the draft design includes:

### 108 Avenue:

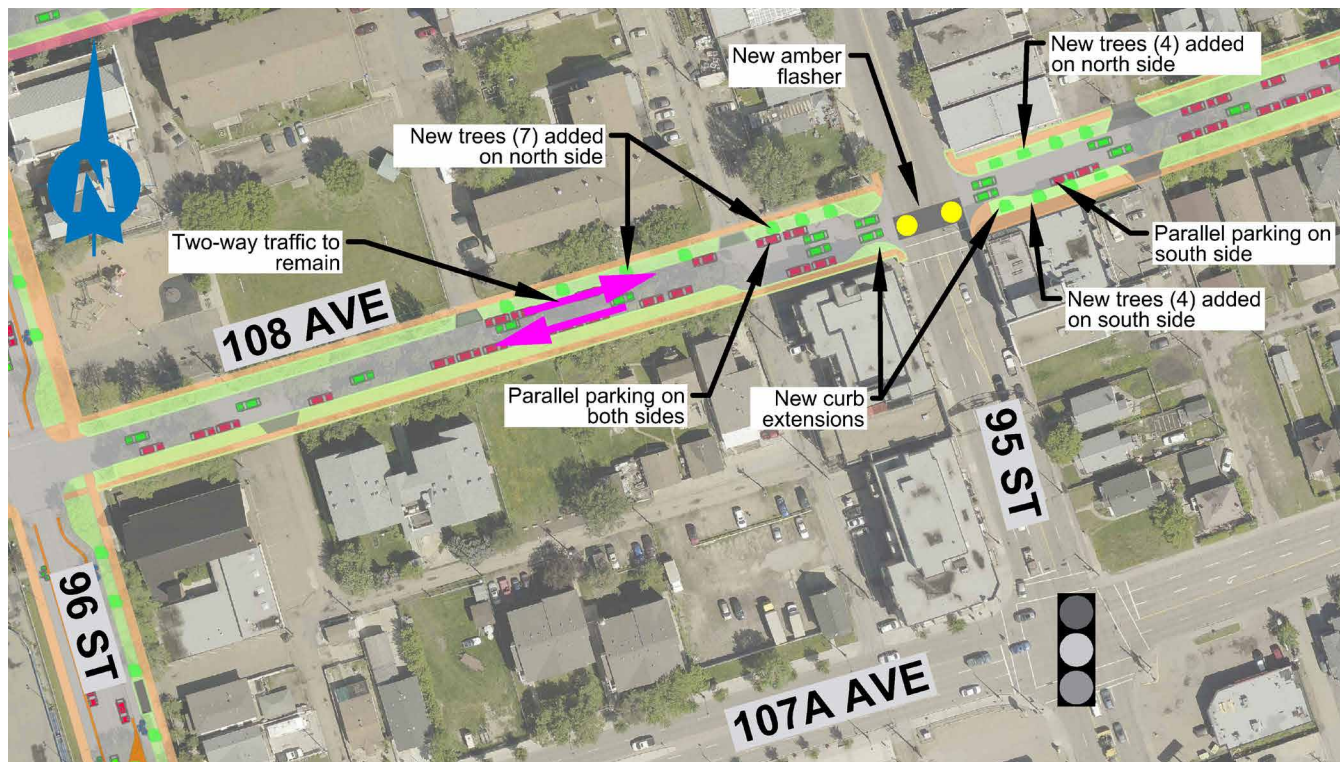
- + Parallel on-street parking (replacing angle parking) west of 95 Street to create public space for:
  - + Landscaping
  - + Wider sidewalks
  - + Street furniture
- + Two curb extensions on the south side of 108 Avenue at 95 Street to reduce the crossing distance for people who walk
- + An amber flasher signal to enhance pedestrian crossing at 95 Street (proposed)
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (80 per cent of parking retained from what exists today)



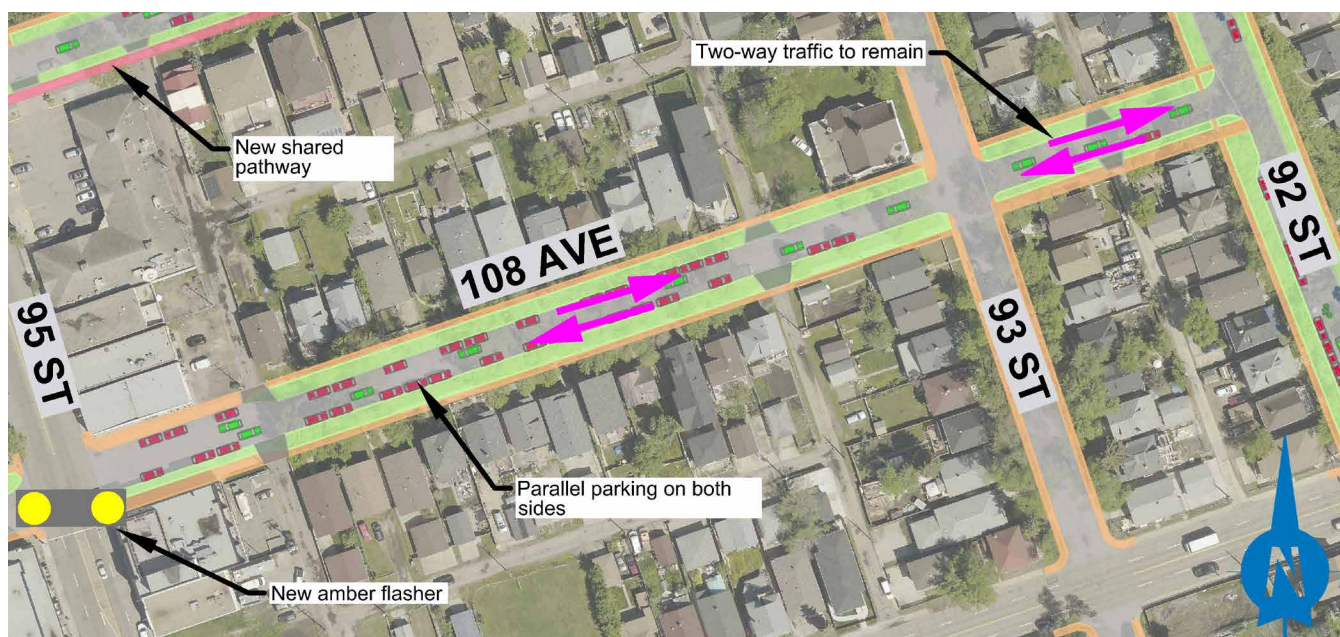


## 108 Avenue – 96 to 92 Street

### 108 AVENUE – 96 TO 95 STREET



### 108 AVENUE – 95 TO 92 STREET



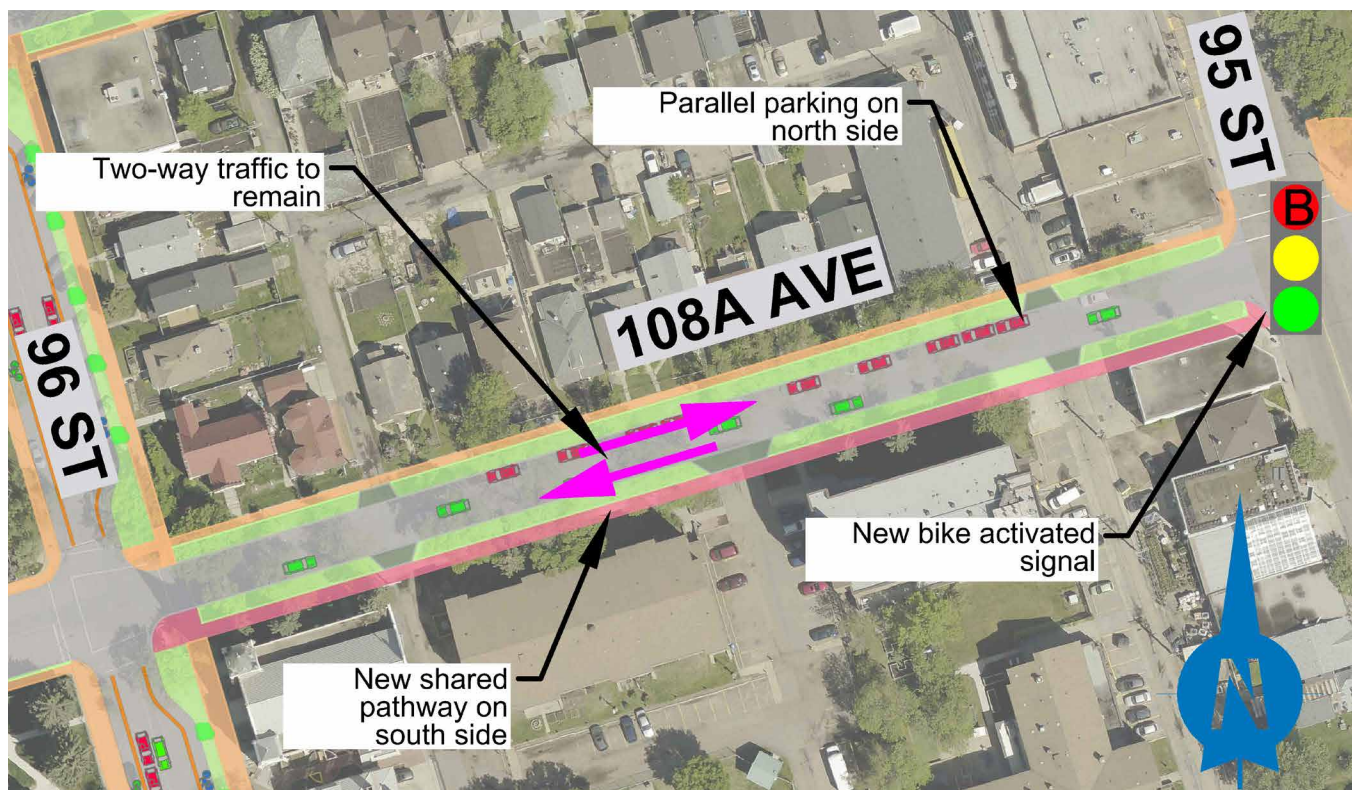




# 108A Avenue – 96 to 92 Street

- + A shared pathway on the south side of 108A Avenue between 96 and 92 Street to improve active transportation connections to and from the area
- + A new signal (upgraded from existing amber flasher signal) to enhance pedestrian and bike crossing at 95 Street (will impact a few trees along the south side)
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (as exists today)

