

# Neighbourhood Renewal designs are taking shape

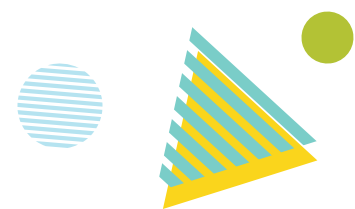
The Neighbourhood Renewal for Boyle Street and McCauley is now in the **Options and Tradeoffs** phase. The City of Edmonton is sharing some design options that will change, improve or enhance several areas of the neighbourhood and we want to hear what you think. We are providing the benefits and tradeoffs of each of the options so you can compare them and have a better understanding of how each design might change the way you experience or move through your neighbourhood. We want to hear your thoughts and preferences to help us REFINE the options as we move towards a final neighbourhood design.

We invite you to review the design options on the following pages and share your thoughts in our survey until September 30, 2021.

*Not all our designs are shared in this booklet. See the last page for more information on other design elements being considered and how to share your feedback!*

## What's inside

- + Bike Network Connections
- + 108 Avenue and 108A Avenue (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)



# Bike Network Connections

The proposed bike network is designed to provide safe and accessible bike routes for all ages, genders, and mobility levels and for all seasons.

To achieve this, the design includes a network of primary routes as well as connections to popular destinations and other biking facilities.

This network identifies existing routes that need improving as well as new connections.

## Existing connections

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

## 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)

## Future Projects

**(not in scope for this Renewal)**

- + Jasper Avenue



# 108 Avenue and 108A Avenue at 95 Street

## Proposed changes:

The proposed improvements for 108 and 108A Avenues would result in a multi-use street that includes space for wider sidewalks, trees, landscaping, street furniture, vehicle traffic, parking, a bike connection and unique pavement treatment that would make the road favourable to be closed for special events or street markets. An improved pedestrian crossing at 108A Avenue is also proposed.

The following outlines four options that would help achieve this multi-use space, each with their own benefits and tradeoffs. Please review and provide your level of agreement with each option.



**OPTION 1: Vehicles, Bikes Prioritized**

**OPTION 2: Bikes Prioritized**

**OPTION 3: Vehicles, Bikes Prioritized**

**OPTION 4: Bikes, Pedestrians, Public Spaces Prioritized**

## 108 Avenue and 108A Avenue at 95 Street

### 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, events)



#### Benefits:

- + Shared pathway on 108A Avenue provides safe connection for people who walk and bike
- + Snow cleared by City (shared pathway)
- + Fewer pedestrian/car/bike conflicts with parallel parking (versus angle)
- + Provides more public features space for trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events.
- + Traffic direction unchanged
- + Most on-street public parking remains

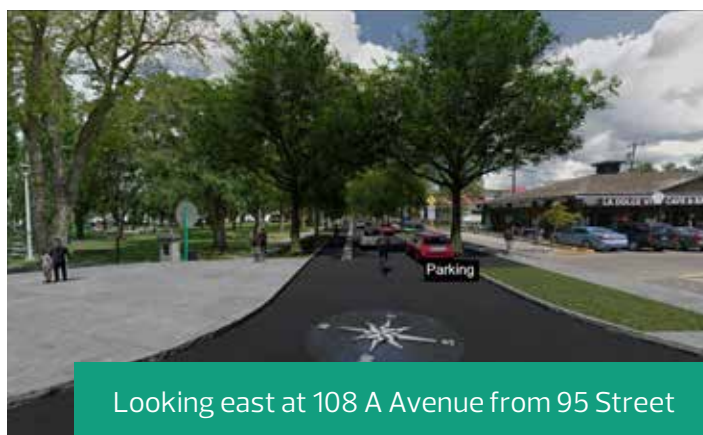
#### Tradeoffs:

- + People who bike and walk share the same space
- + Some trees removed to make room for shared pathway

## 108 Avenue and 108A Avenue at 95 Street

### 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)



#### Benefits:

- + Protected bike lanes are comfortable for all ages and abilities
- + Physical separation between people who bike, walk and drive
- + Snow clearing priority (protected bike lane)
- + Fewer pedestrian/car/bike conflicts with parallel parking (versus angle)
- + No trees removed

#### Tradeoffs:

- + People who bike eastbound (108A Avenue) and westbound (108 Avenue) share the road with those who drive
- + Traffic direction changes to one-way
- + No snow clearing priority on shared road portion
- + On-street public parking reduced (50%) to accommodate space for protected bike lane
- + People who walk may need to step over median (protected bike lane)
- + Provides less public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events

## 108 Avenue and 108A Avenue at 95 Street

### 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)



#### Benefits:

- + Shared pathway on 108A Avenue provides safe connection for people who walk and bike
- + Snow clearing priority (shared pathway)
- + Most public on-street parking maintained
- + Fewer pedestrian/car/bike conflicts with parallel parking (versus angle)
- + Provides more public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events

#### Tradeoffs:

- + Traffic changes to one-way
- + People who bike and walk share the same space
- + Some trees removed to make room for shared pathway

## 108 Avenue and 108A Avenue at 95 Street

### 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)



Looking east at 108A Avenue from 95 Street

#### Benefits:

- + Bike friendly road as traffic calming features and diversions encourage slow speeds and low volumes
- + Traffic direction is unchanged
- + Most public on-street parking maintained
- + Fewer pedestrian/car/bike conflicts with parallel parking (versus angle)
- + Provides more public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events

