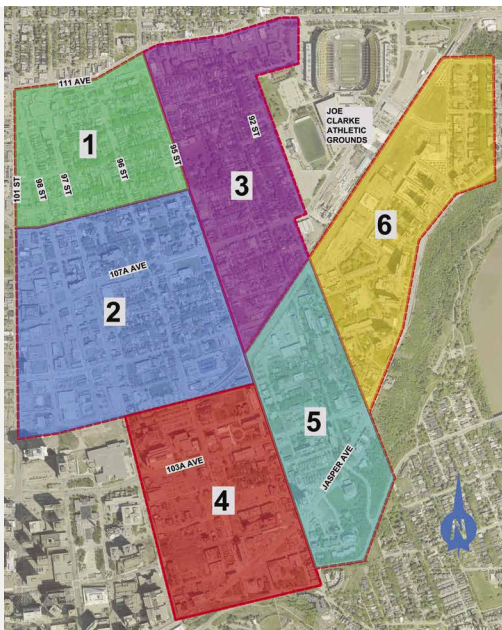


BOYLE STREET AND MCCAULEY NEIGHBOURHOOD RENEWAL DRAFT DESIGN

SECTION 5 105 to 101 Avenue (95 to 92 Street, includes 92 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 5**, 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.

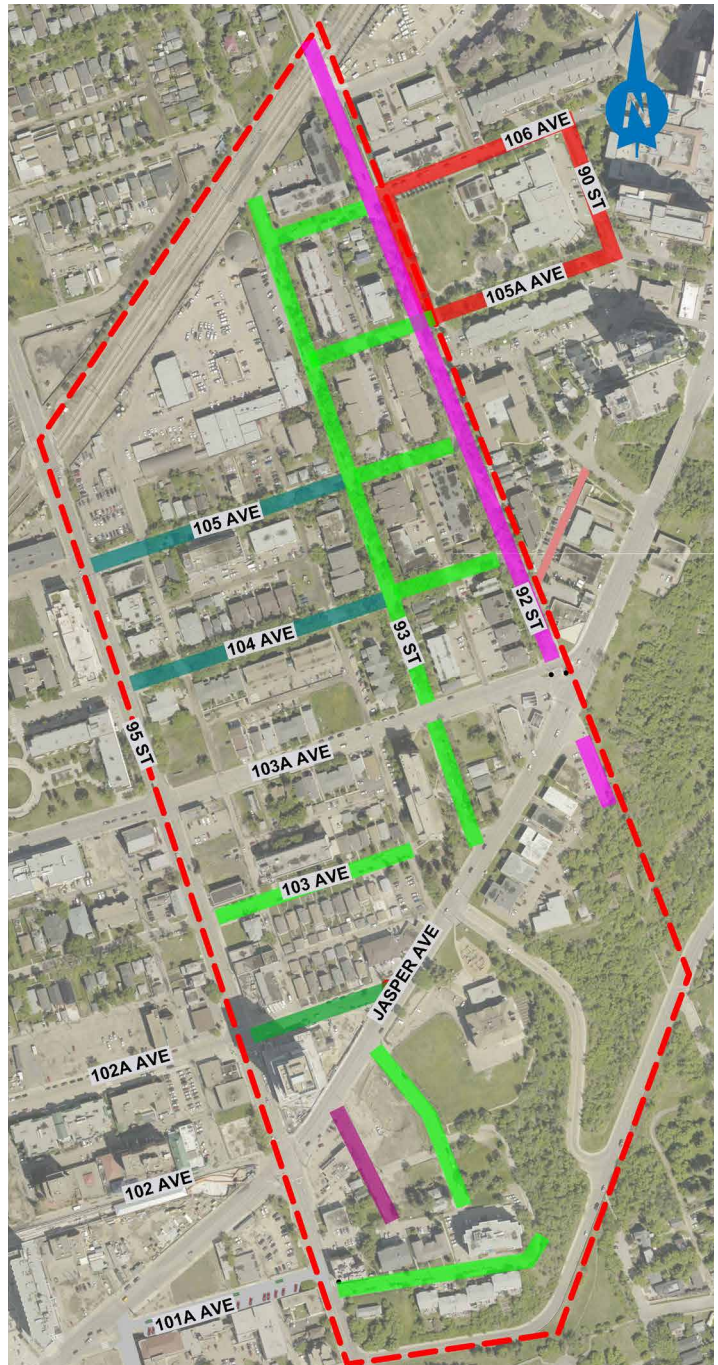


Section 5 includes designs for:

- + 102A Avenue – 96 Street to Jasper Avenue
- + 104 and 105 Avenue – between 95 and 93 Street
- + 94A Street
- + 92 Street (111 to 103A Avenue)
- + St. Theresa School (90 Street/105A Avenue)

-  Road and Sidewalk Reconstruction Only
-  102A Avenue Bike Lane Additions
-  104 and 105 Avenue New One-Way
-  94A Street
-  92 Street Bike Route
-  St. Theresa School Traffic Calming

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 5 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.

