

BOYLE STREET AND MCCAULEY NEIGHBOURHOOD RENEWAL

Active Transportation and Alley Connection



What We Heard

We heard that there is a need to improve active transportation connections through Boyle Street and McCauley and that alleys in the area are often used as primary connections and should be considered in these route improvements.

Active transportation: Using your own power to get from one place to another and can include walking, biking, skateboarding, in-line skating/rollerblading, jogging and running, non-mechanized wheel chairing.

Pedestrian: References to Pedestrians within this document include the following uses:

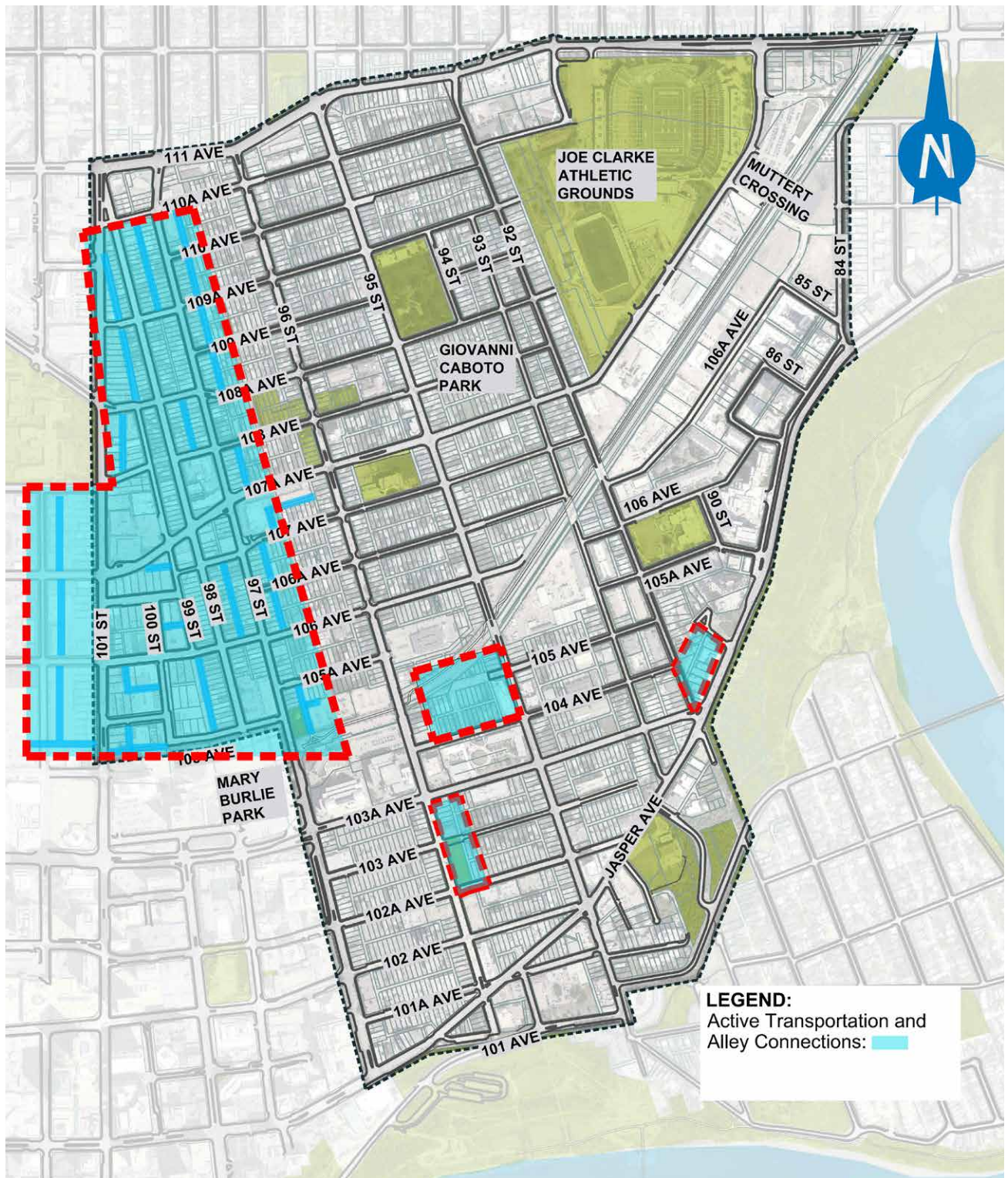
- + walking
- + manual / motorized wheelchairs or scooters
- + pushing bicycles
- + running
- + canes or walkers
- + various other low-speed forms of human locomotion
- + standing
- + pushing strollers or carts

Please review the proposed improvements for active transportation routes and alleys in Boyle Street and McCauley and tell us what we should consider in our plans.