#### Tradeoffs:

- + People who bike share the road with those who drive
- + No snow clearing priority on shared road
- + Traffic diversion may slightly increase resident drive times
- + Traffic diversion may increase traffic volumes on nearby roads

## 108 and 108A Avenue Option Highlights

	<b>OPTION 1</b> Vehicles & Bikes Prioritized	<b>OPTION 2</b> Bikes Prioritized	<b>OPTION 3</b> Vehicles & Bikes Prioritized	<b>OPTION 4</b> Bikes & Pedestrian / Public Spaces Prioritized
<b>Bike Connection</b>	Shared Pathway (108A Ave)	Protected one-way and shared road (108 & 108A Ave)	Shared Pathway (108A Ave)	Bike Boulevard (108A Ave)
<b>Traffic Flow</b>	Two-way	One-way	One-way	Two-way
<b>Parking</b>	Parallel Slight Reduction	Parallel Reduced 50%	Parallel Slight Reduction	Parallel Slight Reduction
<b>Public Space</b> for trees, landscaping, wider sidewalks, street furniture, unique pavement treatment, events	More opportunities	Fewer opportunities	More opportunities	More opportunities
<b>Trees</b>	Some removed	None removed	Some removed	None removed

\*Click to go directly to details





# 92 Street – 103A to 111 Avenue

## Proposed changes:

The proposed improvements to 92 Street would allow for a north–south bike connection providing direct access to other bike routes and destinations within the neighbourhood such as Little Italy.

The following outlines three options for this north–south bike connection, each with their own benefits and tradeoffs. Please review and provide your level of agreement with each option.

*Note: Images only show a few blocks, but design would be applied to the entire stretch of 92 Street between 103A and 111 Avenue.*

**OPTION 1: Vehicles, Bikes Prioritized**

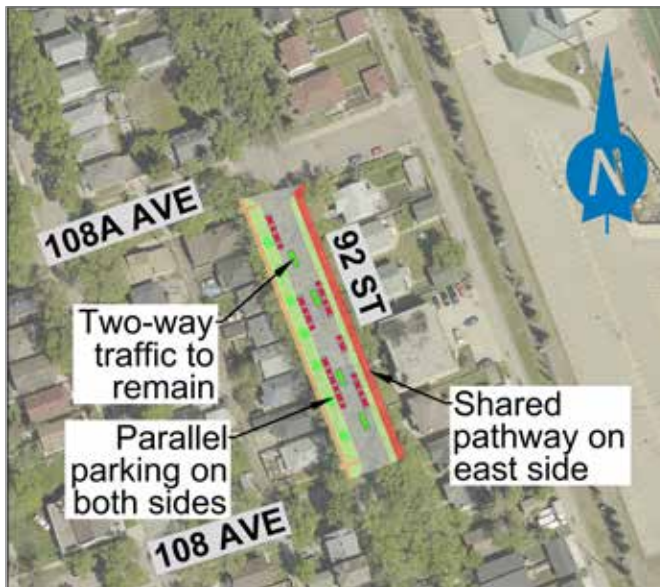
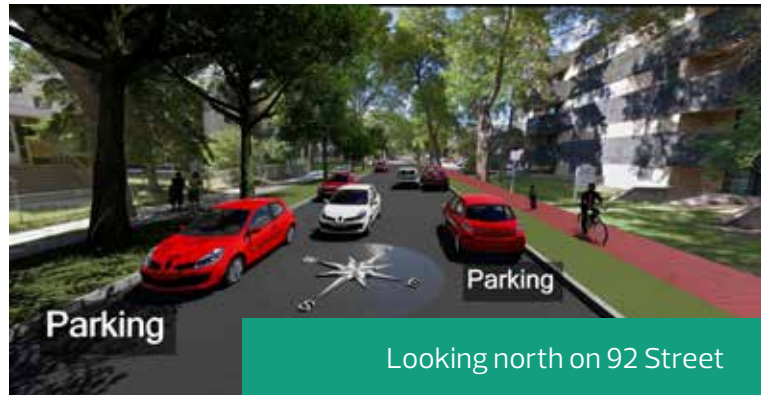
**OPTION 2: Bikes Prioritized**

**OPTION 3: Vehicles, Bikes Prioritized**

## 92 Street – 103A to 111 Avenue

### OPTION 1: Vehicles, Bikes Prioritized

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



#### Benefits:

- + Shared pathway provides safe connection for people who walk and bike
- + Snow clearing priority (shared pathway)
- + No on-street public parking removed
- + Traffic direction unchanged

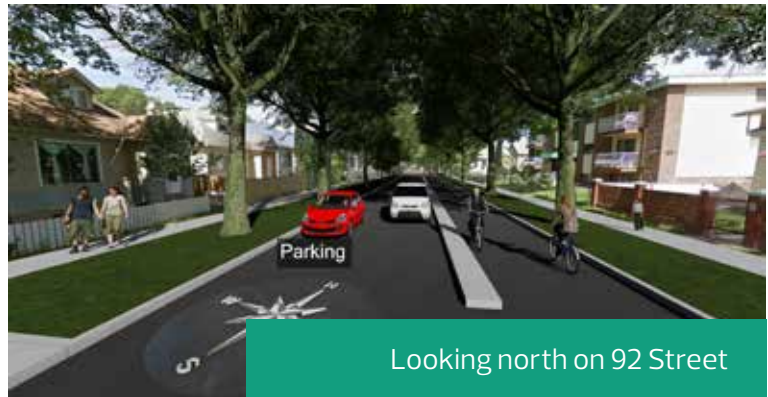
#### Tradeoffs:

- + People who bike and walk share the same space
- + Trees removed to make room for shared pathway (approx 50%)

## 92 Street – 103A to 111 Avenue

### 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



#### Benefits:

- + Protected bike lanes are comfortable for all ages and abilities
- + Physical separation between people who bike, walk and drive
- + Snow clearing priority (protected bike lane)
- + No trees removed

#### Tradeoffs:

- + Traffic direction changes to one-way southbound from 103A and 111 Avenue
- + On-street public parking reduced (50%) to make room for protected bike lane
- + People who walk may be required to step over a median (protected bike lane)

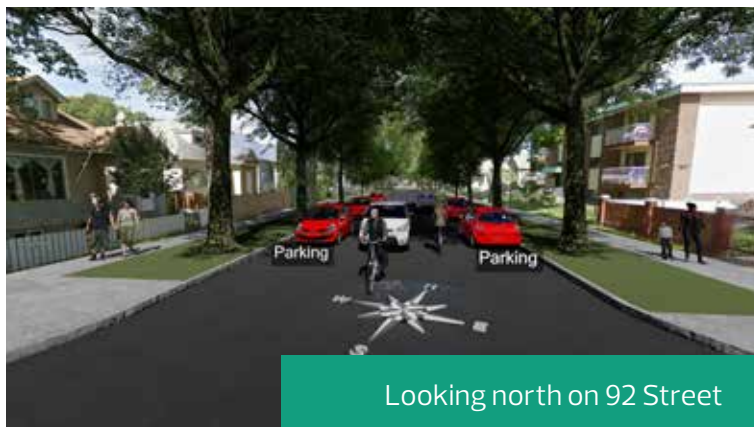
## 92 Street – 103A to 111 Avenue

### OPTION 3: Vehicles, Bikes Prioritized

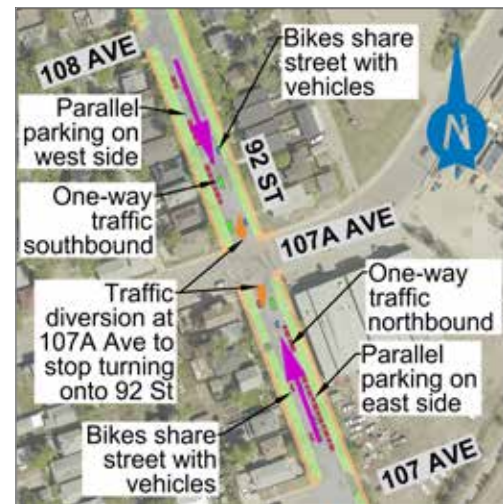
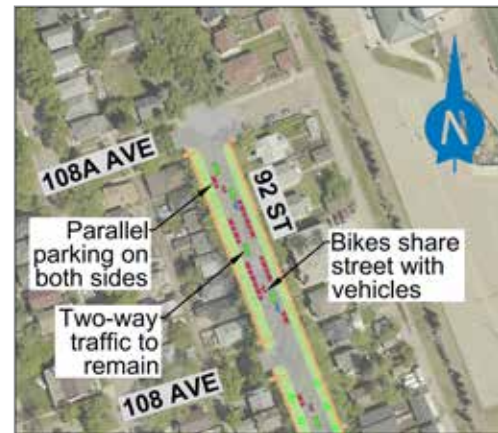
- + Bike boulevard
- + Traffic flow:
  - Changes to one-way southbound between 107A and 108 Avenue
  - Changes to one-way northbound between 107 and 107A Avenue
- + Movements restricted onto 92 Street from 107A Avenue
- + On-street public parking: parallel, most remains



Looking north on 92 Street at 107A Avenue intersection



Looking north on 92 Street



## 92 Street – 103A to 111 Avenue

### OPTION 3: Vehicles, Bikes Prioritized

**Benefits:**

- + Bike friendly road as traffic calming features and diversions encourage slow speeds and low volumes
- + Traffic direction maintained between 108 to 111 Avenue and Jasper Avenue to 107 Avenue
- + Most public on-street parking maintained
- + 92 Street is identified as having snow clearing priority
- + No trees removed

**Tradeoffs:**

- + People who bike share the road with those who drive
- + Traffic direction changes to one-way southbound between 107A and 108 Avenue
- + Traffic direction changes to one-way northbound between 107 and 107A Avenue
- + Restricts traffic movement onto 92 Street from 107A Avenue
- + Traffic diversion may slightly increase resident drive times
- + Traffic diversion may increase traffic volumes on nearby roads

### 92 Street Option Highlights

	<b>OPTION 1</b> Vehicles & Bikes Prioritized	<b>OPTION 2</b> Bikes Prioritized	<b>OPTION 3</b> Vehicles & Bikes Prioritized
<b>Bike Connection</b>	Shared pathway	Protected two-way, east side	Bike boulevard
<b>Traffic Flow</b>	Two-way	One-way	Mix of two-way and one-way
<b>Parking</b>	Parallel No reduction	Parallel Reduced 50%	Parallel Slight reduction
<b>Impact to Trees</b>	Approx. 50% removed on east side	No impact	No impact

\*Click to go directly to details

# 96 Street – 103A Avenue to 111 Avenue

## Proposed changes:

The proposed improvements for 96 Street would result in a multi-use street that, depending on the option chosen, could include space for wider sidewalks, bike connections, trees, landscaping, street furniture, vehicle traffic, parking and special character areas where the road could be closed to host events and markets.