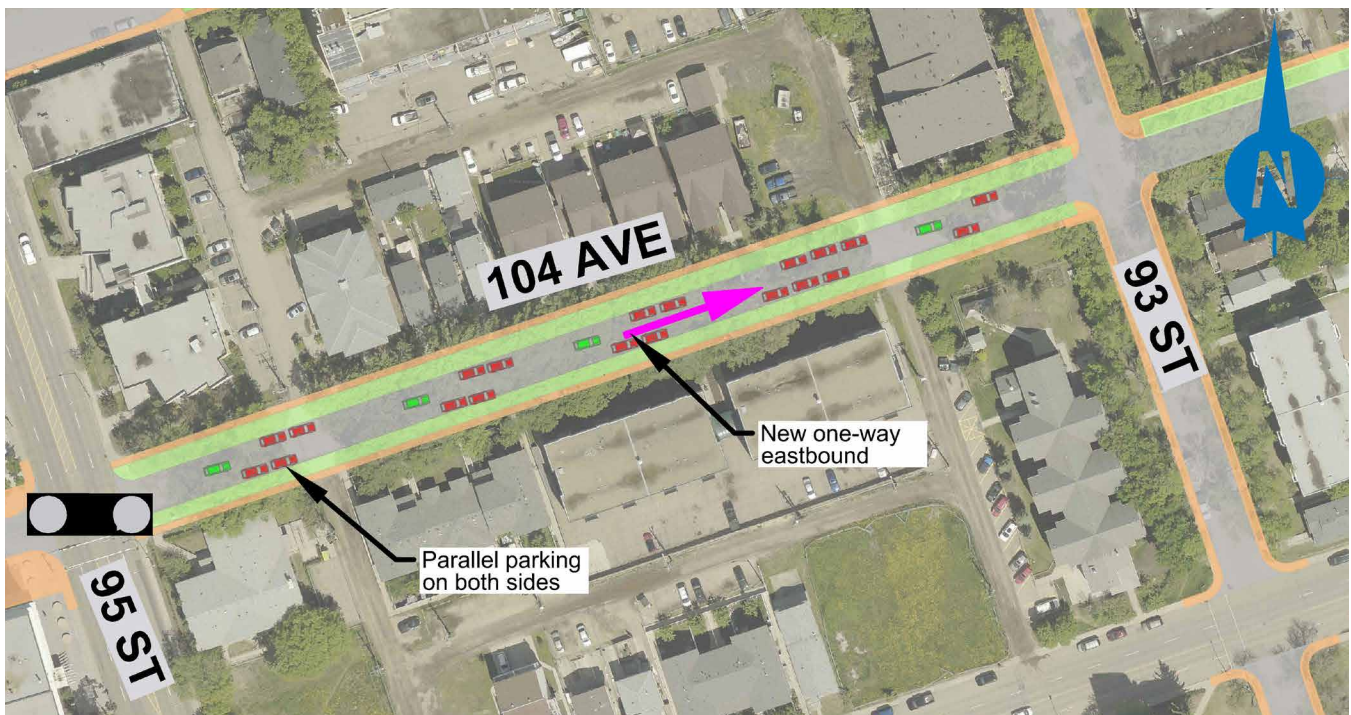


104 and 105 Avenues between 95 and 93 Street

What the draft design includes:

104 Avenue

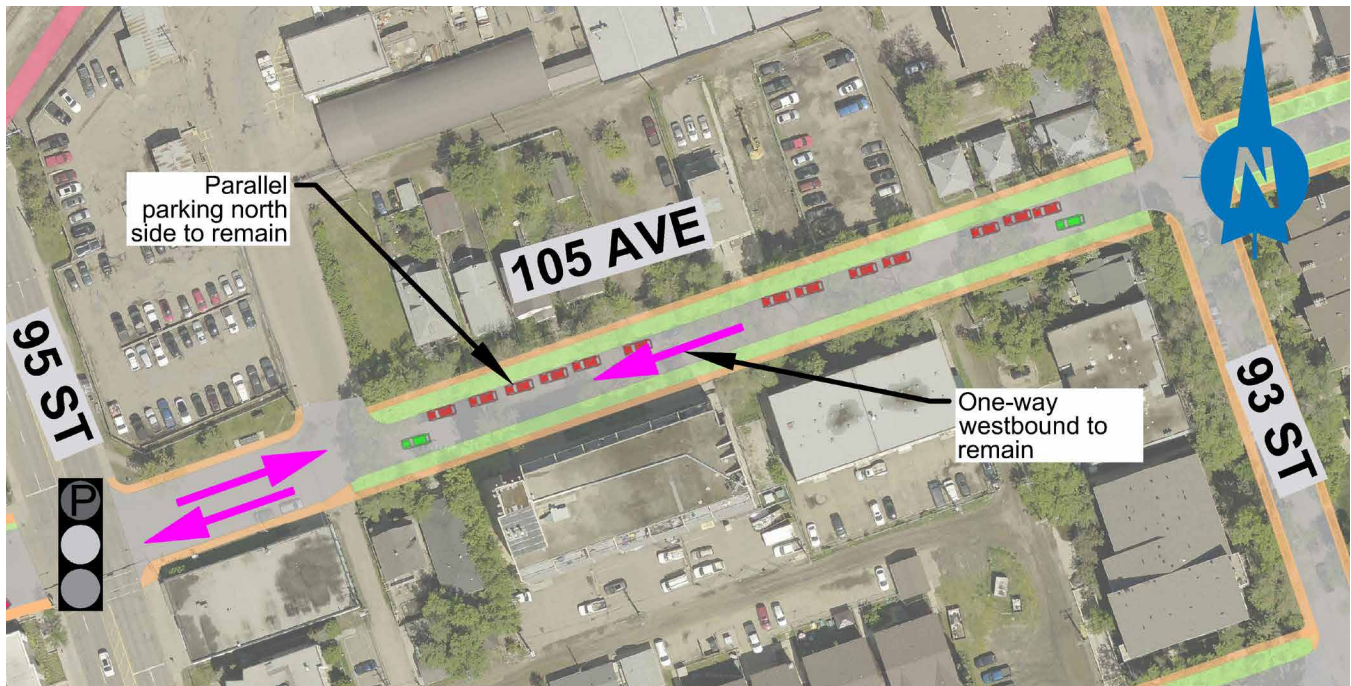
- + One-way eastbound vehicle traffic (change from existing) to reduce confusion and improve traffic flow in the neighbourhood
- + Parallel on-street parking (as exists today)





105 Avenue (as exists today)

- + One-way westbound vehicle traffic from 93 Street to the alley east of 95 Street Two-way vehicle traffic from the alley to 95 Street intersection
- + Parallel on-street parking



92 Street – 111 to 103A Avenue

What the draft design includes:

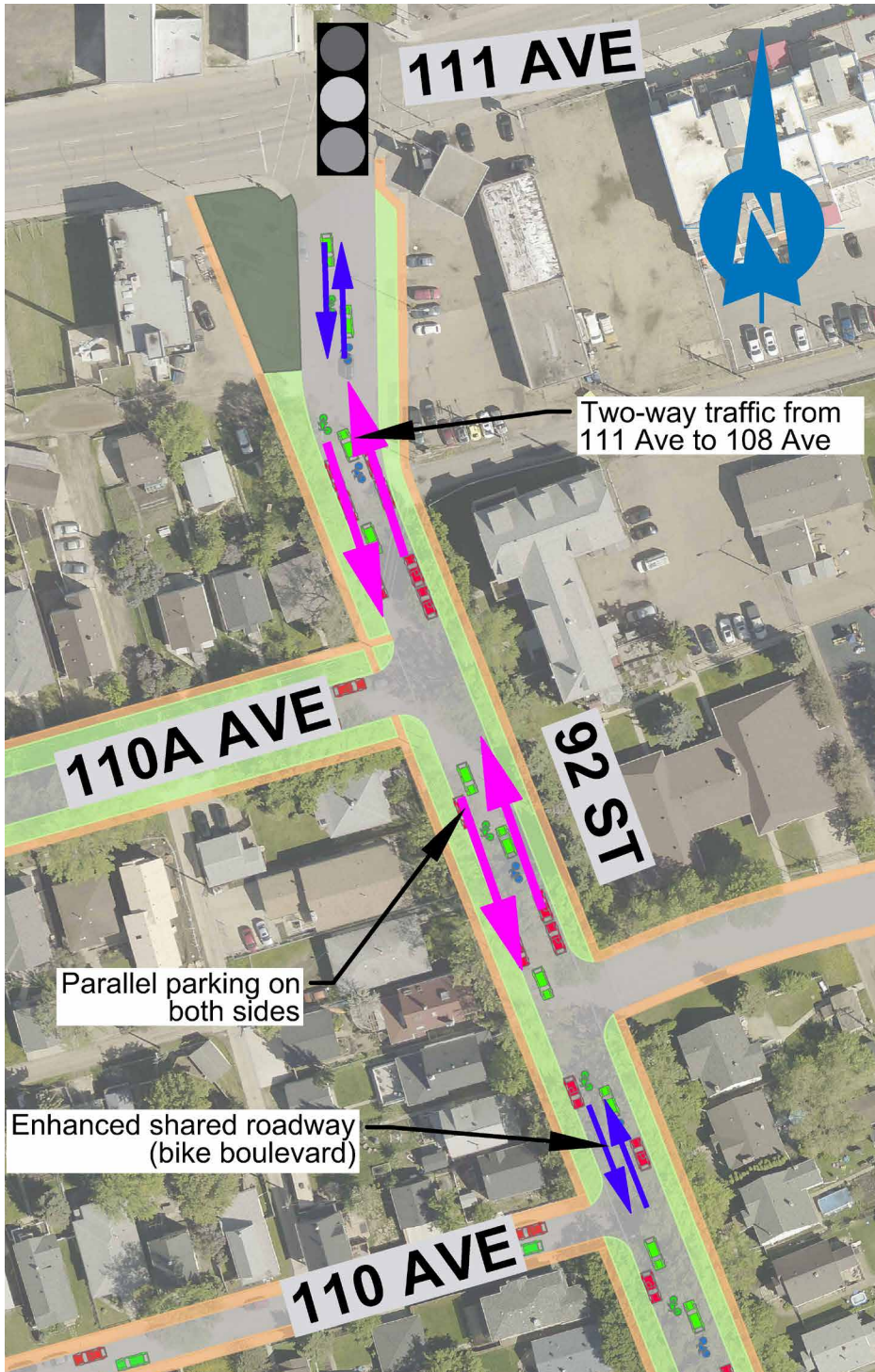
- + An enhanced shared roadway (bike boulevard)* to provide north-south cycle connectivity to area bike routes and key destinations within the neighbourhood such as Little Italy
- + Curb extensions along both sides of 92 Street, where utilities and drainage allow, to calm traffic
- + Restricted vehicle turning movements from 107A Avenue to 92 Street to reduce shortcutting traffic
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (as exists today) Exception is between 107A and 108 Avenue where parking changes to one side of the road

