



# What We Heard Report: Boyle Street and McCauley Neighbourhood Renewal

Exploring Options and Tradeoffs  
May to October 2021

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**Edmonton**

# What We Heard Report: Boyle Street and McCauley Neighbourhood Renewal

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## Project overview

Boyle Street and McCauley have been chosen for Neighbourhood Renewal construction to update ageing streets and sidewalks. Construction is scheduled to begin in spring 2023.

Neighbourhood Renewal rehabilitates residential roads, replaces street lights, sidewalks, curbs and gutters, and adds missing sidewalk links, where possible. Other opportunities to improve how people walk, roll, bike and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces are also explored.

An interactive public engagement process was designed to gather local knowledge, views and opinions from residents and property owners to inform the development of the neighbourhood design and ensure it meets the needs of both current residents and visitors and those in the future.

The planning and engagement process began in September 2020 and the final design will be shared in spring 2022.

Thank you to everyone who engaged with us virtually during the **Exploring Options and Tradeoffs** phase of the project.

Neighbourhood Renewal ensures that neighbourhood infrastructure is safe, maintained and serves the people who live in the community and depend upon it.

## Project Decision-Making Process And Timelines

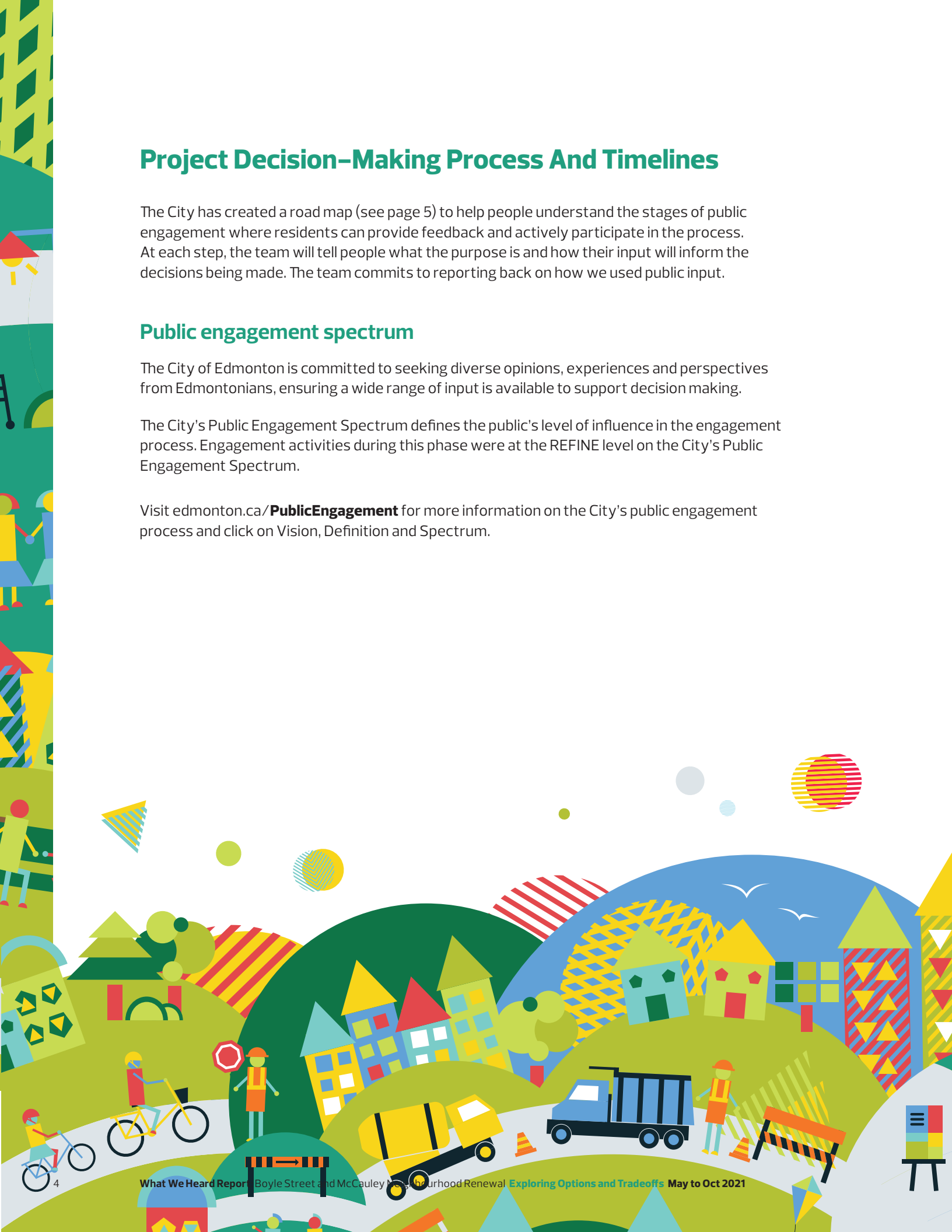
The City has created a road map (see page 5) to help people understand the stages of public engagement where residents can provide feedback and actively participate in the process. At each step, the team will tell people what the purpose is and how their input will inform the decisions being made. The team commits to reporting back on how we used public input.