The following outlines four options for 96 Street, each with their own benefits and tradeoffs.

*Note: Images will be broken down into the following sections:*

- + North – 110 to 111 Avenue
- + Middle – 107 to 108 Avenue
- + South – 104 to 105 Avenue

*There are no images for south of 104 to Jasper Avenue as the design calls for that to remain as existing.*

**OPTION 1: Bikes, Vehicles Prioritized**

**OPTION 2: Pedestrians, Public Spaces, Bikes Prioritized**

**OPTION 3: Pedestrians, Public Spaces, Bikes Prioritized**

**OPTION 4: Angle Parking, Pedestrians, Public Spaces Prioritized**



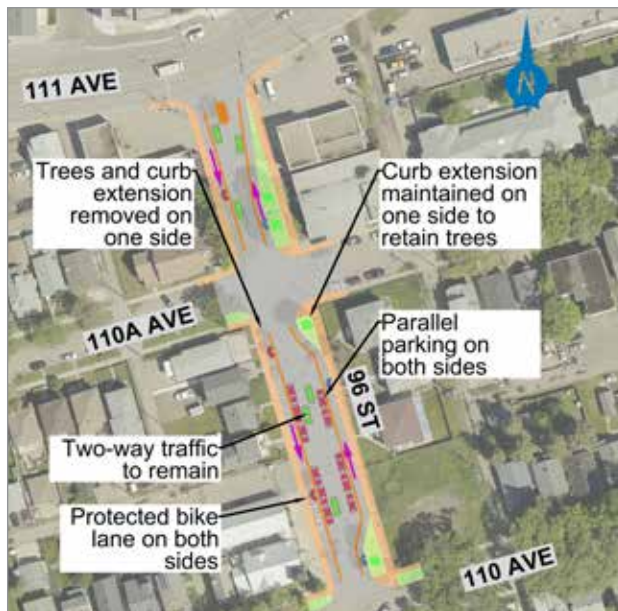
## 96 Street – 103A Avenue to 111 Avenue

### OPTION 1: Bikes, Vehicles Prioritized

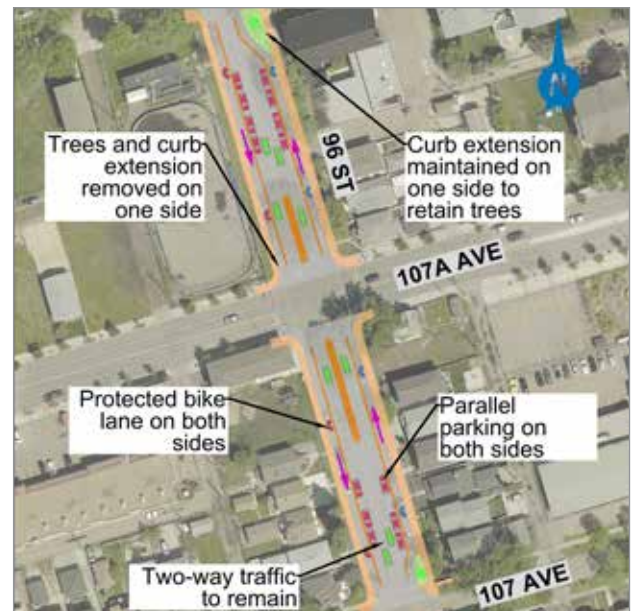
- + Protected bike lanes on both sides of the road
- + Traffic flow: two-way
- + Public on-street parking: changes to parallel, reduces 30 per cent; some angle in south
- + Fewer opportunities for public space features (wider sidewalks, landscaping, street furniture, events)