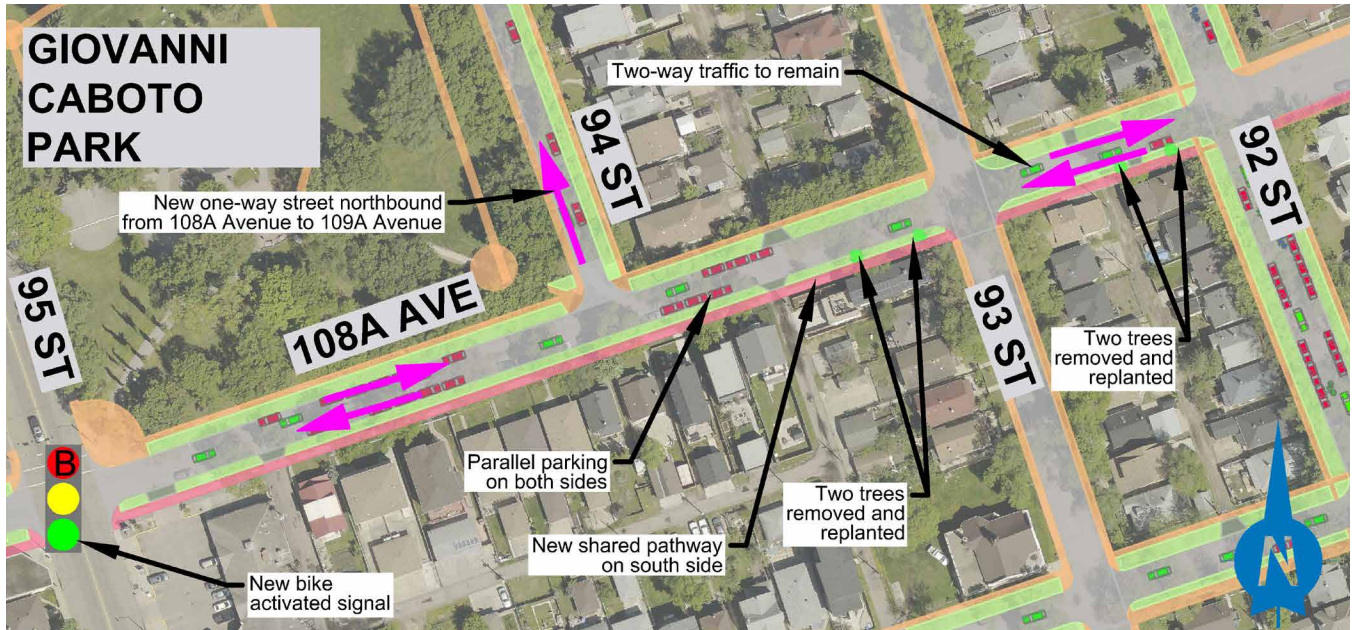
## 108A AVENUE – 96 TO 95 STREET





## 108A Avenue – 96 to 92 Street

### 108A AVENUE – 95 TO 92 STREET







## 108A Avenue and 108 Avenue Corner Stores Program

This area has been selected for the Corner Stores Program, a partnership between the City and business owners who are not part of a business improvement area. This means that these areas will receive additional funding for public streetscape improvements.

### The draft design includes:

- + Roadway/public space improvements including different surface treatment to create a multi-functional space for road closure events
- + An enhanced pedestrian crossing

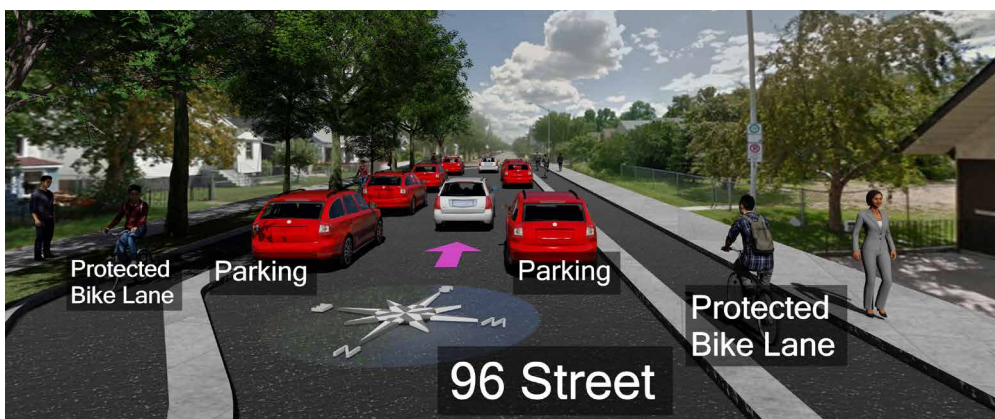


## 96 Street – 111 to 107A Avenue

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
- + A bike activated signal located at 111 Avenue
- + A narrowed road width and a change to parallel parking that will create public space for:
  - + Wider sidewalks
  - + New tree plantings
- + One-way southbound vehicle traffic (change from what exists today)
- + Curb extensions to slow traffic and support the new one-way southbound driving direction
- + Parallel on-street parking (70 per cent of parking retained from what exists today)