LOCATION	PROPOSED CHANGE / DESIGN
<p>105 Avenue – LRT Shared Pathway (Boyle Renaissance Phase 3)</p>	<ul style="list-style-type: none"> + North-south connection from 105 Avenue to 104 Avenue (between 96-95 Street) + Shared pathway on the south side of the LRT line (between 96-95 Street) + New sidewalk on 105 Avenue connecting 95 Street to the new shared pathway on the south side of the LRT line
<p>Alley – 102A Avenue to 103 Avenue (east side of Kinistinâw Park)</p>	<ul style="list-style-type: none"> + Woonerf (shared-use street focussed on pedestrians)
<p>92 Street to the Latta Bridge</p>	<ul style="list-style-type: none"> + Pedestrian oriented alley
<p>101 Street – Mary Burlie Park – LRT Shared Pathway</p>	<ul style="list-style-type: none"> + East-west connection <ul style="list-style-type: none"> + Shared pathway on the south side of 105 Avenue between 97 Street and 100 Street + Pedestrian oriented alley north of Epcor Tower between 100 and 101 Street + North-south connection <ul style="list-style-type: none"> + Pedestrian oriented alley behind Mary Burlie Park connecting the existing LRT shared pathway to 106 Street
<p>Chinatown Alleys (Business Improvement Area)</p>	<ul style="list-style-type: none"> + Paved road surfaces + Upgraded LED lighting + Pedestrian oriented spaces in two alley locations: <ul style="list-style-type: none"> + Going north /south on the east side of 97 Street from Mary Burlie Park to 106 Avenue + Going east/west at the west end of 105A Avenue to 101 Street