### Public engagement spectrum

The City of Edmonton is committed to seeking diverse opinions, experiences and perspectives from Edmontonians, ensuring a wide range of input is available to support decision making.

The City's Public Engagement Spectrum defines the public's level of influence in the engagement process. Engagement activities during this phase were at the REFINE level on the City's Public Engagement Spectrum.

Visit [edmonton.ca/PublicEngagement](https://edmonton.ca/PublicEngagement) for more information on the City's public engagement process and click on Vision, Definition and Spectrum.



## Roadmap to Building Great Neighbourhoods

The Neighbourhood Renewal program follows the roadmap below from Starting the Conversation to the unveiling of the new neighbourhood enhancements and celebration of the completion of construction. This report highlights the input received during the **Exploring Options and Tradeoffs** stage between May to October 2021.

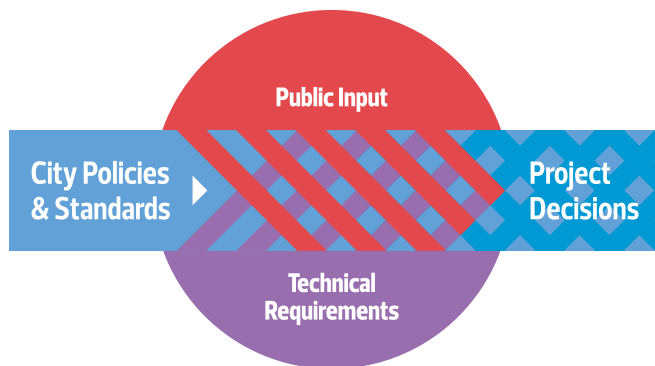


## How decisions are made

City policies and standards 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 best fit in the neighbourhood.

Over 10,000 residents live in Boyle Street and McCauley, each with needs and opinions on how they envision its future. Over the past year, feedback has been collected in multiple ways—surveys, Community Conversations, emails/phone calls, stakeholder discussions, and online engagement. Early 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 decisions.

Thank you to everyone who participated in the public engagement opportunities to date and contributed knowledge and experience to help shape the future of Boyle Street and McCauley.



## The Exploring Options and Tradeoffs phase

In this phase, the Project Team put together design options for Boyle Street and McCauley's renewal. These options each had a set of benefits and tradeoffs that were presented to the public and stakeholders for feedback.

### How we informed and engaged

Through a variety of public engagement techniques, we presented options for areas such as traffic, walking and biking connectivity, parks and open spaces, and placemaking (creating public spaces that promote health, happiness and well being). The public was invited to explore the design options and submit their feedback for consideration.

The input received during this stage is summarized in this report and will be used to develop the draft design that will be presented in the next phase, **Community Feedback on Draft Design**.

Visit [edmonton.ca/BuildingBoyleStreetandMcCauley](http://edmonton.ca/BuildingBoyleStreetandMcCauley) for details from previous stages.

## How We Engaged:

The Project Team gathered public and stakeholder input through Community Conversations, stakeholder meetings, online engagement tools, a survey and through email and phone call interactions.



### COMMUNITY CONVERSATIONS

Residents, stakeholders and other interested members of the public were invited to attend online conversations to discuss the ideas and options being presented for various locations within the project area.

Areas	Topics	Date	Participation
<b>Chinatown</b>	+ 98 Street	June 29, 2021	18
	+ 99 Street		
	+ 108/108A Avenues		
	+ East-west Avenues		
.....			
<b>Church Street</b>	+ 96 Street	July 14, 2021	17
.....			
<b>Little Italy</b>	+ Giovanni Caboto Park	July 21, 2021	19
	+ 108/108A Avenues		
	+ 92 Street Connections		
.....			
<b>Active Modes</b>	+ Walking Connections	July 28, 2021	16
	+ Bike Connections		
	+ 106 Avenue		
	+ Jasper Avenue Service Road		
	+ 92 Street		
	+ 96 Street		
	+ 108 Avenue		
.....			