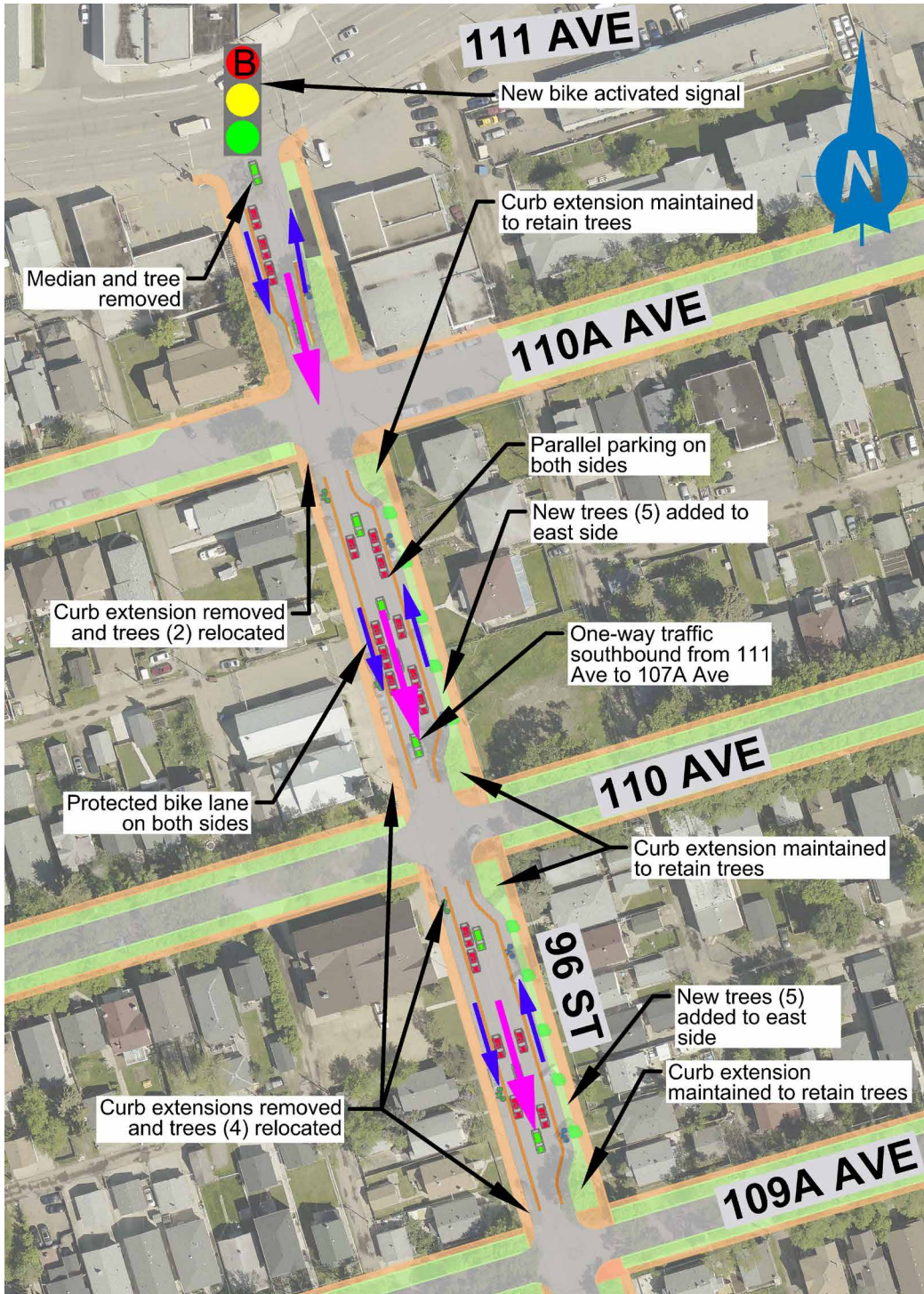






# 96 Street – 111 to 107A Avenue

## 111 TO 109A AVENUE

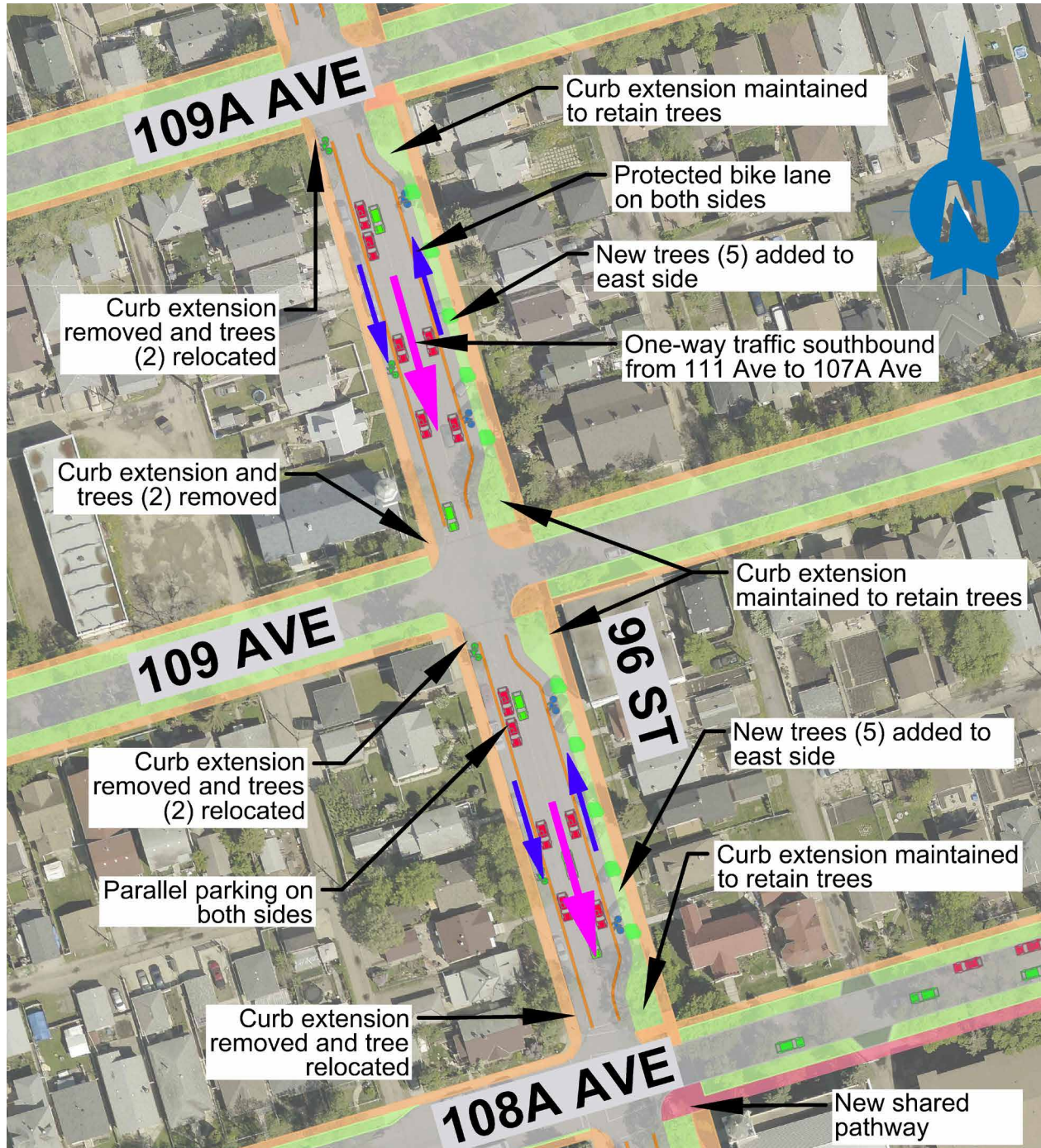






## 96 Street – 111 to 107A Avenue

### 109A TO 108A AVENUE

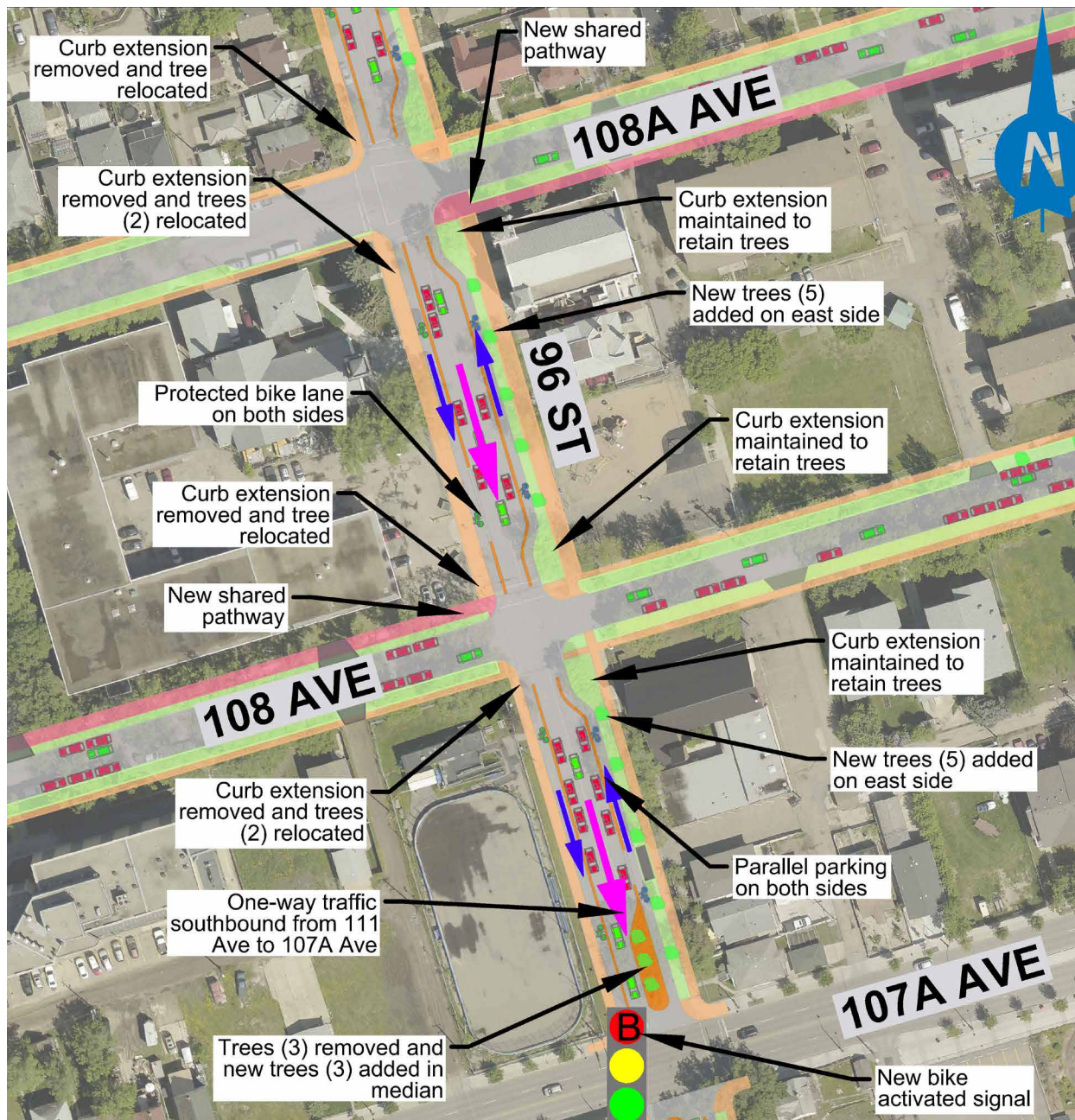






## 96 Street – 111 to 107A Avenue

### 108A TO 107A AVENUE



## 96 Street – 107A to 106 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:

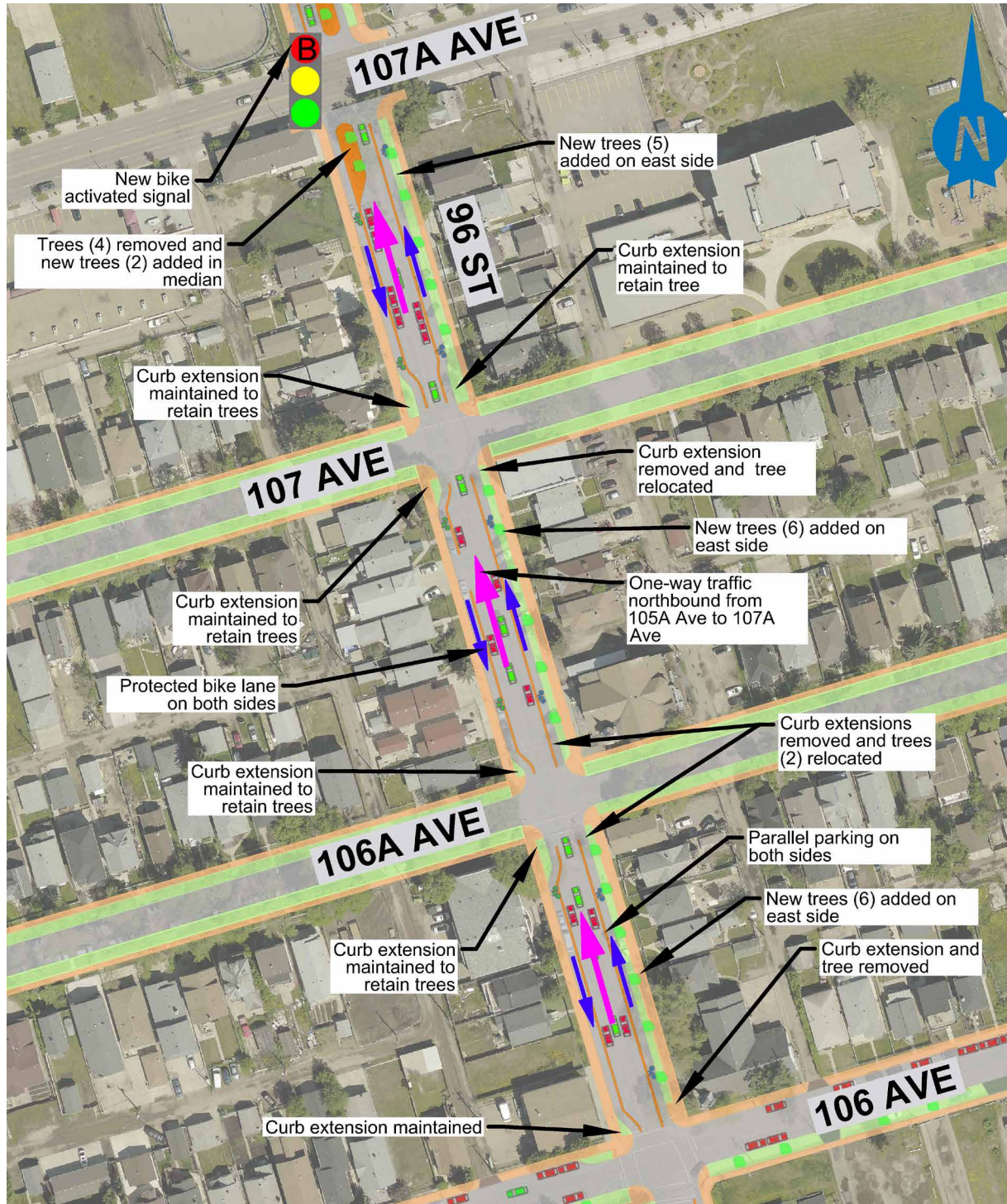
- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + A bike activated signal located at 107A Avenue
- + One-way vehicle traffic – northbound (change from what exists today)