Active Transportation and Alley Connection – Locations

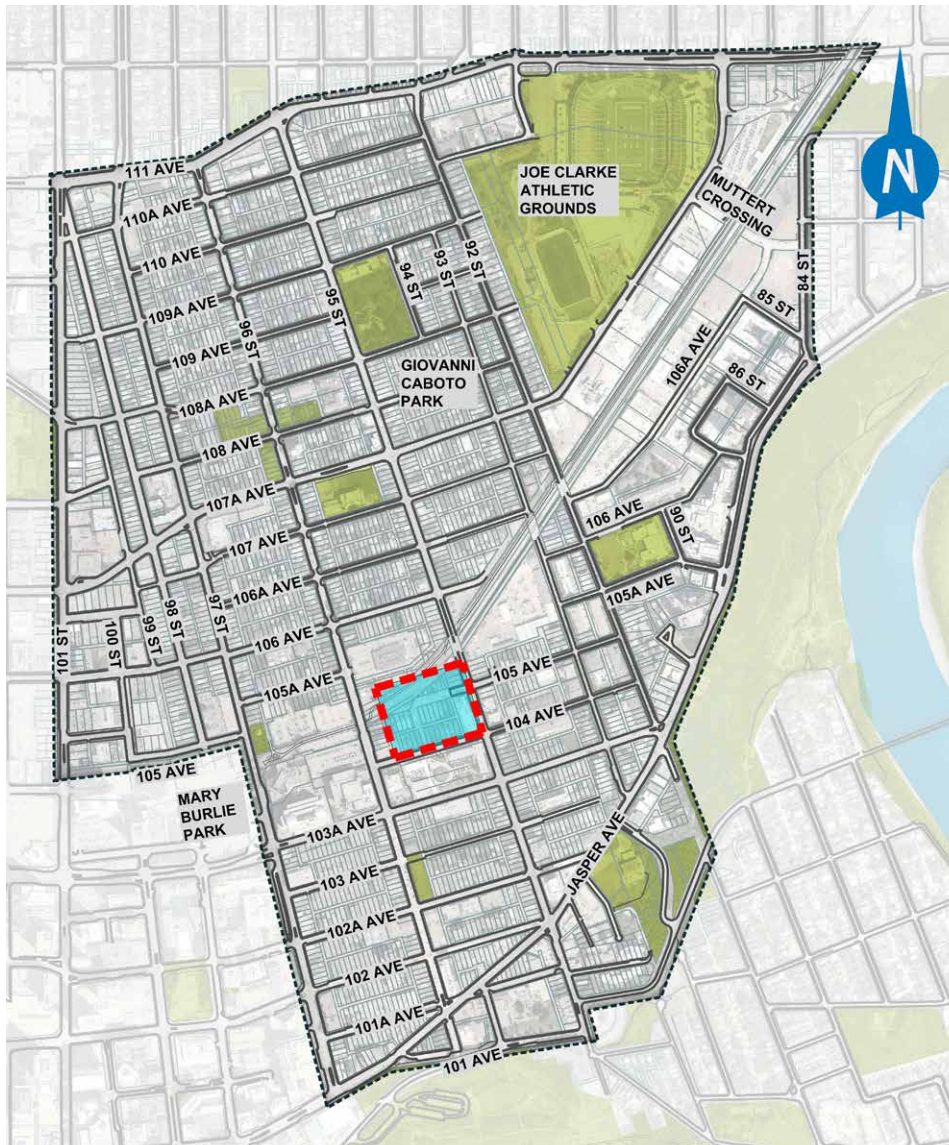


105 Avenue – LRT Shared Pathway (Boyle Renaissance Phase 3 area)

We heard that active transportation connections are missing in the Boyle Renaissance Phase 3 area. 105 Avenue reaches a dead end west of 95 Street.

Boyle Renaissance Phase 3 is planning developments that include residential buildings and parks and open spaces.

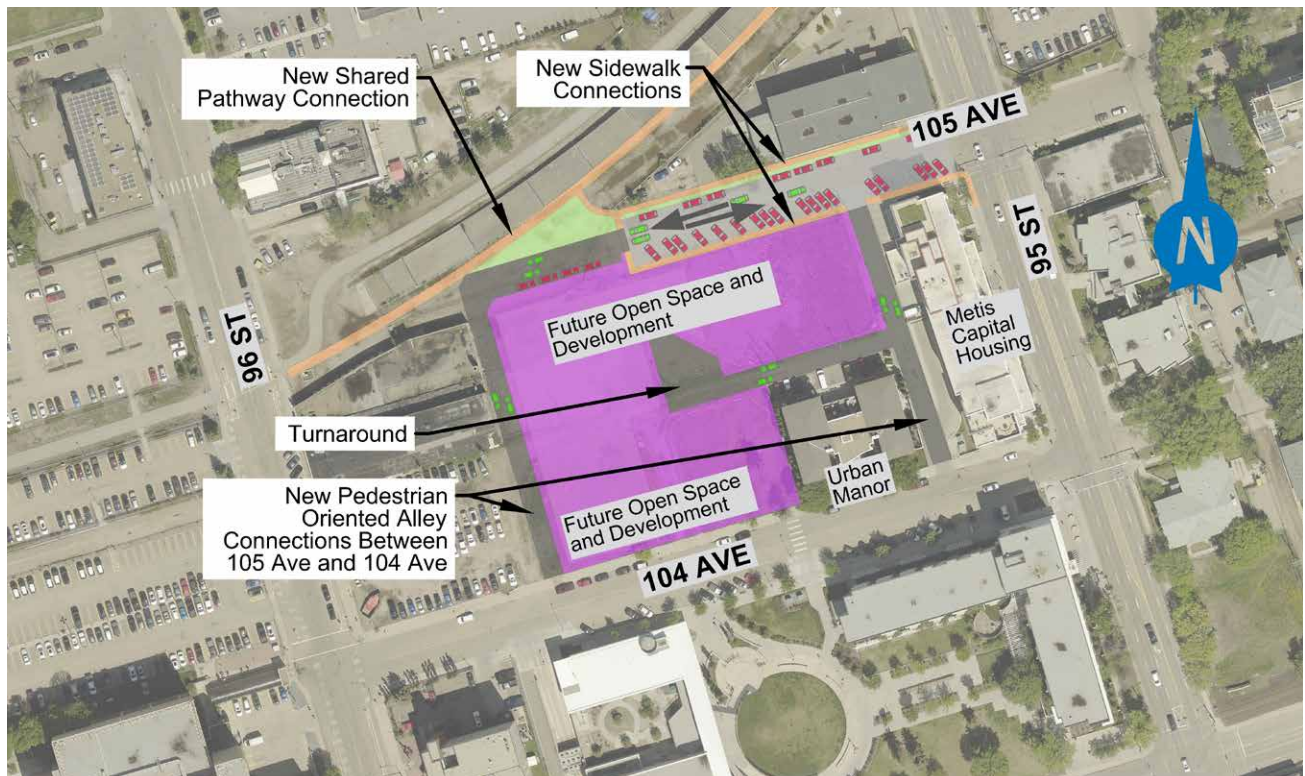
BOYLE RENAISSANCE PHASE 3 AREA



To improve active transportation connections in the area and support the needs of the future Boyle Renaissance Phase 3 plans, the neighbourhood renewal design is considering:

- + A north-south connection from 105 Avenue to 104 Avenue (between 96-95 Street)
- + A shared pathway on the south side of the LRT line (between 96-95 Street)
- + A new sidewalk on 105 Avenue connecting 95 Street to the new shared pathway on the south side of the LRT line

PROPOSED PLAN



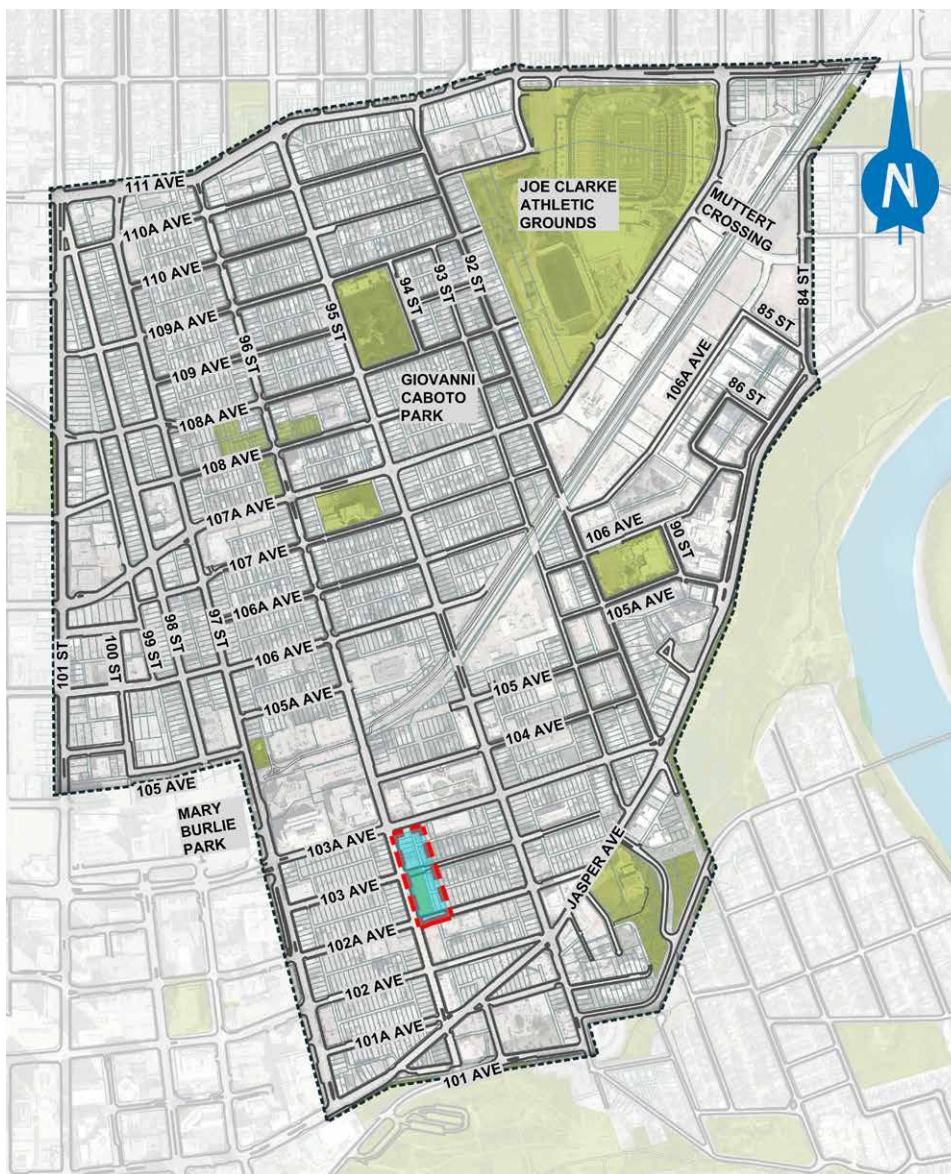
Input Opportunity:

What should we consider when planning for these proposed active transportation connections around the Boyle Renaissance Phase 3 area?

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

The Quarters downtown urban design plan calls for a “woonerf” or an enhanced pedestrian oriented street to line the east side of Kinistinâw Park from north to south. This will facilitate an outdoor living room for the future development adjacent to the park as well as a multi-modal connection to the park.