***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 – 111 to 103A Avenue

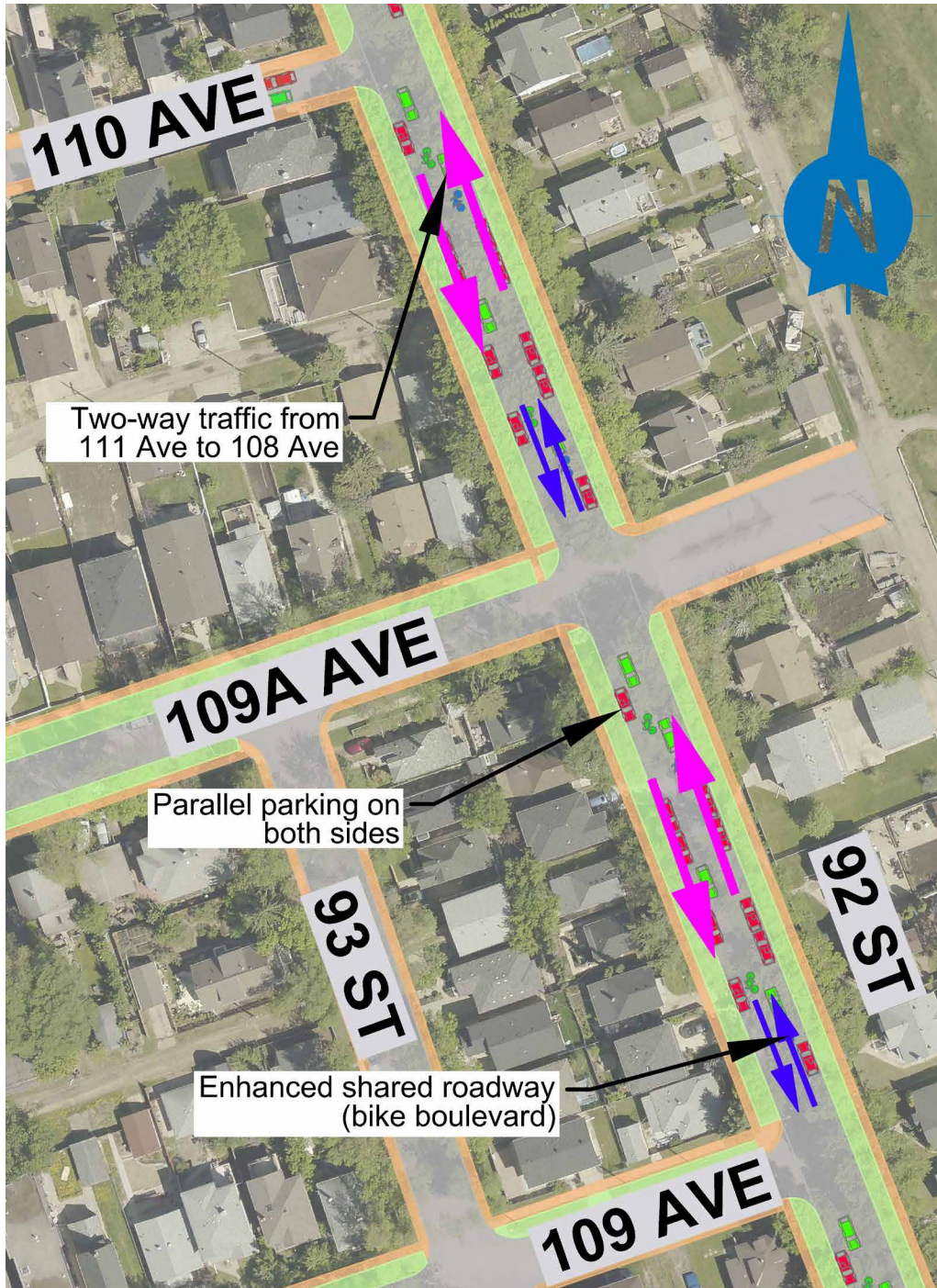
92 STREET – 111 TO 110 AVENUE





92 Street – 111 to 103A Avenue

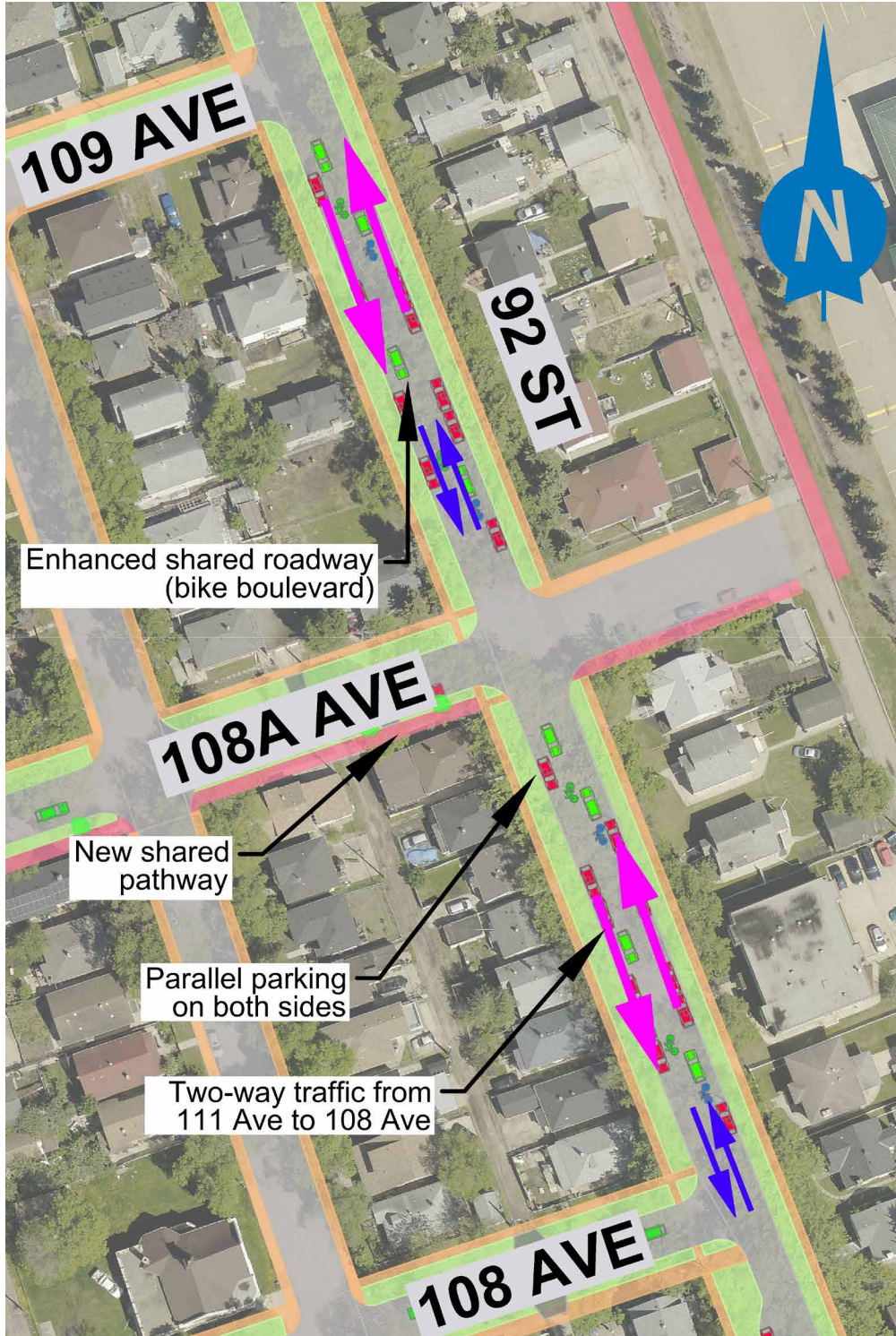
92 STREET – 110 TO 109 AVENUE





92 Street – 111 to 103A Avenue