- + Curb extensions to slow traffic and support the new one-way northbound driving direction
- + Parallel on-street parking (70 per cent of parking retained from what exists today)
- + A change to parallel parking that will create public space for:
  - + Wider sidewalks
  - + New tree plantings





# 96 Street – 107A to 106 Avenue

## 108A TO 107A 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:

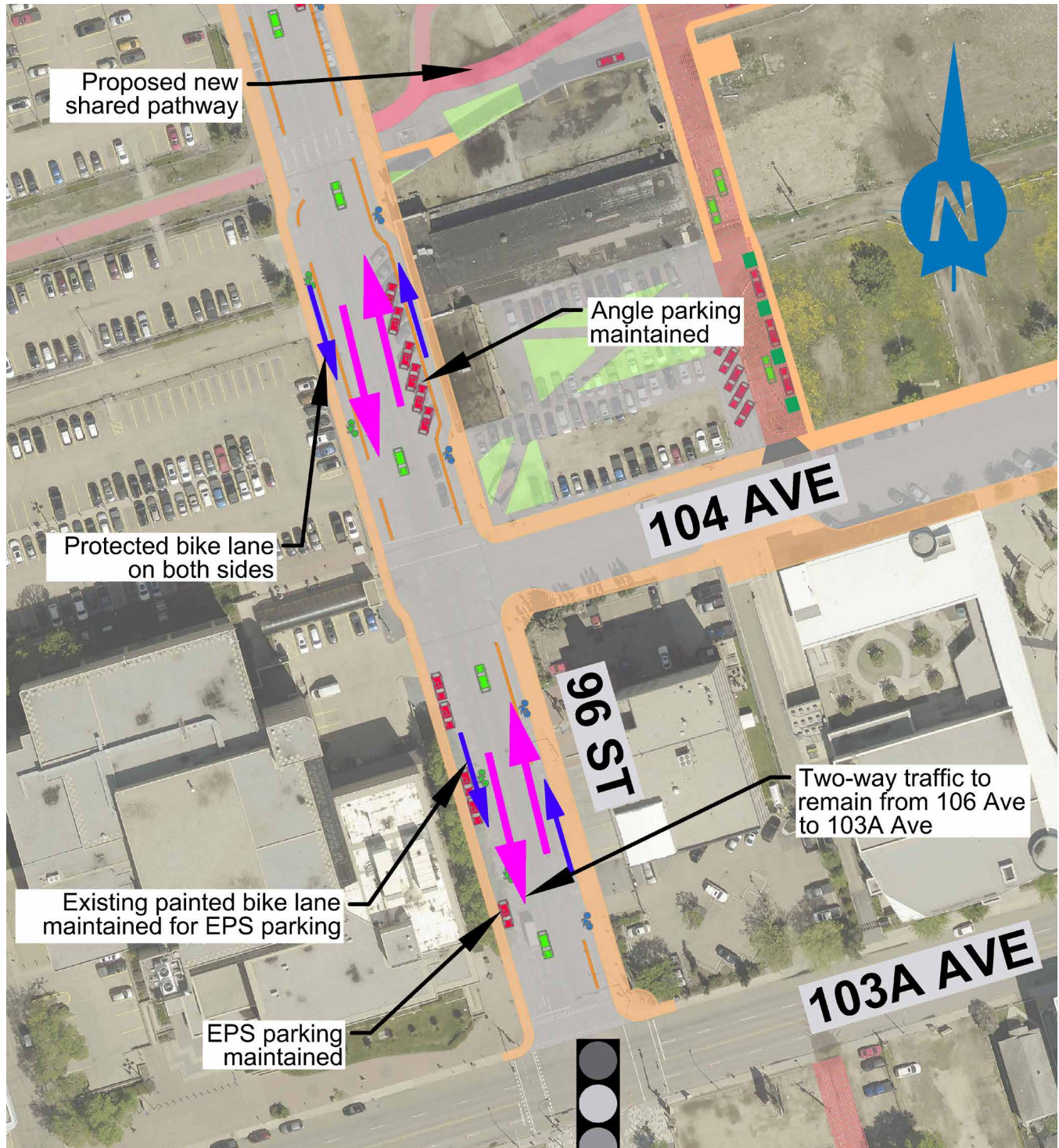
- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + Curb extensions to slow traffic
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street 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