## STAKEHOLDER MEETINGS

As service providers play a key role in the project area, 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 and several conducted one-on-one surveys with the area's most vulnerable and hard-to-house.

Organization	Date
YMCA	October 26, 2021
Bissell Centre	October 26, 2021
Mustard Seed	October 28, 2021
George Spady	November 2, 2021
Operation Friendship Seniors Society	November 3, 2021
iHuman	November 5, 2021
Edmonton Intercultural Centre	November 17, 2021



## SURVEY

107 Responses

The survey was available between September 1–30, 2021 and 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.

Survey topics:

- + Bike network connections
- + 108/108A Avenues (92 to 96 Street)
- + 92 Street (103A to 111 Avenue)
- + 96 Street (105 to 111 Avenue)
- + 98 Street (105 to 110A Avenue)
- + 99 Street (106 to 108A Avenue)





## ONLINE ENGAGEMENT TOOLS (Engaged Edmonton)

The City's online engagement tool, Engaged Edmonton, was available July 15–September 30, 2021 and was used to gather local knowledge and feedback on ideas and options throughout the neighbourhoods.

### Topics

Sidewalks and Street Crossings – (Pin map – 36 pins)

Driving and Intersections – (Survey – 12 Respondents)

- + 110/110A Avenue
- + 98 Street/111 Avenue/101 Street Intersection
- + 101A Avenue/95A Street
- + 104/105 Avenue

Active Modes and Alleys (Survey – 11 Respondents)

- + Boyle Renaissance area
- + Woonerf at Kinistinaw Park
- + 92 Street to Latta Bridge
- + Mary Burlie Park/101 Street/LRT Shared pathway

Parks and Open Spaces (Ideas – 5 Responses)

- + Mary Burlie Park
- + 108/108A Street
- + Giovanni Caboto Park



## PUBLIC LIVE ONLINE EVENT

### 17 Participants

The Project Team hosted a public live online event on September 14, 2021. During the event, the Team provided an overview of the options and tradeoffs being considered, and answered questions from participants.



## EMAILS AND PHONE CALLS

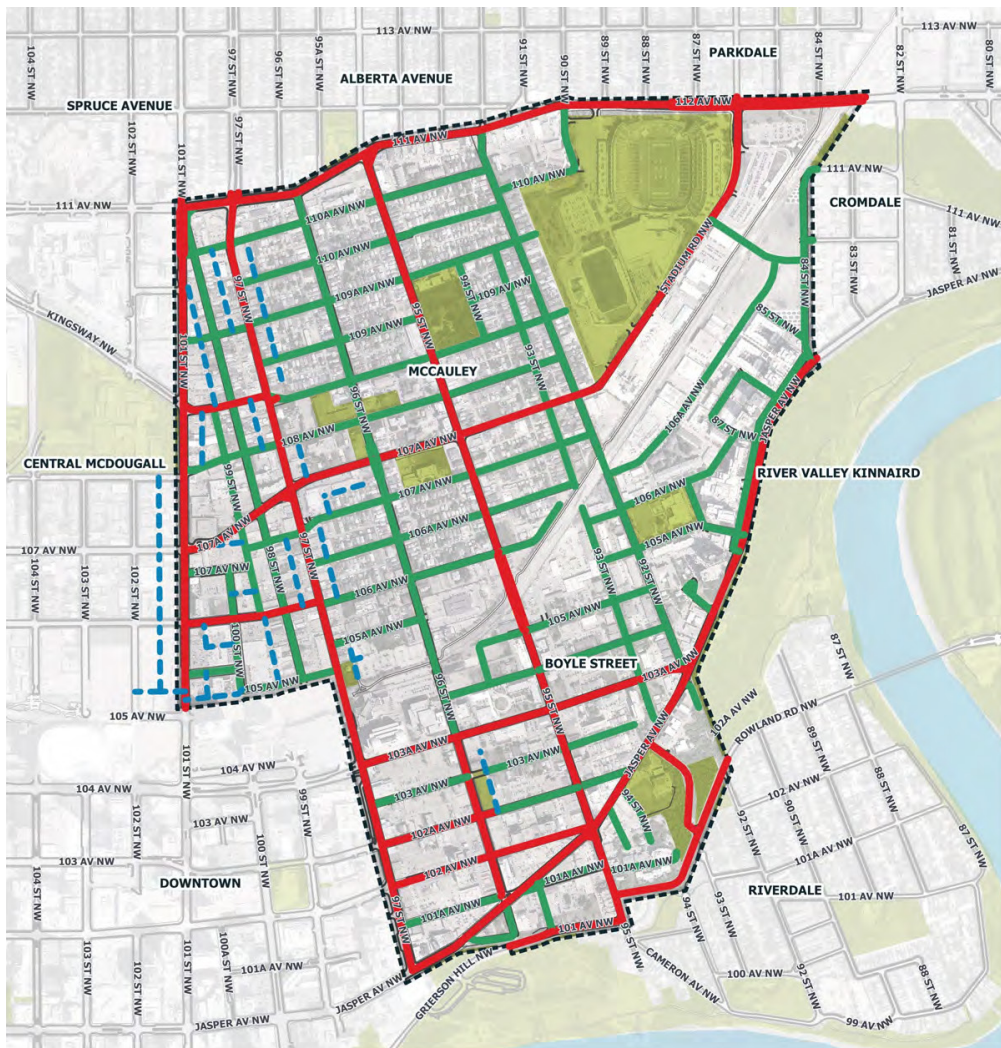
Residents, and property and business owners shared information with the Project Team via email and telephone.