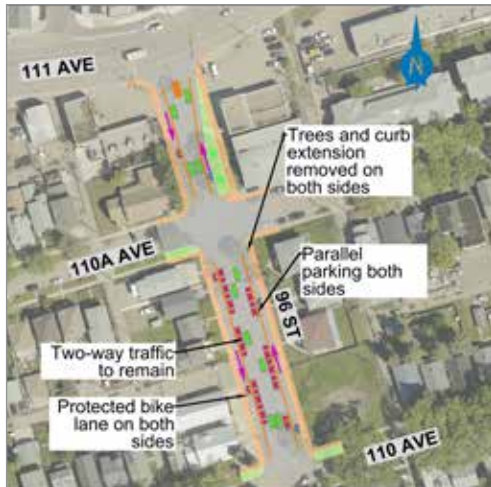
#### Option 1A North – Curb Extensions



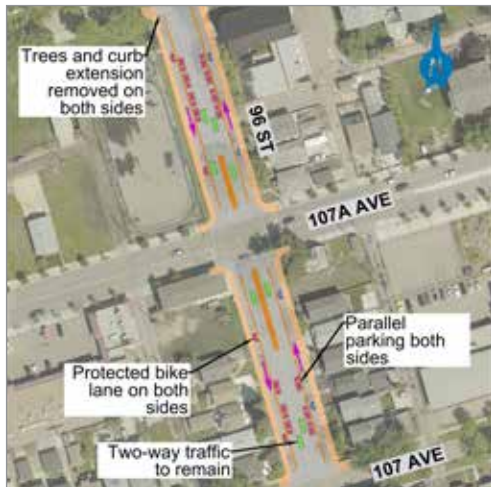
#### Option 1A Middle – Curb Extensions



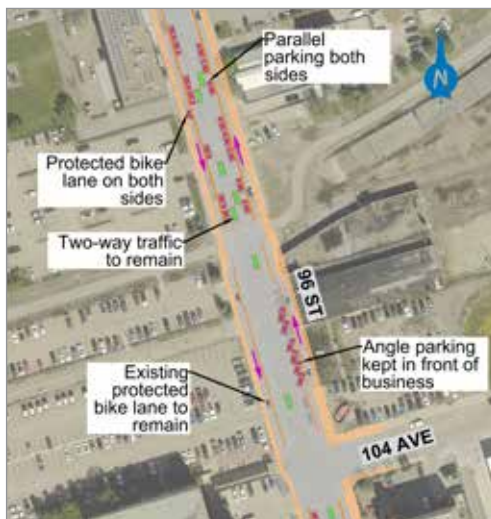
**Option 1B North – No Curb Extensions**



**Option 1B Middle – No Curb Extensions**



**Option 1A and 1B South**



**Benefits (both 1A and 1B):**

- + Protected bike lanes are comfortable for all ages and abilities
- + Physical separation between people who bike, walk and drive
- + Snow clearing priority (protected bike lane)
- + Traffic direction unchanged
- + Fewer pedestrian/car/bike conflicts with parallel parking (versus angle)
- + **Only 1A Curb Extensions**
  - Pedestrian crossing distances reduced
  - Some trees maintained
- + **Only 1B No Curb Extensions**
  - People biking have a straighter path to navigate

**Tradeoffs (both 1A and 1B):**

- + On-street public parking reduced (30%) when changed to parallel
- + Provides less public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events
- + People who walk may be required to step over a median (protected bike lane)
- + **Only 1A Curb Extensions**
  - People who bike must maneuver around curb extensions
  - Some trees removed at or near curb extensions
- + **Only 1B No Curb Extensions**
  - All trees removed at existing curb extensions
  - Greater pedestrian crossing distances without curb extensions



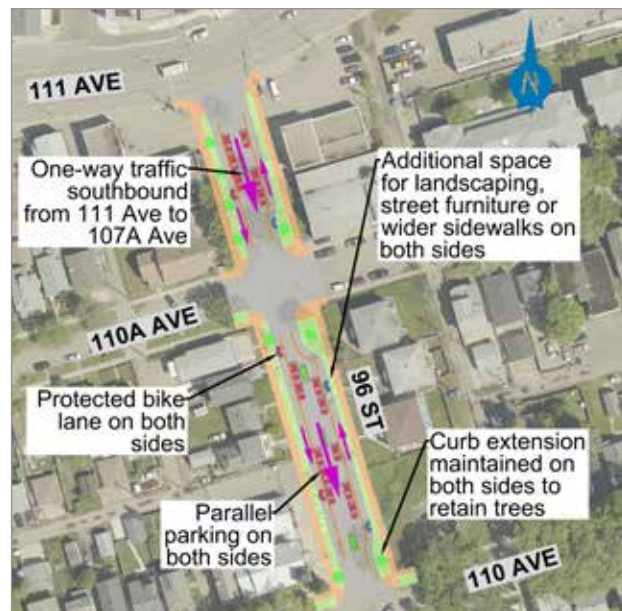
## 96 Street – 103A Avenue to 111 Avenue

### OPTION 2: Pedestrians, Public Spaces, Bikes Prioritized

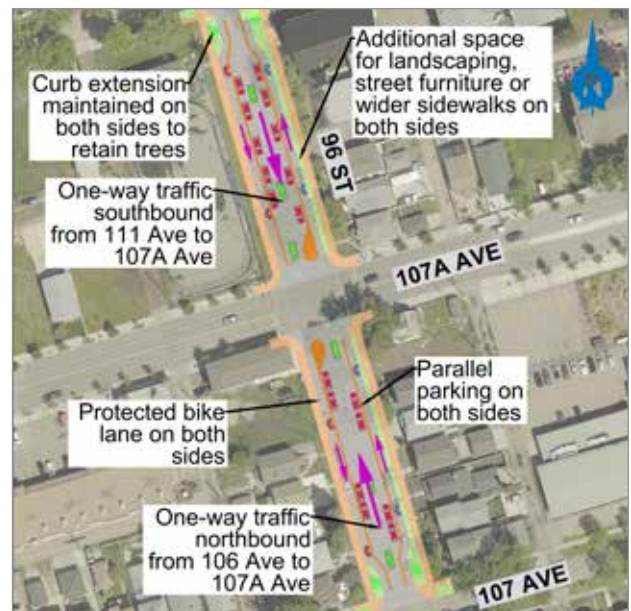
- + Protected bike lanes on both sides of road
- + Traffic flow:
  - Two-way from 103A to 106 Avenue
  - Changes to one-way southbound (111 to 107A Avenue)
  - Changes to one-way northbound (107A to 106 Avenue)
- + Public on-street parking: changes to parallel, reduces 30 per cent; some angle in south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