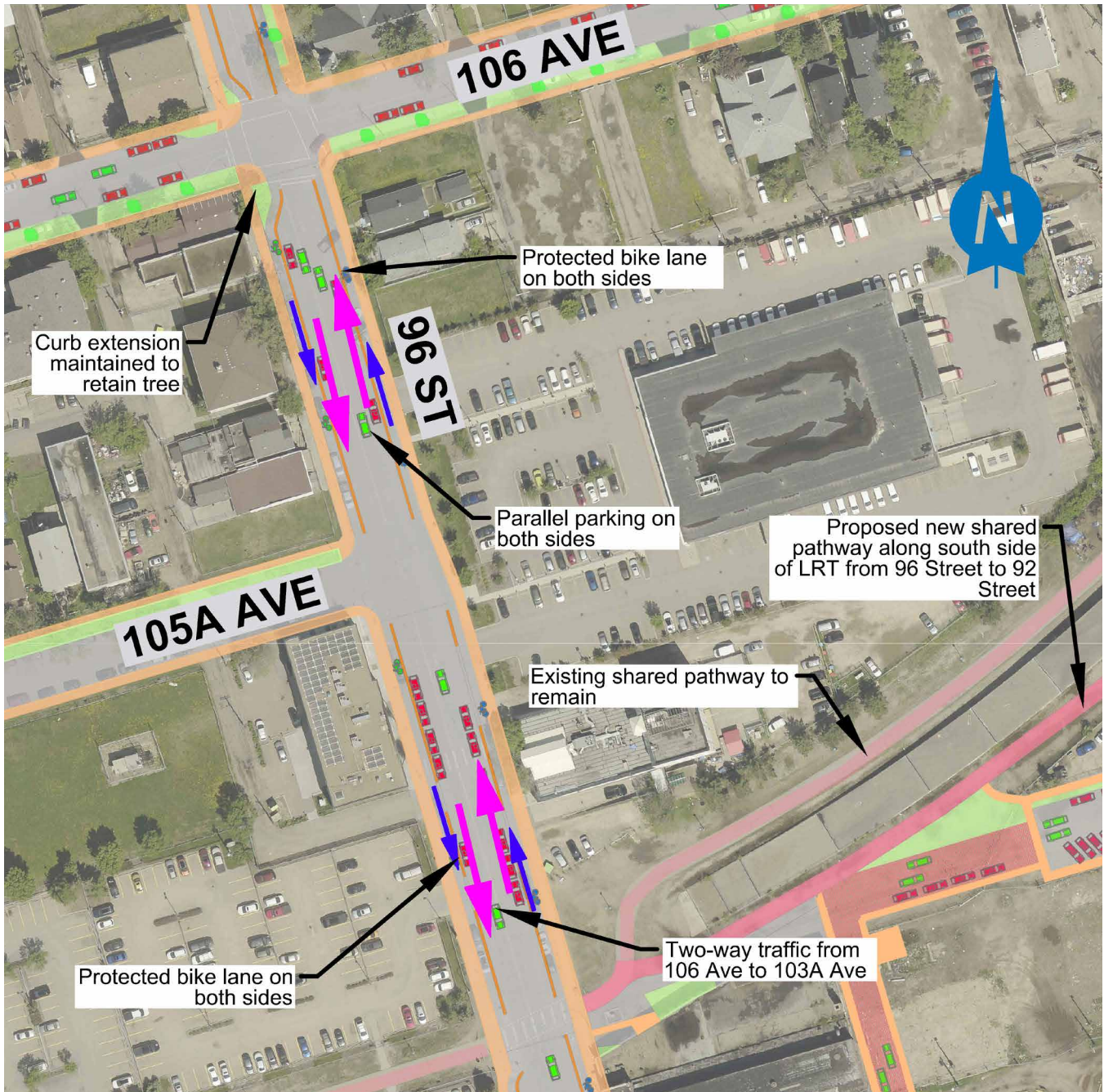






## 96 Street – 106 to 103A Avenue

### 106 AVENUE TO LRT TRACKS



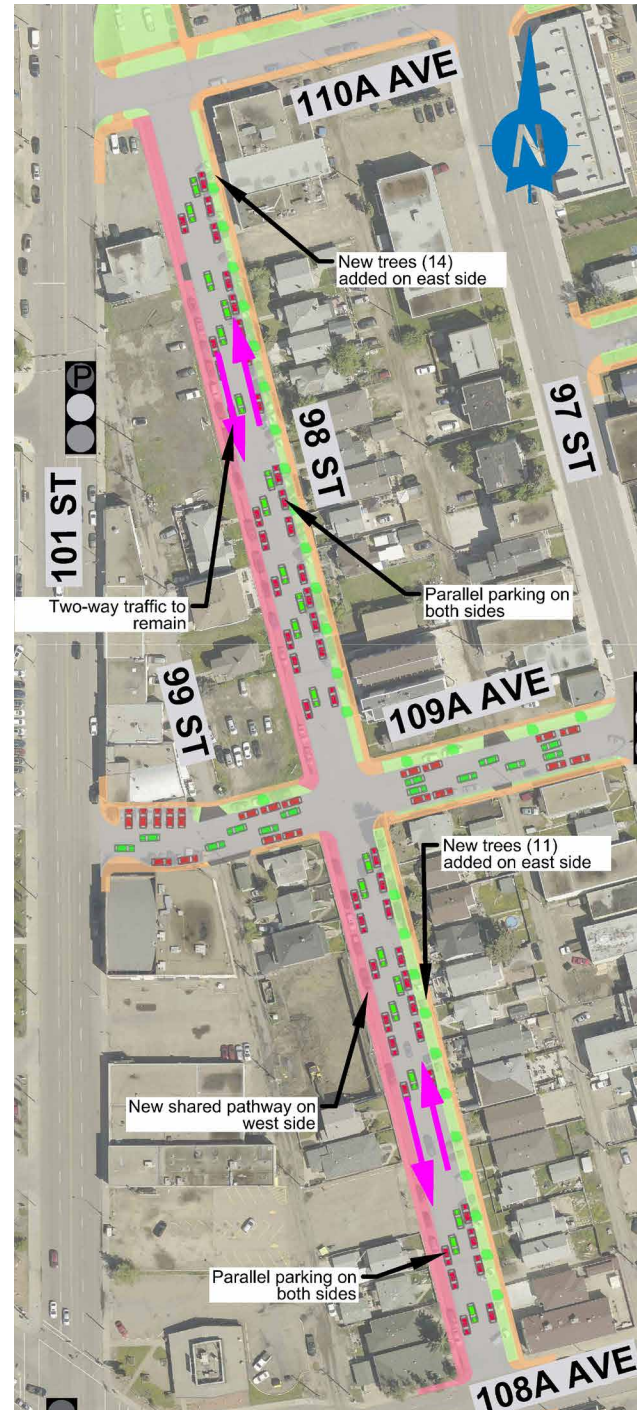


# 98 Street – 110A to 105 Avenue

## What the draft design includes:

- + A narrowed road width and a change to all parallel parking that will create space for:
  - + A shared pathway to improve 98 Street's potential as an enjoyable walking and gathering destination
  - + New tree plantings
- + Two-way vehicle traffic (as exists today)
- + On-street parallel parking (70 per cent of parking retained from what exists today)