# What we heard

The following is a summary of the most common themes heard across all engagement activities and audience groups during the **Exploring Options and Tradeoffs** phase. All input and comments will be considered by the Project Team as they work to create a draft design that will show how all elements will work together and that will be shared in early 2022.

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 common themes.

All designs are subject to final approvals and funding.



## Project Scope of Existing Roadways

- |                                 |                       |              |                 |
|---------------------------------|-----------------------|--------------|-----------------|
| <b>Neighbourhood Boundaries</b> | <b>Roads in Scope</b> |              |                 |
| Boyle Street & McCauley Scope   | Included              | Not Included | Alleys in Scope |

## Active Modes Connections

### Bike Network Connections

#### Proposed Options

##### New / improved connections

- + 102A Avenue
- + 105 Avenue
- + 106 Avenue
- + 108 Avenue
- + 108A Avenue
- + 92 Street
- + 92 Street back alley near Joe Clarke athletic grounds
- + 96 Street (north)
- + LRT shared pathway (south side)

##### Existing connections

- + LRT shared pathway
- + 96 Street (south)

##### Future projects (not in scope for this Renewal)

- + Jasper Avenue

#### What We Heard

##### Survey:

- + Consider adding facilities that separate all users – bikes from pedestrians and drivers
- + Consider how bike infrastructure may impact how area residents and businesses use the area (infrastructure, parking reduction, traffic diversions)
- + Encampments and the hard-to-house in area can make cyclists feel unsafe using bike facilities in this area
- + Consider additional bike connections

### Sidewalks and Street Crossings

#### Proposed Options

##### Primary walking routes

- + Wider sidewalks along primary walking routes and surrounding schools and major parks including:
- + 96 Street – Jasper Avenue to 111 Avenue
- + 92 Street – Jasper Avenue to 111 Avenue
- + 108A Avenue – 92 to 95 Street
- + 109A Avenue – 92 to 95 Street
- + Giovanni Caboto Park
- + St. Teresa School

##### Missing sidewalks

- + Added where missing

##### Enhanced crossings (curb extensions, mid-block crossings)

- + Pedestrian crossing signal at 97 Street and 105 Avenue

#### What We Heard

##### Engaged Edmonton Pin Map:

- + 95 Street: identified by several respondents as needing obstacle-free, wider sidewalks and crossing improvements
- + 92 Street (south of 112 Avenue): identified by some as an area needing pedestrian oriented improvements

## Street Changes

### 108 / 108A Avenue at 92 to 96 Street

#### Proposed Options

##### Option 1: Vehicles, bikes prioritized

- + 108A Avenue: shared pathway
- + Traffic flow: two-way
- + On-street public parking: changed to parallel at 95 Street and 108 Avenue, most remains
- + More opportunities for public space features (wider sidewalks, landscaping, street furniture and events)

##### Option 2: Bikes prioritized

- + 108 Avenue bike lane: protected eastbound/ shared road westbound
- + 108A Avenue bike lane: protected westbound/ shared road eastbound
- + 108 Avenue traffic flow: changed to one-way westbound
- + 108A Avenue traffic flow: changed to one-way eastbound
- + On-street public parking: changed to parallel, reduced 50 per cent
- + Fewer opportunities for public space features (wider sidewalks, landscaping, street furniture, events)

##### Option 3: Vehicles, bikes prioritized

- + 108A Avenue shared pathway
- + 108 Avenue traffic flow: changed to one-way westbound
- + 108A Avenue traffic flow: changed to one-way eastbound
- + On-street public parking: Changed to parallel at 95 Street and 108 Avenue, most remains
- + More opportunities for public space features (wider sidewalks, landscaping, street furniture, events)