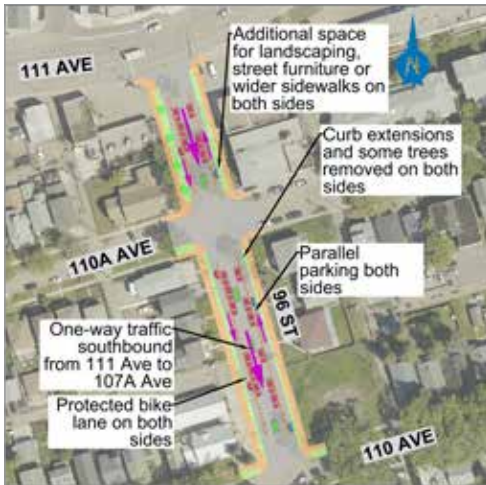
#### Option 2A North – Curb Extensions



#### Option 2A Middle – Curb Extensions



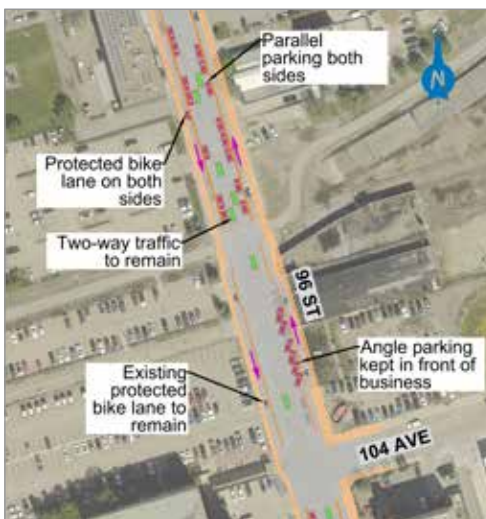
**Option 2B North – No Curb Extensions**



**Option 2B Middle – No Curb Extensions**



**Option 2A and 2B South**



**Benefits (both 2A and 2B):**

- + Protected bike lanes are comfortable for all ages and abilities
- + Physical separation between people who bike, walk and drive
- + Snow clearing priority (protected bike lane)
- + Provides more public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events
- + Traffic direction unchanged from 103A to 106 Avenue
- + Fewer pedestrian/car/bike conflicts with parallel parking (versus angle)
- + **Only 2A Curb Extensions**
  - Pedestrian crossing distances reduced
  - Trees maintained on both sides
- + **Only 2B No Curb Extensions**
  - People biking have a straighter path to navigate

**Tradeoffs (both 2A and 2B):**

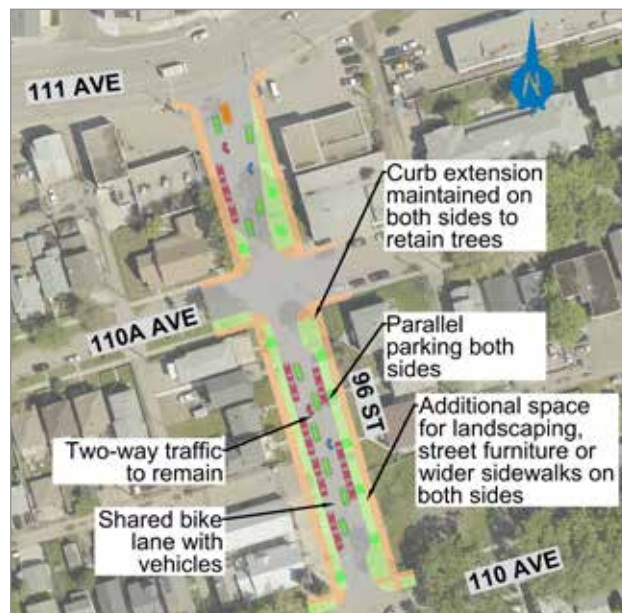
- + Traffic direction changes
  - One-way southbound from 111 to 107A Avenue
  - One-way northbound from 107A to 106 Avenue
- + On-street public parking reduced (30%) when changed to parallel
- + People who walk may be required to step over a median (protected bike lane)
- + **Only 2A Curb Extensions**
  - People who bike must maneuver around curb extensions
- + **Only 2B No Curb Extensions**
  - Some trees removed at/near existing curb extensions
  - Greater pedestrian crossing distances without curb extensions

## 96 Street – 103A Avenue to 111 Avenue

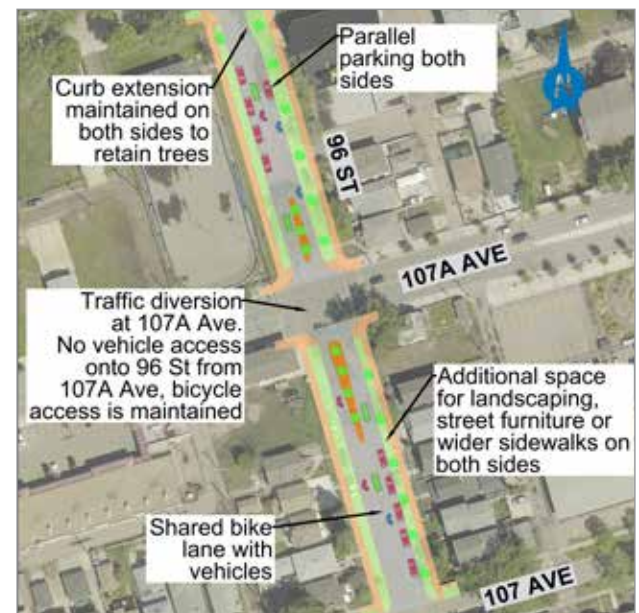
### OPTION 3: Pedestrians, Public Spaces, Bikes Prioritized