98 STREET – 110A TO 108A AVENUE

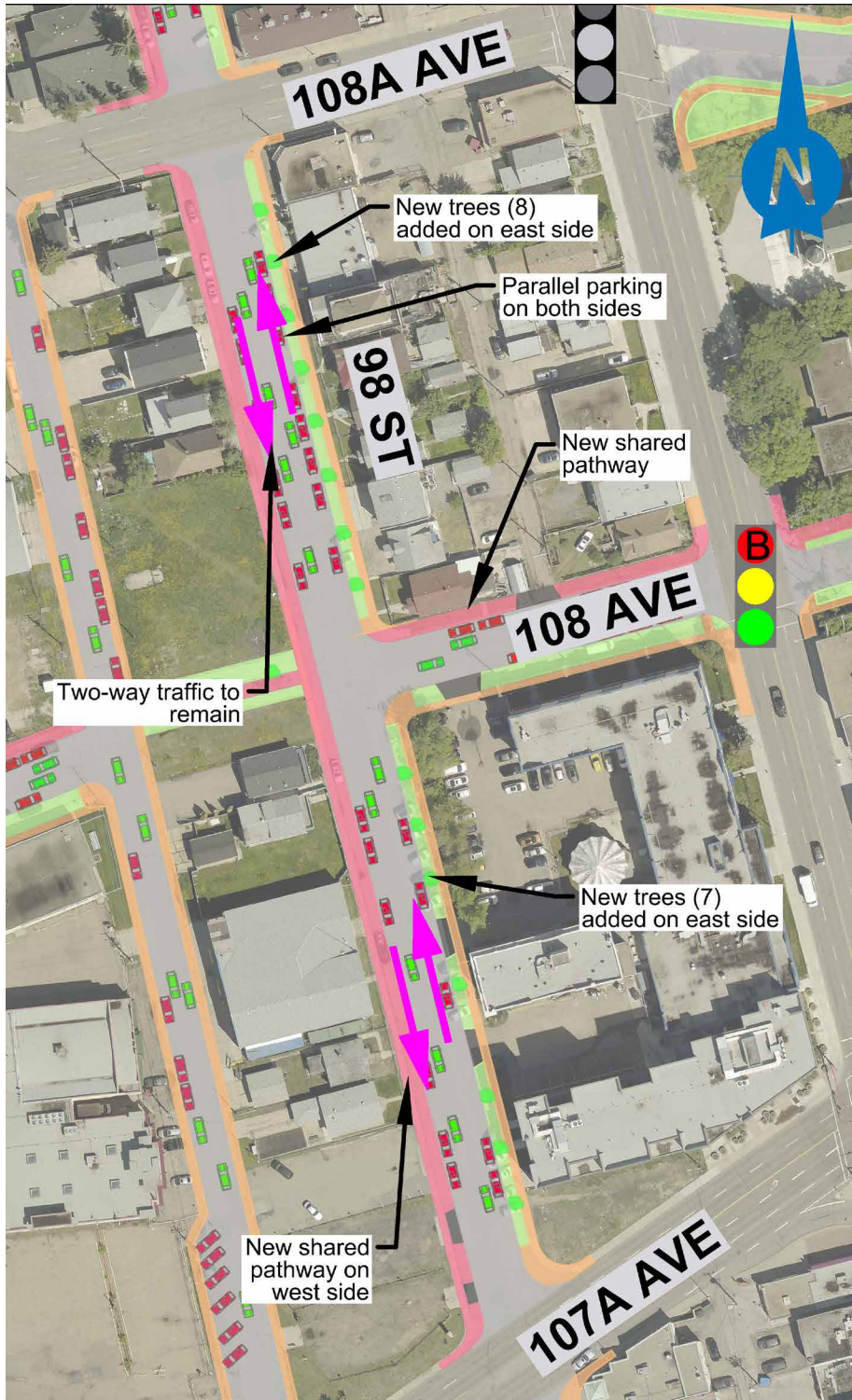






## 98 Street – 110A to 105 Avenue

### 98 STREET – 108A TO 107A AVENUE

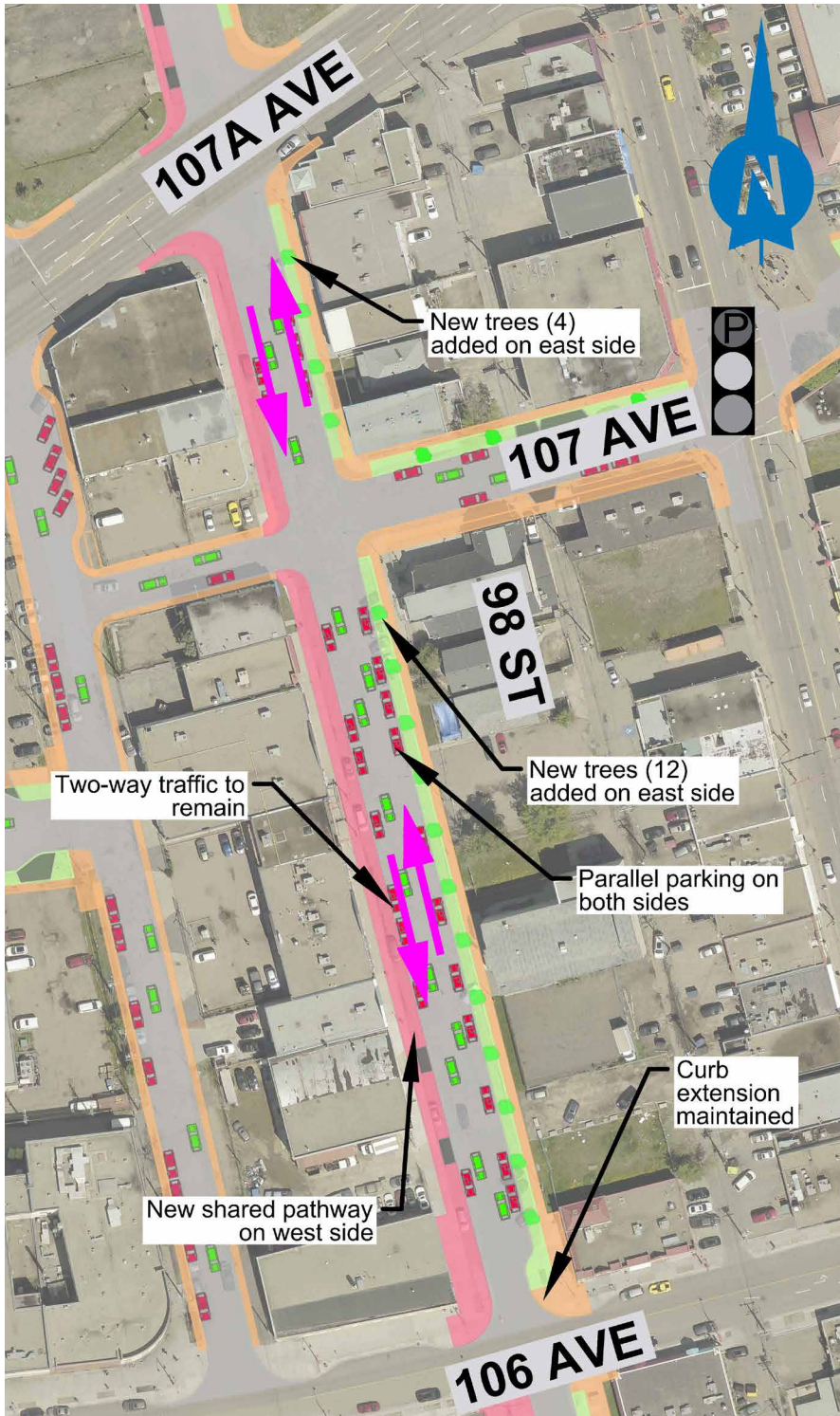






## 98 Street – 110A to 105 Avenue

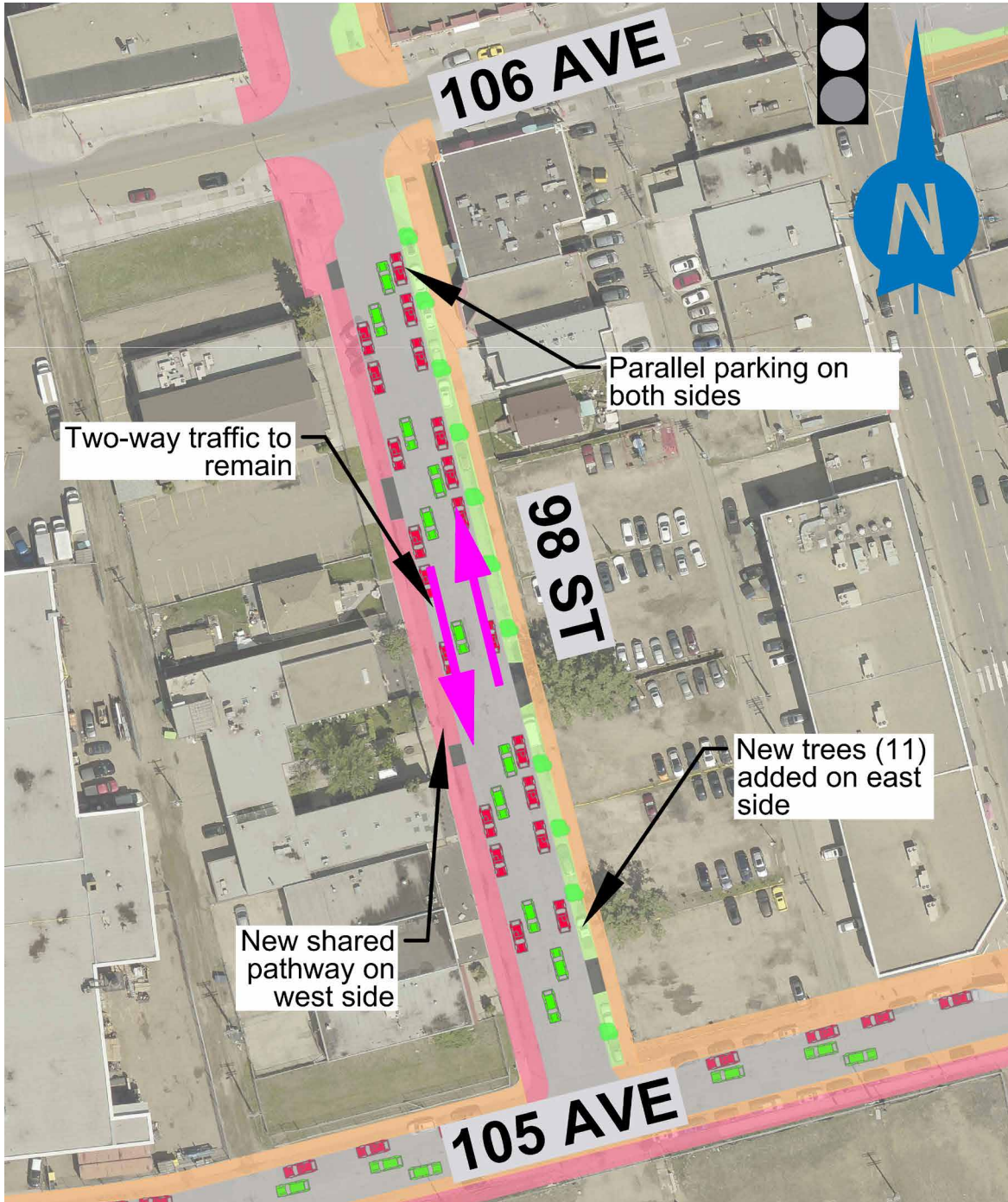
### 98 STREET – 107A TO 106 AVENUE





## 98 Street – 110A to 105 Avenue

### 98 STREET – 106 TO 105 AVENUE





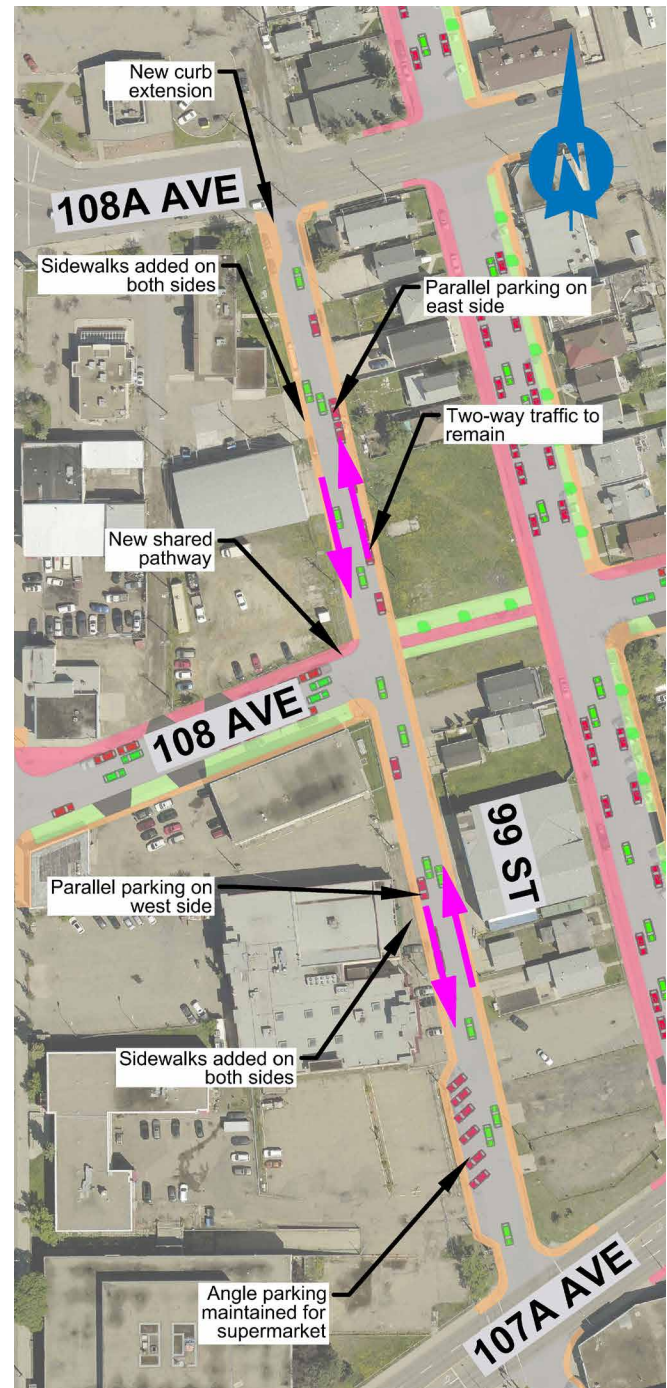


# 99 Street – 108A to 106 Avenue

## What the draft design includes:

- + A narrowed road width that will create public space for:
  - + New sidewalks on both sides of 99 Street to improve pedestrian connectivity
- + Curb extensions added at 108A Avenue to reduce crossing distances and improve sightlines
- + Two-way vehicle traffic (as exists today)
- + Angle on-street parking near businesses and parallel parking (east side of the road north of 108 Avenue and west side of the road south of 108 Avenue)