##### Option 4: Bikes, Pedestrians, Public Spaces Prioritized

- + 108A Avenue bike boulevard
- + Traffic flow: two-way – Movements restricted at 95 Street and 108A Avenue
- + On-street public parking: changed to parallel at 95 Street and 108 Avenue, most remains
- + More opportunities for public space features (wider sidewalks, landscaping, street furniture, events)

#### What We Heard

##### Survey

**Option 1** has the most support (44%) and least opposition (31%) from respondents

**Option 2** has the least support (22%) and most opposition (44%).

**Option 3** has higher opposition (37%) than support (28%)

**Option 4** is nearly even with 34% supporting and 33% opposing.

When asked for overall preference, Option 1 and Option 4 were tied with 25%.

- + Option 1 supporters like:
  - + two-way streets (oppose one-ways)
  - + shared pathway – traffic is low so dedicated bike lane unnecessary
- + Option 4 supporters like:
  - + improvements to public spaces
  - + trees maintained
  - + bikes being separated from pedestrians
- + Any reduction in parking was mentioned as a concern by several respondents

##### Community Conversation:

- + Support for active modes connectivity
- + A slight preference towards Option 2:
  - + one-way streets
  - + protected bike lanes
- + Concerns about:
  - + tree removal
  - + shared pathways – bike/pedestrian conflicts
  - + alley between 108/108A – identified as a problem area for crime/unwanted activity
- + Suggestions arose to:
  - + reevaluate direction of one-ways
  - + add bike lanes to one street only (make two-way)

## 92 Street – 111 to 103A Avenue

### Proposed Options

#### Option 1: Vehicles, bikes prioritized

- + Shared pathway from 111 to 103A Avenue
- + Traffic flow: two-way
- + On-street public parking: parallel maintained, none removed

#### Option 2: Bikes prioritized

- + Protected two-way bike lane on the east side
- + Traffic flow: changes to one way southbound between 111 and 103A Avenue
- + On-street public parking: parallel maintained on west side, 50 per cent removed

#### Option 3: Vehicles, bikes prioritized

- + Bike boulevard
- + Traffic flow:
  - + Changes to one-way southbound between 107A and 108 Avenue
  - + Changes to one-way northbound between 107 and 107A Avenue
- + Movements restricted onto 92 Street from 107A Avenue
- + On-street public parking: parallel, most remains

### What We Heard

#### Survey

**Option 1** has the most support (47%) and least opposition (28%) from respondents

**Option 2** has higher opposition (43%) than support (33%)

**Option 3** has the least support (20%) and most opposition (48%).

When asked for overall preference, Option 1 was most preferred (37%) and Option 2 was next with 22%.

Respondents choosing Option 1 prefer two-way vehicle traffic, especially because it keeps connection of the LRT tracks open. They support the shared pathway as some feel shared roads are not safe and others feel this is a low use area that does not warrant on-street bike facilities. Maintenance of parking and trees was also mentioned as important to consider.

Respondents preferring Option 2 support the prioritization of bikes (protected bike lanes) and raised concerns over the bike/ped conflict possibilities on shared pathways. Maintenance of area trees was also mentioned.

#### Community Conversations

##### Support

- + Good bike connector street
- + Option 2 most supported
- + Trees maintained
- + Protected bike lanes

##### Concern

- + One-way – longer drive for residents
- + Parking needed
- + Tree removal
- + Timing of 107A Avenue traffic light (winter wait)

## 96 Street – 103A to 111 Avenue

### Proposed Options

#### Option 1: Bikes, vehicles prioritized

(1A Curb Extensions/1B No Curb Extensions)

- + Protected bike lanes on both sides of the road
- + Traffic flow: two-way
- + Public on-street parking: changes to parallel, reduces 30 per cent; some angle in south
- + Fewer opportunities for public space features (wider sidewalks, landscaping, street furniture, events)

#### Option 2: Pedestrians, public spaces prioritized

(2A Curb Extensions/2B No Curb Extensions)

- + Protected bike lanes on both sides of road
- + Traffic flow: two-way from 103A to 106 Avenue
  - + Changes to one-way southbound (111 to 107A Avenue)
  - + Changes to one-way northbound (107A to 106 Avenue)
- + Public on-street parking: changes to parallel, reduces 30 per cent; some angle in south
- + More opportunities for public space features (wider sidewalks, landscaping, street furniture, and events)