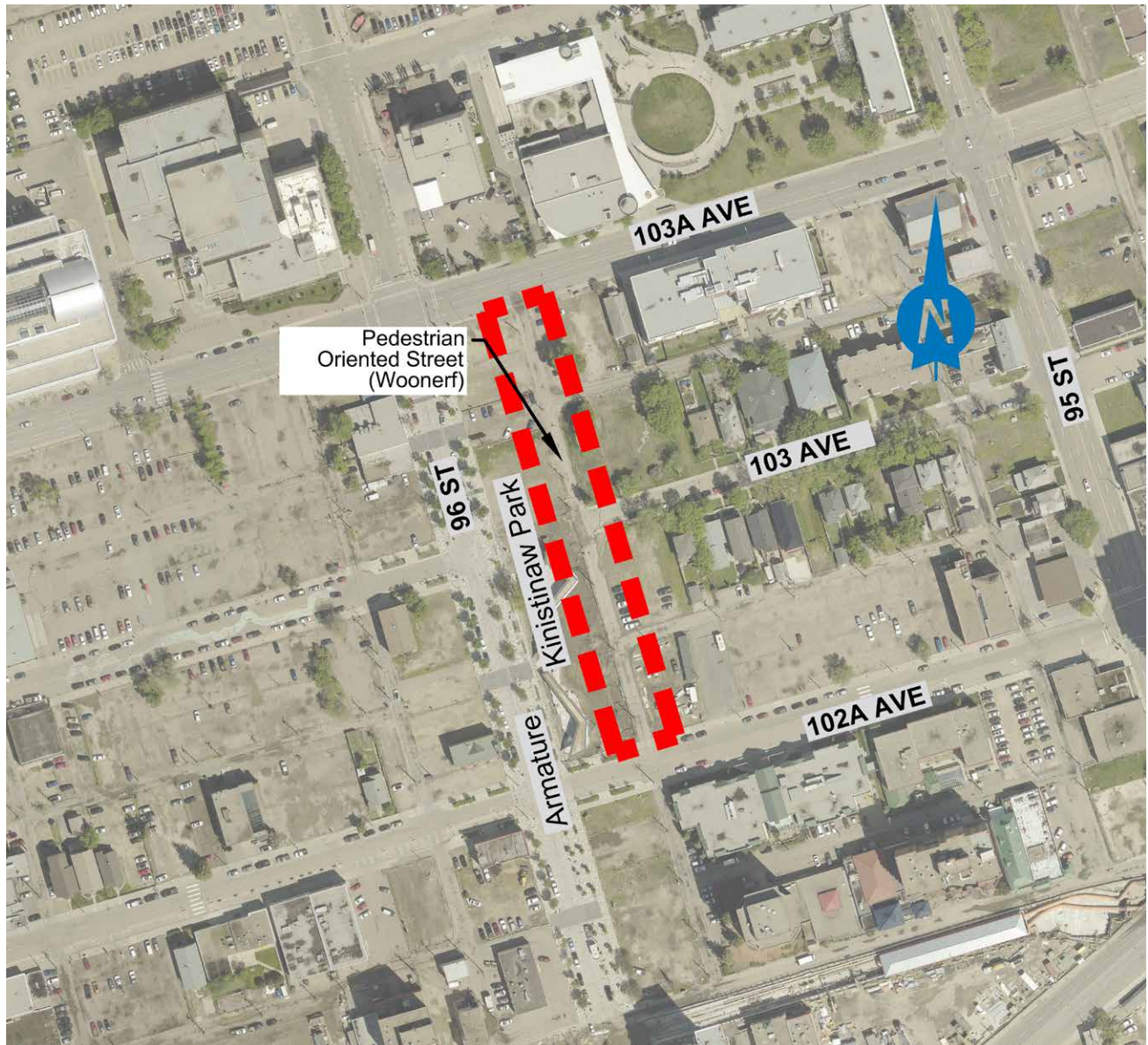
EAST SIDE OF KINISTINÂW PARK AREA



To support The Quarters urban design plan the proposed neighbourhood renewal design is considering:

- ✦ A “woonerf” or an enhanced pedestrian oriented street where vehicles are allowed at very slow speeds and people walking, rolling, biking, gathering and playing take priority