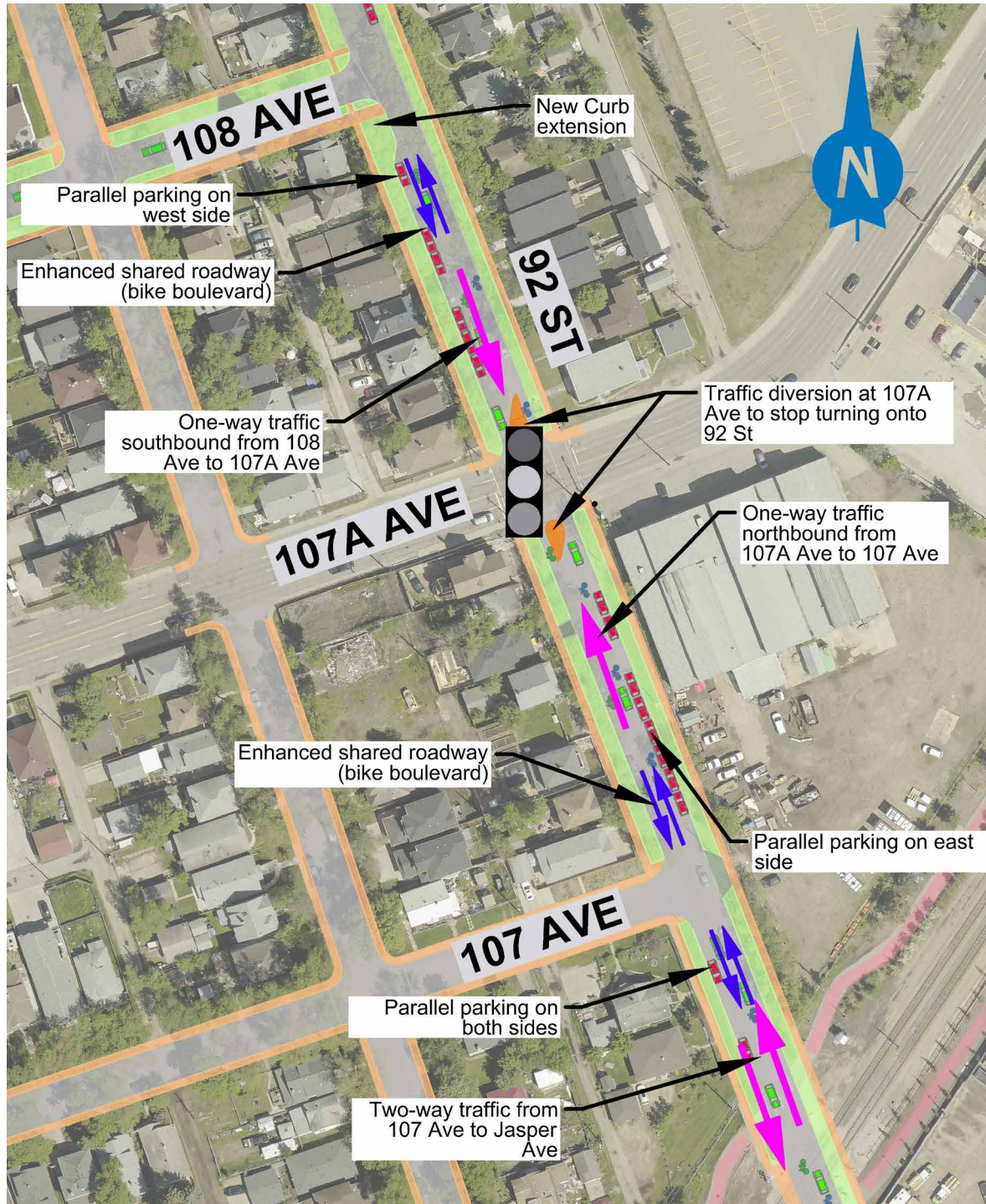
92 STREET – 109 TO 108 AVE





92 Street – 111 to 103A Avenue

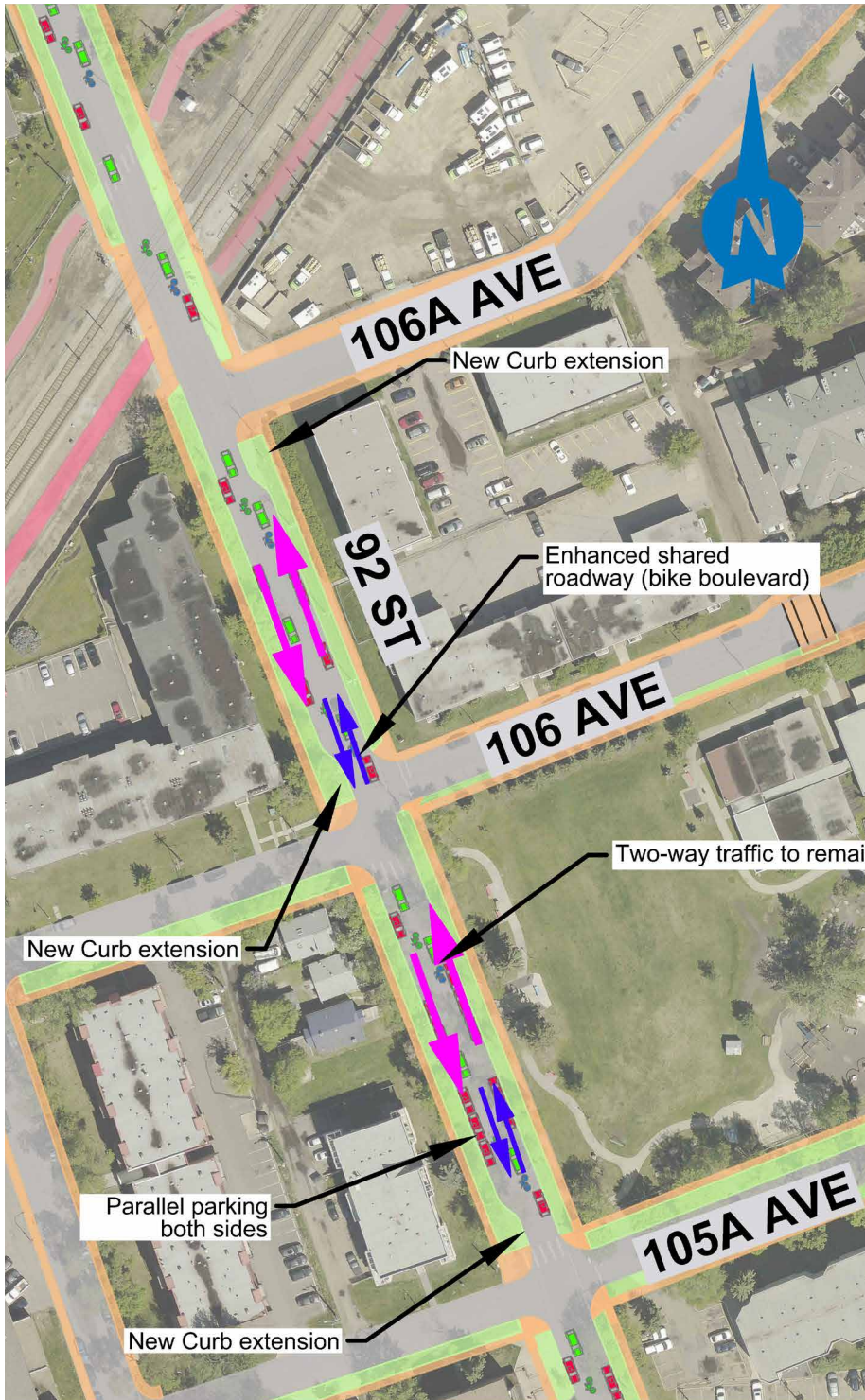
92 STREET – 108 TO 106A AVE





92 Street – 111 to 103A Avenue

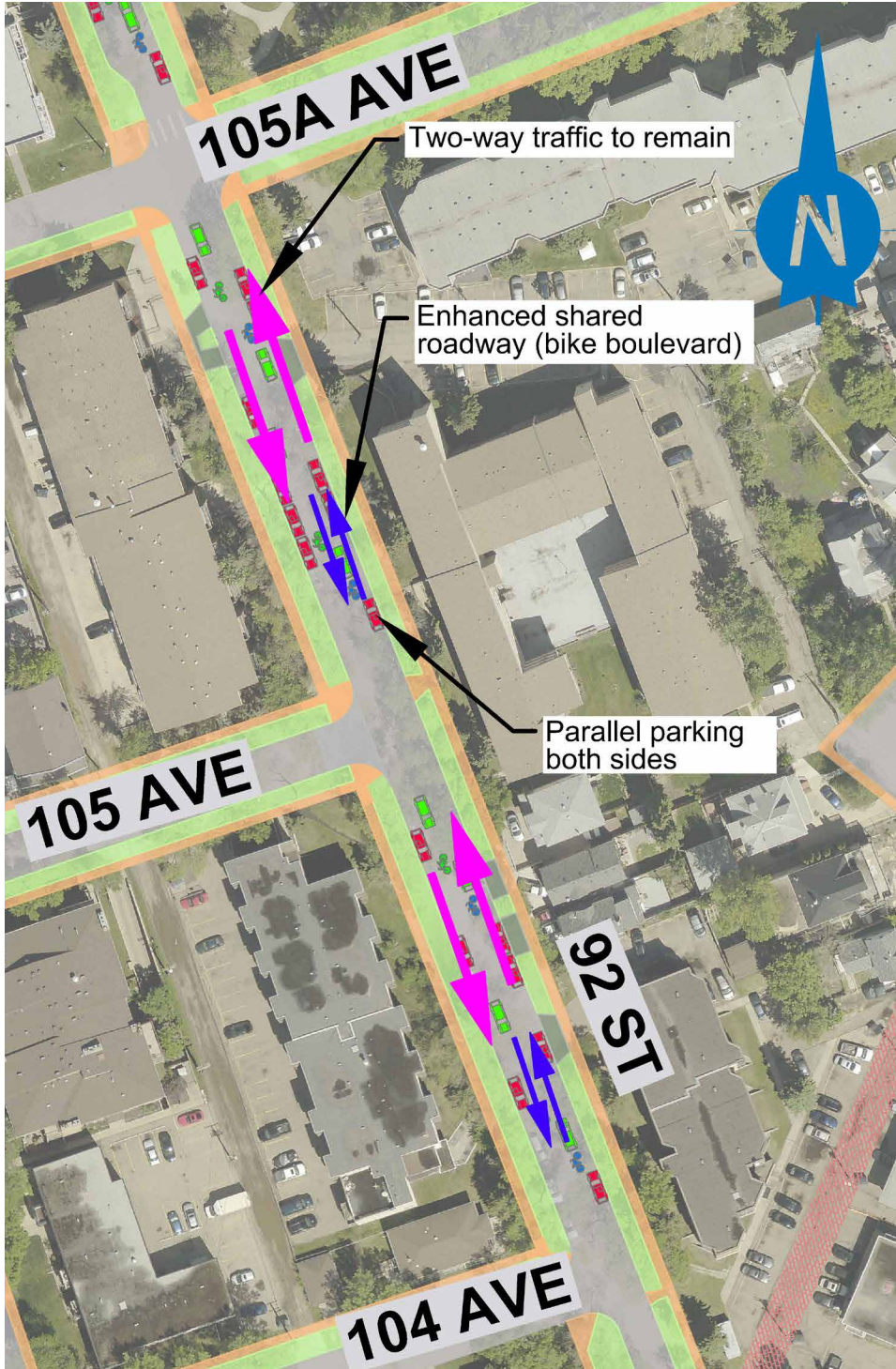
92 STREET – 106A TO 105A AVE





92 Street – 111 to 103A Avenue