#### Option 3: Pedestrians, public spaces, bikes prioritized

- + Bike boulevard
- + Traffic flow:
  - + Two-way
  - + Movements restricted at 107A Avenue. No turning movement onto 96 Street from 107A Avenue
- + Road narrowed
- + Public on-street parking: changes to parallel, reduced 30 per cent; some angle in south
- + More opportunities for public space features (wider sidewalks, landscaping, street furniture, events)

#### Option 4: Angle parking, pedestrians, public spaces prioritized

- + Protected bike lane: northbound
- + Shared road bike lane: southbound
- + Traffic flow:
  - + Changes to one-way southbound (111 to 107A Avenue)
  - + One-way northbound (107A to 106 Avenue)
- + Public on-street parking: angle parking maintained, reduced 30 per cent
- + Fewer opportunities for public space features (wider sidewalks, landscaping, street furniture, events)

### What We Heard

#### Survey

**Option 1** (35%) and **Option 3** (33%) have the most support by respondents, but it is noted that they also have a nearly equal percentage of opposition (**Option 1** – 34% and **Option 3** – 32%)

**Option 2B** is least supported with 48% of respondents followed by **Option 4** with 44% of respondents opposing it. Important to note that over a third of respondents have No Opinion

**Option 3** is preferred by more respondents (23%) than **Option 1A** (16%)

Overall concerns for 96 Street include the loss of street parking and the potential for conflicts between cyclists and the hard-to-house in the area

#### Community Conversation

##### Support

- + Parking – retain for businesses / churches, they rely on it for clients
- + Curb extensions
- + Trees
- + Attendees show slight preference for Option 2 with curb extensions
- + Alternate modes prioritized

##### Concern

- + Parking – mostly parasitic and does not benefit residents
- + Angle parking – awkward/dangerous
- + Character areas too close to support services / invite encampments; gathering spaces can harm businesses
- + One-ways – confusing; increases traffic in alleys/nearby streets

### Proposed Options

#### Option 1: Pedestrians, public spaces prioritized

- + Traffic flow: two-way
- + Road width: narrowed
- + Public on-street parking: parallel both sides, reduced 30 per cent
- + More opportunities for public space features (wider sidewalks, landscaping, street furniture, events)
- + Prioritizes public spaces, those who walk and those who drive

#### Option 2: Public spaces, pedestrians prioritized

- + Traffic flow: two-way
- + Road width: narrowed
- + Public on-street parking: parallel both sides, reduced 30 per cent
- + More opportunities for public space features (wider sidewalks, landscaping, street furniture, events)
- + Prioritizes public spaces, those who walk and those who drive

#### Option 3: Parking, pedestrians prioritized

- + Traffic flow: two-way
- + Road width: slightly narrowed
- + Public on-street parking: parallel on west side; angle on east side
- + No opportunities for public space features (landscaping, street furniture, events)
- + Prioritizes parking and those who drive

### What We Heard

#### Survey

**Option 1** has the most support (39%) and the least opposition (24%) from respondents

**Option 2** has nearly equal support or somewhat support (31%) as oppose or somewhat oppose (30%)

**Option 3** has the least support (27%) and the most opposition (37%)

- + Respondents preferring Option 1 feel parallel parking is better than angle parking to avoid pedestrian/cyclist/driver conflicts
- + The retention of public parking was mentioned as important as was public spaces / streetscaping

#### Community Conversation

- + Options 1 and 2 has similar support for the pedestrian oriented improvements including wider sidewalks, tree and landscaping opportunities and area for future street oriented events
- + Curb extensions are supported for their pedestrian safety and added landscape opportunities
- + Losing any parking is the greatest concern for these options; commercial, churches in the area. Parking used by staff at the nearby hospital and other employers
- + Angle parking is not favoured due to potential for pedestrian/cyclist/driver conflicts
- + Event/street market areas are supported (consider rolling access instead of curbs)
- + Enhanced pedestrian area – seniors with walkers, wheelchairs, strollers

## 99 Street – 106 to 108A Avenue

### Proposed Options

#### Option 1: Pedestrians, parking prioritized

- + Traffic flow changes to:
  - + One-way traffic northbound between 107A and 108A Avenue
  - + One-way traffic southbound between 106 and 107A Avenue
- + Road width: narrowed
- + On-street public parking: parallel and angle parking both sides

#### Option 2: Pedestrians, traffic flow prioritized

- + Traffic flow: two-way
- + Road width: narrowed
- + On-street public parking: angle only, available at businesses
- + Sidewalks: added to both sides

### What We Heard

#### Survey

More respondents support **Option 2** (35%) than **Option 1** (26%).