AREA MAP



PEDESTRIAN ORIENTED STREET EXAMPLES



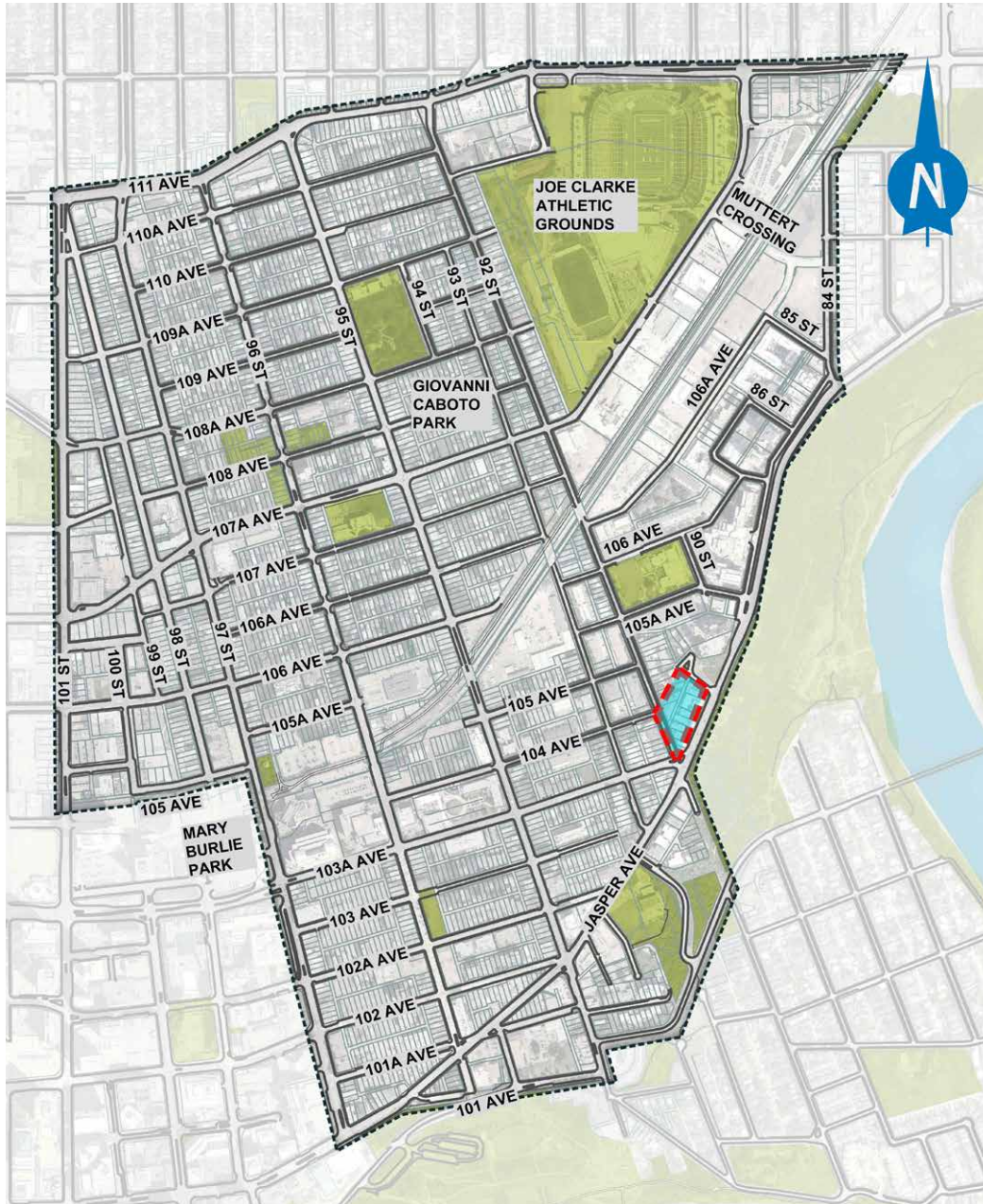
Input Opportunity:

What should we consider when planning this enhanced pedestrian oriented space (woonerf) in the alley located on the east side of Kinistinâw Park between 102A and 103 Avenue?

92 Street / Alley to Latta Bridge

We heard that active transportation connections from Boyle Street to the river valley could be improved.