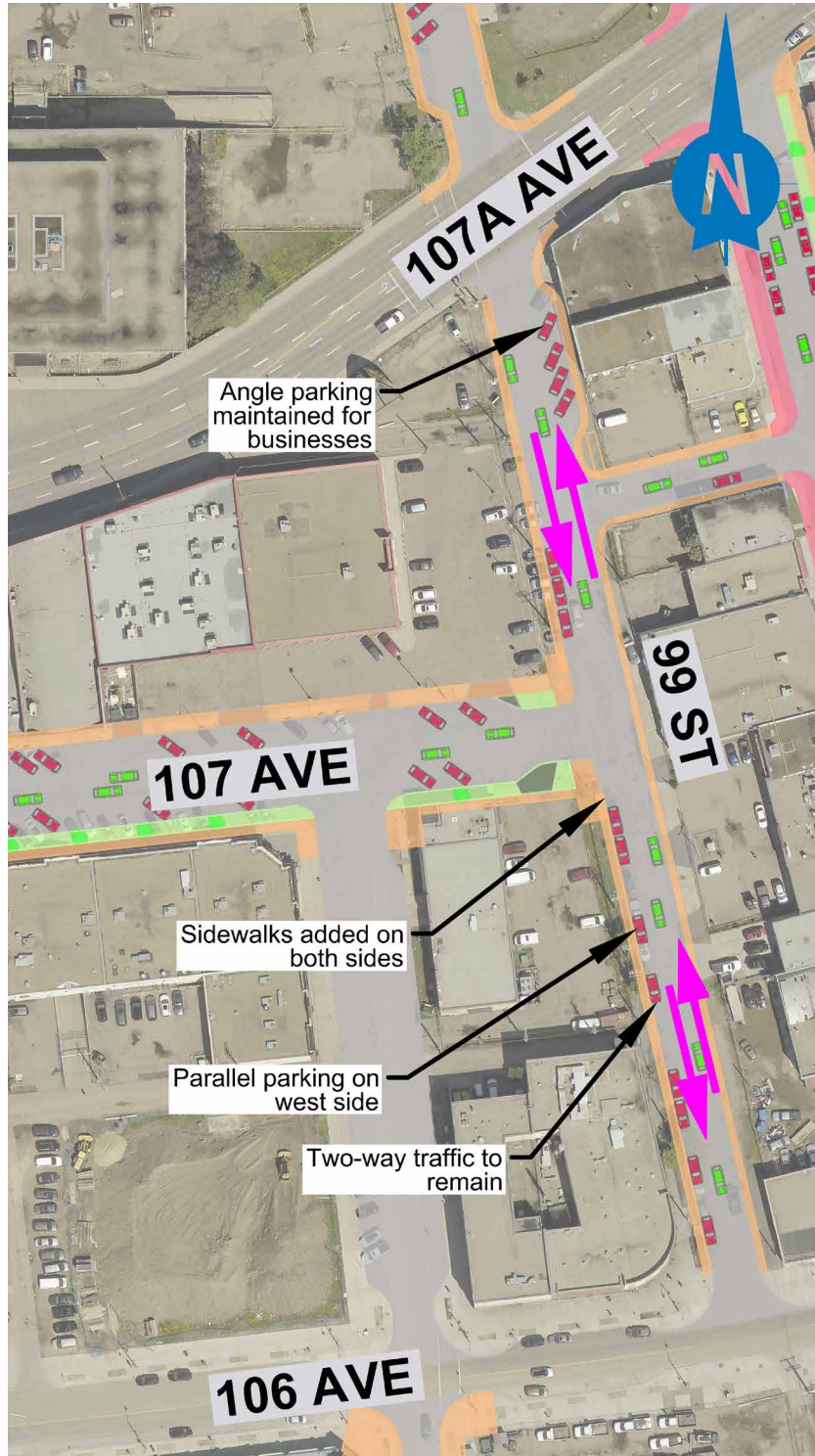
99 STREET – 108A TO 107A AVENUE





# 99 Street – 108A to 106 Avenue

## 99 STREET – 107A TO 106 AVENUE





# 101 Street to Mary Burlie Park to LRT Shared Pathway Connection

## What the draft design includes:

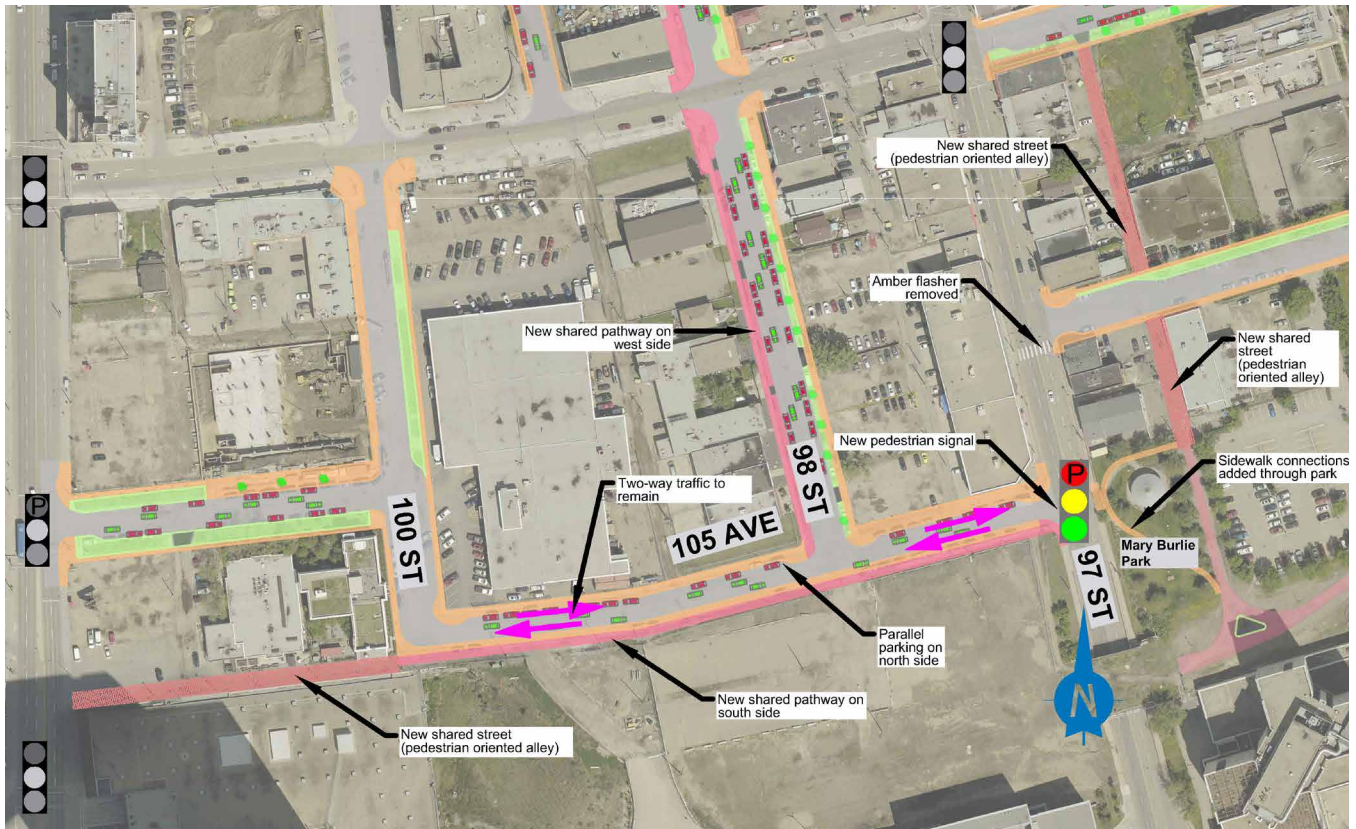
- + A new shared street (pedestrian-oriented alley)\* between 101 and 100 Street that will connect to a new shared pathway along the south side of 105 Avenue from 100 to 97 Street. This design was previously approved as part of the Columbia Avenue Project to improve active transportation connections 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)





# Chinatown Alleys (Business Improvement Area)

As per Council direction, alleys located in the Chinatown Business Improvement Area (BIA) are included in the scope of work for Neighbourhood Renewal.