**Option 1** is more opposed (36%) than **Option 2** (27%). Many respondents have no opinion on either option (26% / 28%)

Overall more respondents prefer **Option 2** (32%) for its two-way streets and parallel parking than **Option 1** (26%) which has one-way traffic and a mix of parallel and angle parking

#### Community Conversation

- + Option 1 and 2 have similar levels of support and concerns
- + Sidewalks on both sides of the street and the addition of street furniture is important
- + Most support one-way streets although suggest they can be confusing; concern that a northbound one-way may concentrate traffic to tip of community – consider southbound direction to disperse traffic more
- + Removing parking is a concern; find ways to retain as much as possible
- + Trees are important
- + Consider plans for future development in the area – commercial, mixed use, light industrial



## 97 to 101 Street – East West Avenues

### Proposed Options

### What We Heard

#### 109A Avenue (97 to 101 Street)

##### Option 1: Two-way traffic, sidewalks added

- + Sidewalk links added to both sides
- + Two-way traffic maintained
- + Space for: Landscaping, wider sidewalks, street furniture
- + Pedestrian crossing reduced at 101 Street
- + Parking reduced in front of businesses

##### Option 2: One-way traffic, sidewalk added

- + Sidewalk links added to both sides
- + Space for: Landscaping, wider sidewalks, street furniture
- + Parallel parking south side
- + Angle parking added to north side and both sides near businesses
- + Parking reduced in front of businesses
- + Traffic changed to one-way westbound
- + Potential pedestrian/car/bike conflicts with angle parking

##### Community Conversation:

- + Attendees lean towards supporting **Option 1**
- + Two-way traffic supported
- + No angle parking
- + Parking needed but not too much

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#### 108 Avenue (97 to 101 Street)

##### Option 1: One-way traffic, shared pathway

- + Narrowed road and alley closure between 99 and 98 Street provides space for: landscaping, shared pathway, street furniture
- + Shared pathway added north side
- + Missing pedestrian links added
- + Parking maintained
- + Traffic direction changed to one-way westbound
- + Alley closure between 99 and 98 Street

##### Option 2: Two-way traffic, shared pathway

- + Narrowed road and alley closure between 99 and 98 Street provides space for: landscaping, shared pathway, street furniture
- + Shared pathway added north side
- + Missing pedestrian links added
- + Parking and two-way traffic maintained
- + Alley closure between 99 and 98 Street
- + Less room for new trees

##### Community Conversation:

- + Attendees indicate more support for **Option 1**
- + Landscaping/trees good – more residential here
- + They support the closed alley / adding space and link (Consider emergency vehicle access)

## 97 to 101 Street – East West Avenues

### Proposed Options

### What We Heard

#### 107 Avenue (101 to 99 Street)

##### Option 1: Angle parking maintained, wider sidewalks

- + Angle parking maintained
- + Wider sidewalks
- + Pedestrian crossing enhanced at 101 and 99 Street on 107 Avenue
- + Road slightly narrowed
- + Less space for public area enhancements (landscaping, street furniture, street market)
- + Potential pedestrian/car/bike conflicts with angle parking

##### Option 2: Parallel parking both sides, wider sidewalks

- + Parallel parking both sides
- + Wider sidewalks
- + Space for public area enhancements (landscaping, street furniture, street market)
- + Pedestrian crossing enhanced at 101 and 99 Street on 107 Avenue
- + Parking reduced (approx 50%)

##### Option 3: Angle and parallel parking, wider sidewalks, narrowed road

- + Wider sidewalks
- + Angle parking on south side
- + Parallel parking on north side
- + Pedestrian crossings enhanced at 101 and 99 Street on 107 Avenue
- + Less space for landscaping, wider sidewalks, street furniture, street market
- + Potential pedestrian/car/bike conflicts with angle parking
- + Parking reduced (approx 25%)

#### Community Conversation:

- + **Option 1 and 2** have similar support from attendees; **Option 3** has little to no support
- + Parking is important to nearby shops/restaurants; can act as overflow
- + Landscaping important
- + Angle parking concerns (pedestrian/bike conflicts)

## 97 to 101 Street – East West Avenues

### Proposed Options

### What We Heard

#### 107 Avenue (98 to 99 Street)

No public input received

##### Option 1: One-way traffic, sidewalks added, narrowed road

- + Sidewalks added to north side
- + Parking retained on south side
- + Space for wider sidewalks, landscaping, street furniture
- + Pedestrian crossing reduced
- + Traffic direction changed to one-way eastbound

##### Option 2: Two-way traffic retained, sidewalks added

- + Sidewalks added to north side
- + Parking retained on south side
- + Two-way traffic retained
- + Less space for landscaping, wider sidewalks, street furniture