AREA MAP



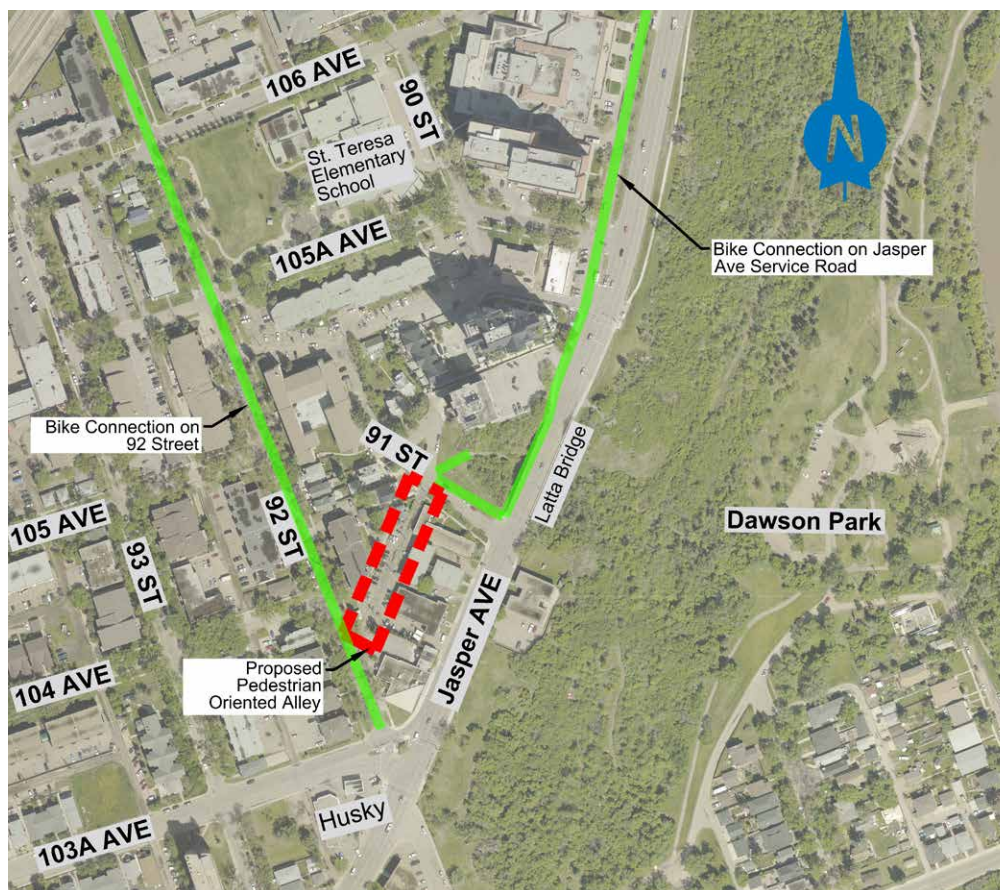
To improve connections between the community and the river valley, the proposed neighbourhood renewal design is considering:

- + A shared pathway and a pedestrian oriented alley going from 92 Street through the alley to the Latta Bridge

PEDESTRIAN ORIENTED STREET EXAMPLE



PROPOSED DESIGN



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



Input Opportunity:

What should we consider when designing this proposed active transportation connection between 92 Street and the Latta Bridge?

101 Street – Mary Burlie Park – LRT Shared Pathway

We heard that travelling around the Mary Burlie Park area and between 101 Street and the LRT shared pathway is difficult and not direct.

We also heard the alley east of Mary Burlie Park is a well used active transportation route and should be improved and included in this connection.

Note: The Living Bridge property over 97 Street is not owned by the City of Edmonton and is NOT in scope for this project.

To improve the connections between Mary Burlie Park, 101 Street and the LRT shared pathway, the proposed neighbourhood renewal design is considering:

1. East-west connection

- a. Shared pathway on the south side of 105 Avenue between 97 Street and 100 Street
- b. Pedestrian oriented alley north of Epcor Tower between 100 and 101 Street

2. North-south connection

- a. Pedestrian oriented alley behind Mary Burlie Park connecting the existing LRT shared pathway to 106 Street