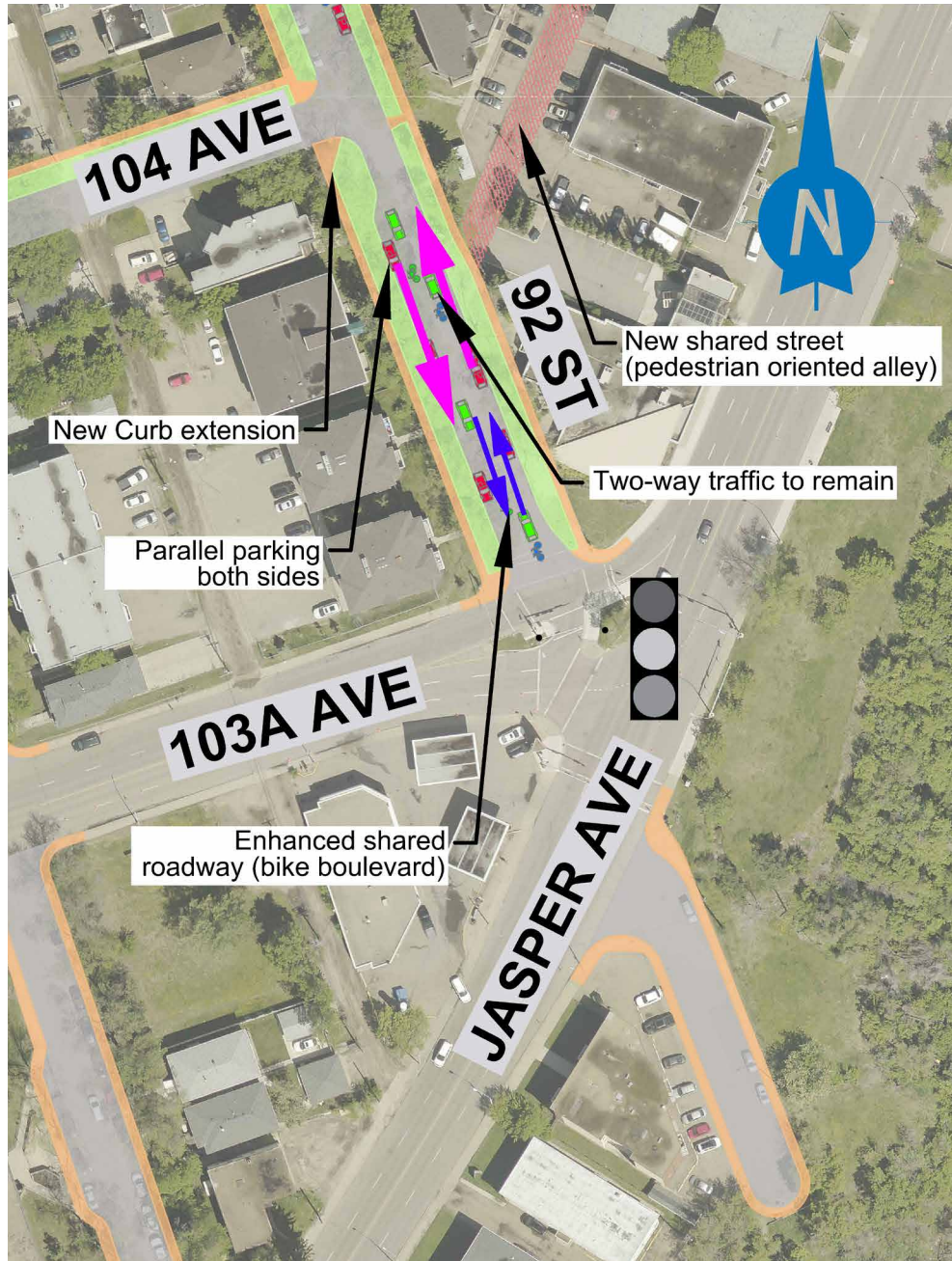
92 STREET – 105A TO 104 AVE





92 Street – 111 to 103A Avenue

92 STREET – 104 TO JASPER AVE

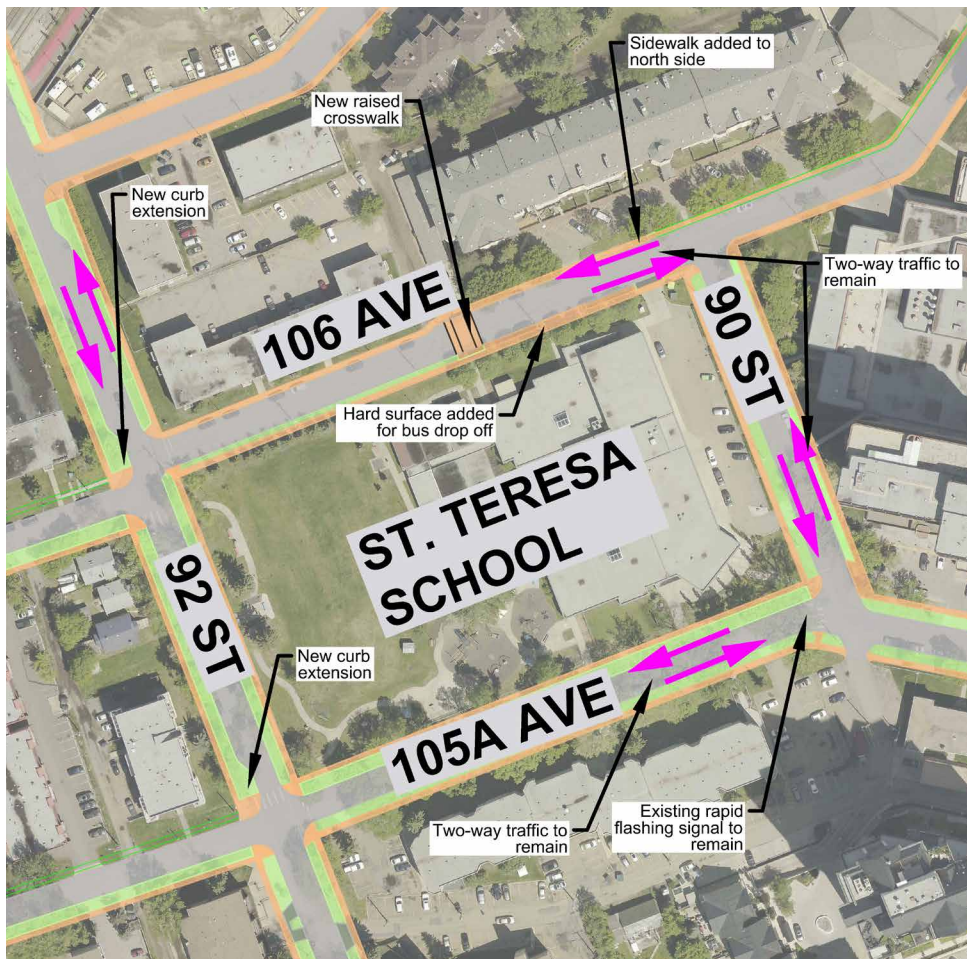




St. Theresa School (90 Street / 105A Avenue)

What the draft design includes:

- + A mid-block crossing on 106 Avenue at St. Theresa School to improve pedestrian connectivity to and from the school
- + Curb extensions added to 92 Street on 105A and 106 Avenue to improve visibility and reduce crossing distances

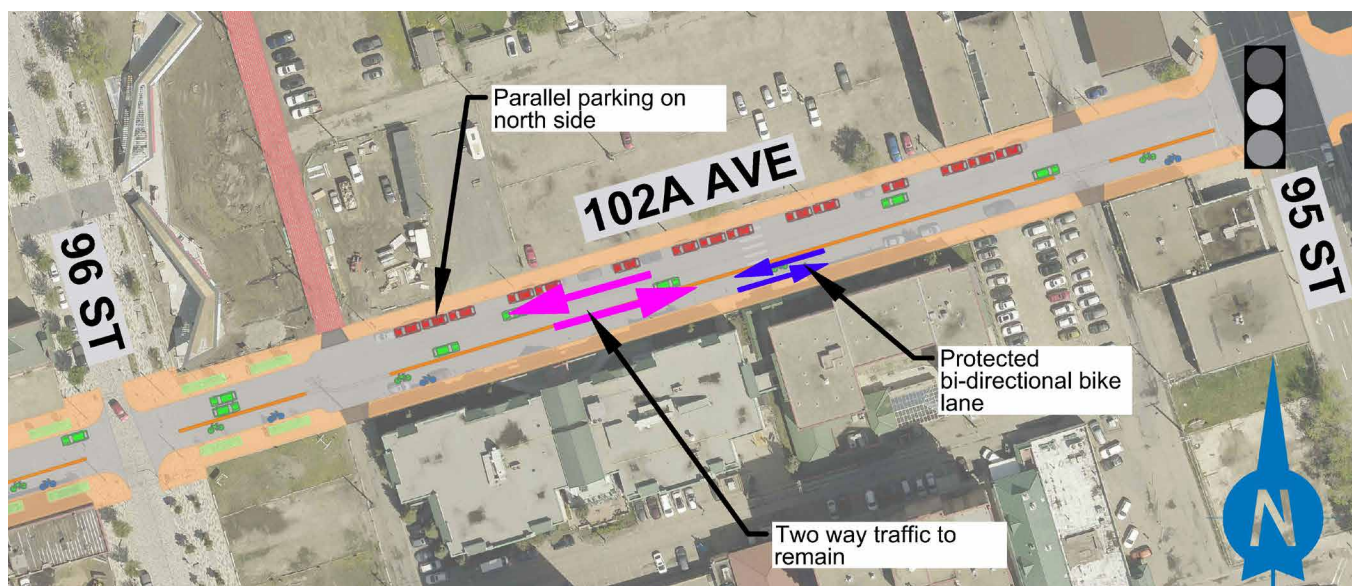
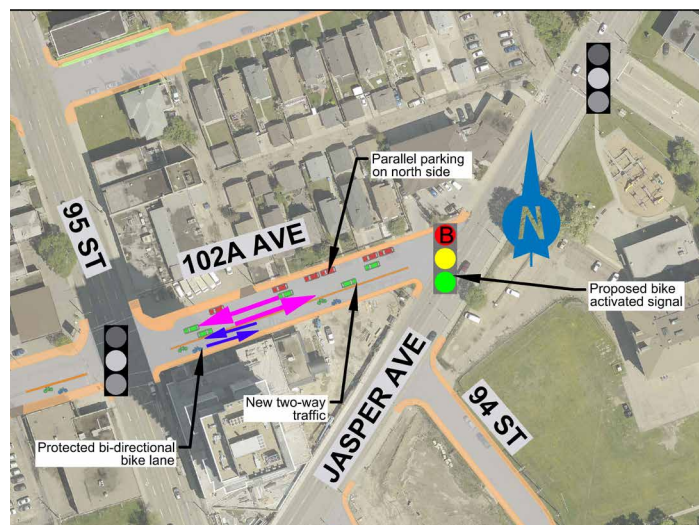




102A Avenue – 96 Street to Jasper Avenue

What the draft design includes:

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





94A Street

What the draft design includes:

- + A cul de sac turnaround at the end of 94A Street to improve traffic flow (dependent on utility relocation and may not be included in the final design)