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#### 107 Avenue (98 to 97 Street)

##### One Option: Space for streetscaping, narrowed road

- + Space for: landscaping, wider sidewalks, street furniture
- + Parallel parking on both sides maintained
- + Pedestrian crossing reduced (narrowed road)
- + Two-way traffic retained

##### Community Conversation:

- + Attendees support the option
- + Wider sidewalks
- + One-way streets
- + Concern that wider sidewalks may invite encampments

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#### 105A Avenue (101 to 100 Street)

##### One Option: Space for streetscaping, narrowed road

- + Space for: landscaping, wider sidewalks, street furniture
- + Parallel parking on both sides maintained
- + Pedestrian crossing reduced (narrowed road)
- + Two-way traffic retained

##### Community Conversation:

- + Attendees support the option
- + Support for more trees and landscaping
- + Suggestions that even more parking could be removed or road narrowed/ one-way
- + Consider clear sight lines – high drug use area

## 110 and 110A Avenue (92 to 95 Street)

### Proposed Options

#### One Option

- + 110A Avenue – Change to one-way eastbound
- + 110 Avenue – Change to one-way westbound

### What We Heard

#### Engaged Edmonton Survey:

- + Of the 11 respondents, 4 agree with the traffic direction change, 2 disagree and 5 are not sure
- + Comments are split with those who believe one-way is a good idea and others who feel residents would not support this change as it would cause longer routes to get home

## 101 Street / 110A Avenue / 98 Street Intersection

### Proposed Options

#### Option 1:

- + Close the north access on 98 Street / 111 Avenue
- + Close the access to 98 Street from 101 Street

#### Option 2:

- + Close the north access to 98 Street / 111 Avenue
- + Leave the access to 98 Street from 101 Street open

#### Option 3:

- + Close the north access on 98 Street / 111 Avenue
- + Keep a parking area and add a turn around
- + Leave the access from 98 Street from 101 Street open

### What We Heard

#### Engaged Edmonton Survey:

- + Of the nine respondents, more definitely or somewhat agree with **Option 2 and 3** than they do with **Option 1**. **Option 2** was disagreed with the least



## Parks and Open Spaces

### Mary Burlie Park

#### Proposed Options

##### One Option:

- + Improved connections throughout the park
- + Incorporating the rail corridor to provide additional park space
- + New shared pathway and shared alley
- + New trees/landscaping
- + Removal of some trees (no commemorative trees will be impacted)

#### What We Heard

##### Community Conversation:

- + Attendees show support for the alley connection to the park; suggestion to close to Edmonton Fathers House; extend park
- + Shared pathway is good, more eyes on the street; add lighting
- + Path accesses in park; consider delivery services/ first aid
- + Park needs safety improvements; people won't use – less trees/clearer sight lines
- + Improve connection and aesthetics of underpass area and entry into park

### Giovanni Caboto Park

#### Proposed Options

##### One Option:

- + East-west path connection mid-park
- + North-south connection on east side
- + Sports fields remain
- + Wider sidewalks surrounding the park
- + Additional west side seating area (not funded)
- + New entrance features for the southeast corner of the park (not funded)
- + Some trees may be impacted for new path on east side of park

#### What We Heard

##### Community Conversation:

- Support
- + Connectivity improvements
  - + Addition of seating and tables
  - + 109 Avenue path/entry
- Concerns
- + 94 Avenue path – impacts to trees; suggest it move to east side of trees
  - + Paths should follow desire line

## General Feedback

### What We Heard

- + Several respondents commented that the neighbourhood's situation with the hard-to-house populations and criminal activity making it feel unsafe to walk or bike through; the infrastructure is nice, but won't help improve safety.
- + Some expressed concern that bike lanes are there to help commuters through the area and are not really helping residents who live there.
- + Street parking is important to the businesses and churches in the area.



## Next Steps

The Project Team will consider all comments received as we begin to refine the draft design. The draft design will be shared in February 2022.

Watch for information on the upcoming project stages:

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**November 2021 to February 2022:**      **Community Feedback on Draft Design**

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**March to July 2022:**                      **Community Feedback on Final Design**

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**February 2023**                              **Preparing for Construction and  
Local Improvement Process**

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**Spring 2023 to Fall 2025**              **Construction on Your Streets**

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## Stay informed

Visit [edmonton.ca/BuildingBoyleStreetandMcCauley](https://edmonton.ca/BuildingBoyleStreetandMcCauley) for more information and to register to receive email updates throughout the project.

Working together to make the most out of your neighbourhood. This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you on the renewal of roads, sidewalks, street lights and park spaces and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

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

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