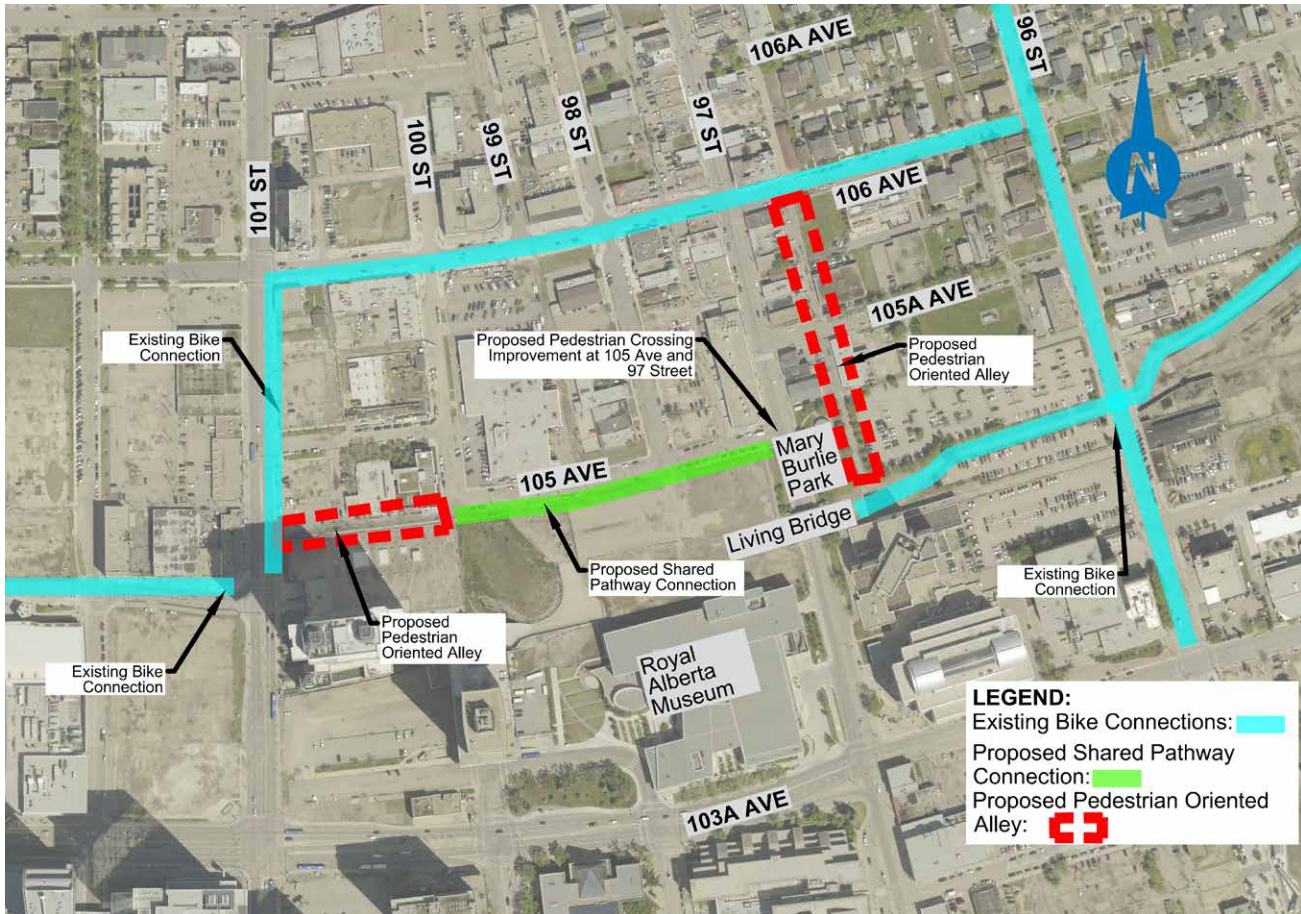
PEDESTRIAN ORIENTED ALLEY EXAMPLE



SHARED PATHWAY EXAMPLE



PROPOSED CONNECTIONS



Input Opportunity:

What should we consider when planning these proposed active transportation connections between Mary Burlie Park, 101 Street and the LRT shared pathway?

Chinatown Alleys (Business Improvement Area)

We heard the alleys in the Chinatown Business Improvement Area (BIA) are in poor shape and require renewal. The City Council has prioritized alleys located in Business Improvement Areas.

AREA MAP



The proposed design to improve the alleys in the Chinatown BIA alleys is considering:

- + Paved road surfaces
- + Upgraded LED lighting
- + Pedestrian oriented spaces in two alley locations:
 - Going north / south east of 97 Street from Mary Burlie Park to 106 Avenue
 - Going east / west at the west end of 105A Avenue to 101 Street

Note: A pedestrian oriented alley is designed to prioritize pedestrian use, and which also permits low volumes and speeds of vehicles and people who bike to share the travelling space. It may include visual cues such as signage or physical cues such as special paving to alert drivers that they are entering a shared-use space.

PAVED ALLEY EXAMPLE



PEDESTRIAN ORIENTED ALLEY EXAMPLE



Input Opportunity:

Are there other alley locations within the Chinatown BIA that we should consider for a pedestrian oriented treatment?