- + 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)

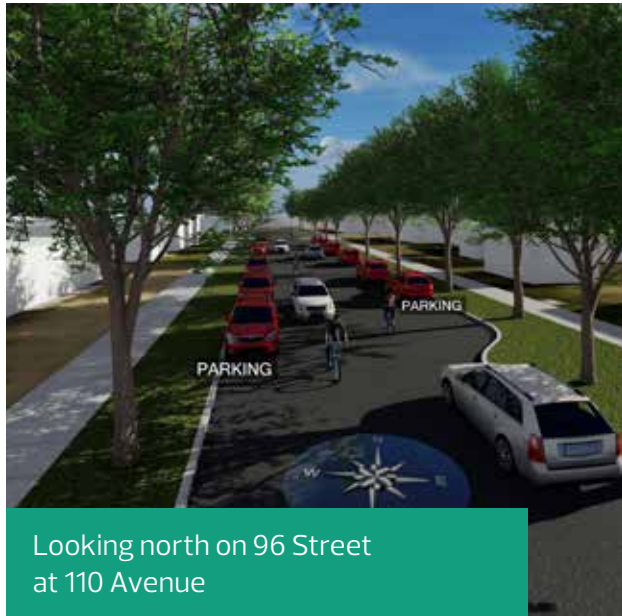
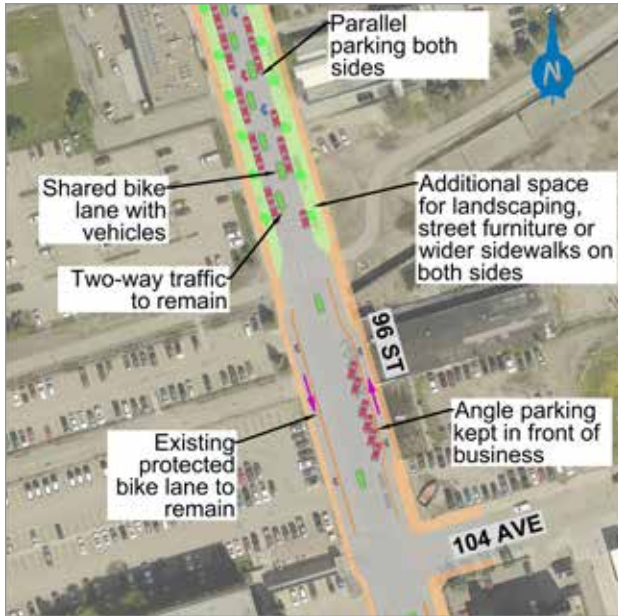
**Option 3 North**



**Option 3 Middle**



### Option 3 South



Looking north on 96 Street  
at 110 Avenue

#### Benefits:

- + Bike friendly road as traffic calming features and diversions encourage slow speeds and low volumes
- + Traffic direction unchanged
- + Fewer pedestrian/car/bike conflicts with parallel parking (versus angle)
- + Provides more public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events
- + Most public space to support road closures for local events/retail or festivals
- + Curb extensions maintained
- + No trees removed

#### Tradeoffs:

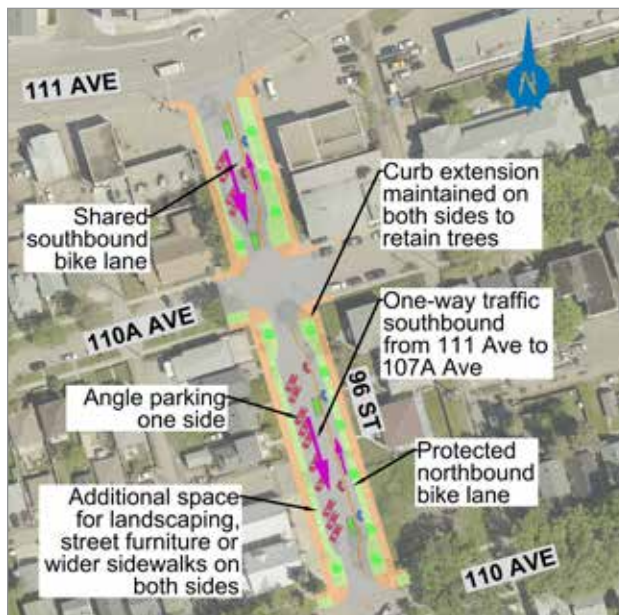
- + People who bike share the road with those who drive
- + Not a snow clearing priority
- + On-street public parking reduced (30%) when changed to parallel
- + Restricts traffic movement onto 96 Street from 107A Avenue
- + Traffic diversion may increase flow on nearby roads

## 96 Street – 103A Avenue to 111 Avenue

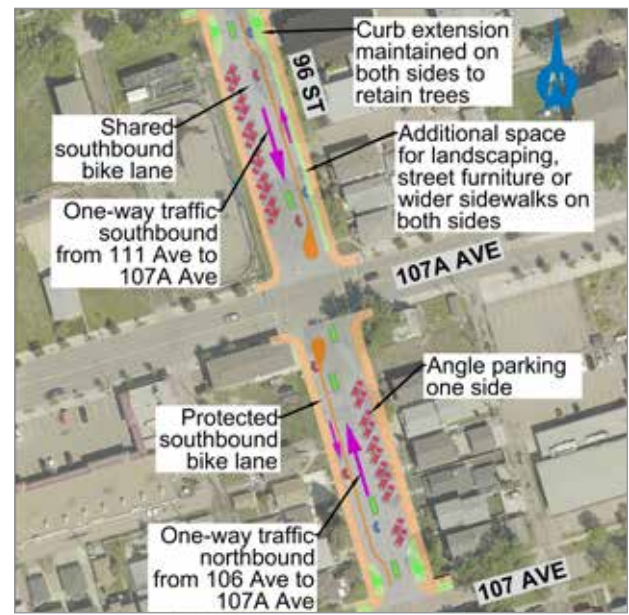
### **OPTION 4: Angle Parking, Pedestrians, Public Spaces Prioritized**