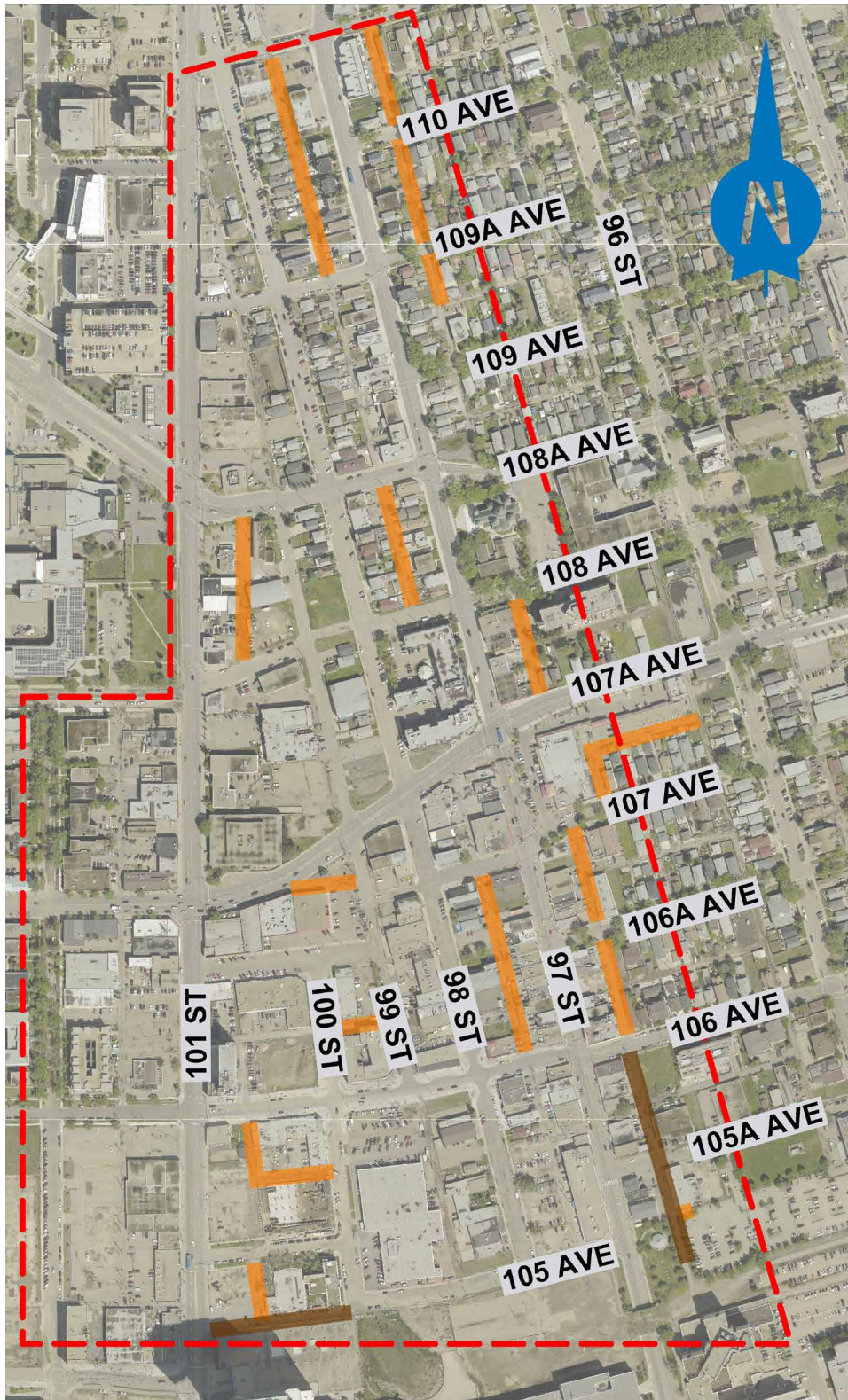
## What the draft design includes:



- + New paved road surfaces
- + Lighting upgraded to LED
- + Two shared streets (pedestrian-oriented alleys\*) to improve connectivity in the area located:
  - + East of Mary Burlie Park up to 106 Avenue running north-south
  - + West end of 105 Avenue between 100 and 101 Street running east-west

**\*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.



## Chinatown Alleys (Business Improvement Area)



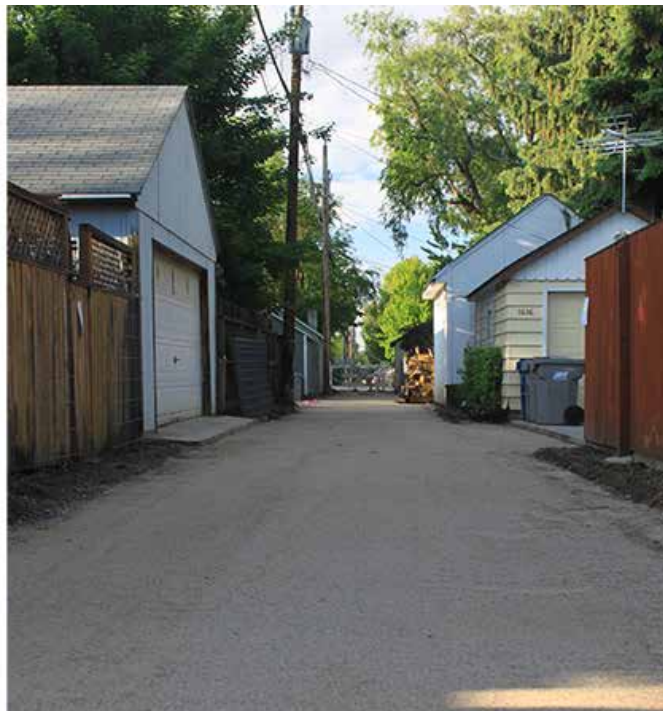
-  Chinatown Business Improvement Alleys
-  Shared Street (Pedestrian Oriented Alley)





## Chinatown Alleys (Business Improvement Area)

### PAVED ALLEY EXAMPLE



### SHARED ALLEY EXAMPLE



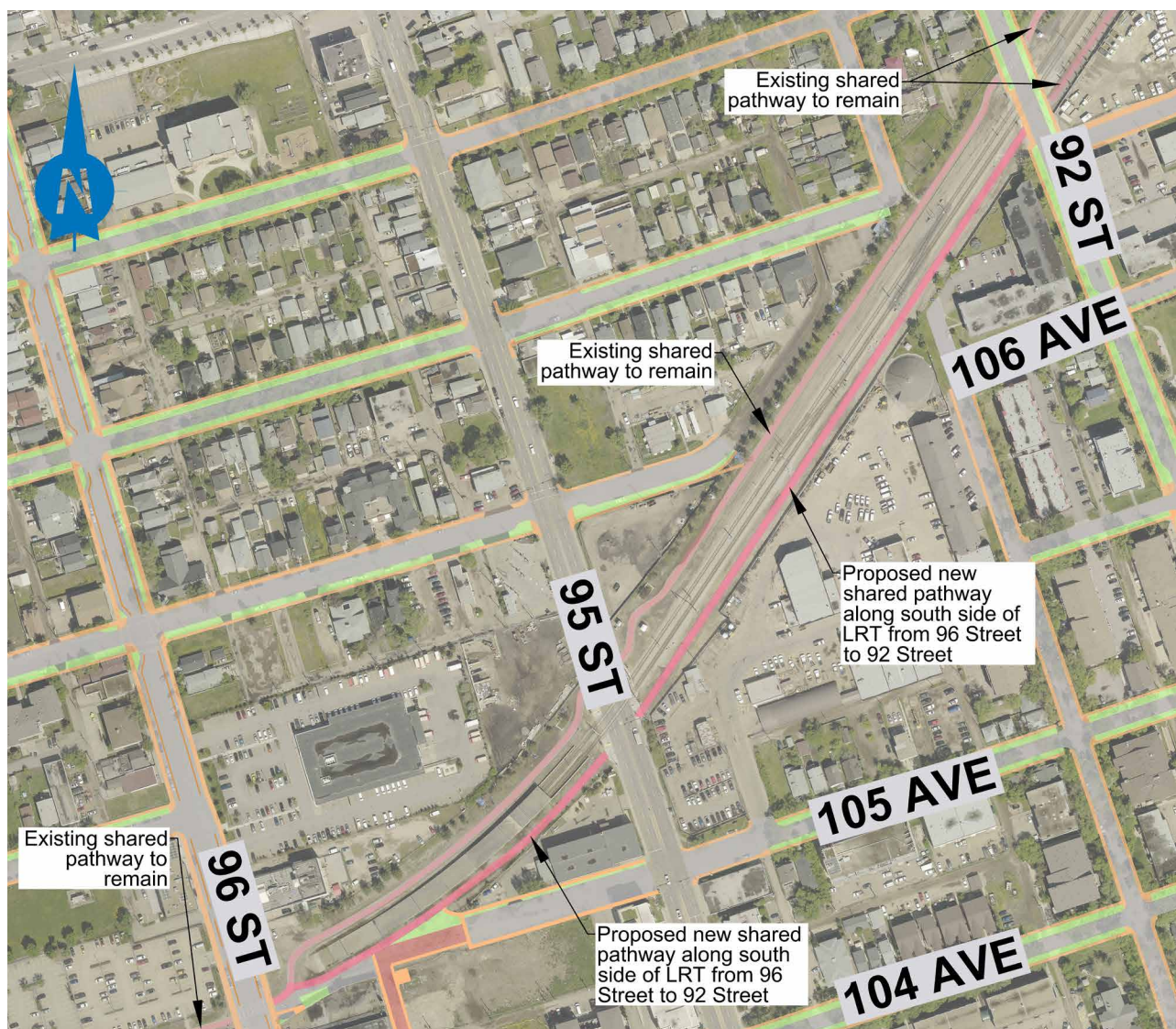




# LRT Shared Pathway Connection

## 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)







# Mary Burlie Park

## What the draft design includes:

- + Improved sight lines and safety within the park achieved by removing some trees and bushes from the west side of the park
- + A new north-south shared pathway starting at the LRT shared pathway and connecting to the shared street (pedestrian-oriented alley) on the east side of the park to improve connectivity in the area
- + Additional green space and new trees added along the south end of the park near the LRT shared pathway to expand the usable park area
- + Additional entry features and new seating\*

*Note: Mary Burlie 'A Vision of Hope' sculpture and commemorative trees will remain untouched*

*\*Not funded by Neighbourhood Renewal – other sources will be investigated*