- + 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)

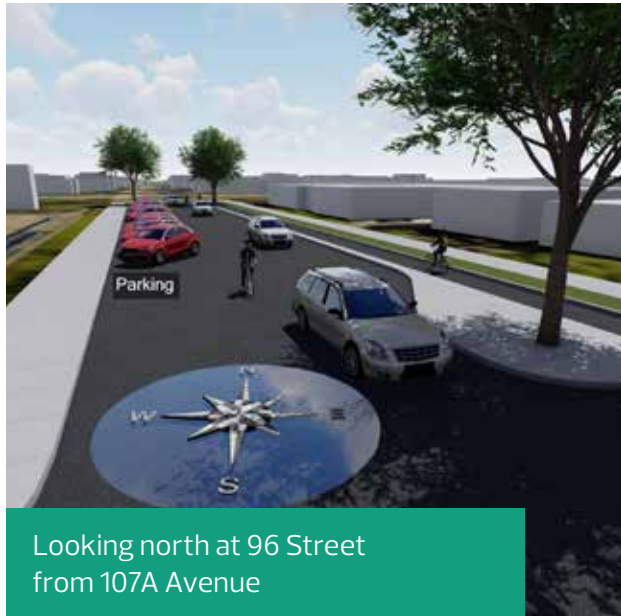
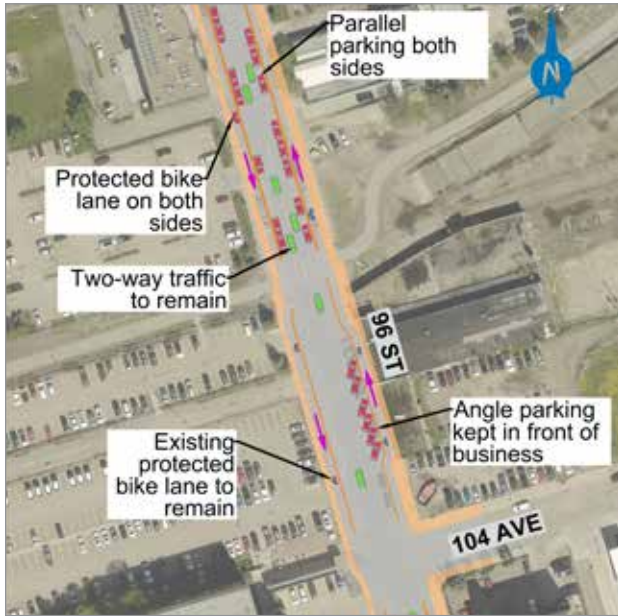
**Option 4 North**



**Option 4 Middle**



**Option 4 South**



Looking north at 96 Street from 107A Avenue

**Benefits:**

- + Protected northbound bike lanes are comfortable for all ages and abilities
- + Snow clearing priority on protected bike lane
- + Angle parking maintained on one side of the street
- + Physical separation between people who bike, walk and drive
- + Curb extensions are maintained
- + No trees removed

**Tradeoffs:**

- + People who bike southbound share the road with those who drive
- + Traffic direction changes
  - One-way southbound from 111 to 107A Avenue
  - One-way northbound from 107A to 106 Avenue
- + No snow clearing priority on shared road portion
- + On-street public parking reduced when changed to only one side of the street
- + People who walk may need to step over median (protected bike lane)
- + Provides less public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events

## 96 Street Option Highlights

	<b>OPTION 1</b> Bikes & Vehicles Prioritized	<b>OPTION 2</b> Pedestrians, Public Spaces & Bikes Prioritized	<b>OPTION 3</b> Pedestrian / Public Spaces & Bikes Prioritized	<b>OPTION 4</b> Parking & Pedestrian / Public Spaces Prioritized
<b>Traffic Flow</b>	Two-way	One-way	Two-way	One-way
<b>Bike Lanes</b>	Protected two-way	Protected two-way	Bike Boulevard (shared roadway both directions)	Protected and Shared roadway
<b>Parking</b>	Parallel Reduced 30%	Parallel Reduced 30%	Parallel Reduced 30%	Angle Reduced 30%
<b>Public Space</b> for trees, landscaping, wider sidewalks, street furniture, unique pavement treatment, events	Fewer opportunities	More opportunities	More opportunities	Fewer opportunities

\*Click to go directly to details

# 98 Street – 105 to 110A Avenue

## Proposed changes:

This stretch of 98 Street has potential to become a more enjoyable walking and gathering destination for residents of and visitors to Chinatown. Changing how the roadway is being used can create spaces for more landscaping, wider sidewalks, street furniture and areas where streets could be closed for special events and markets.

The following outlines three options for 98 Street from 105 to 110A Avenue each with their own benefits and tradeoffs.

**OPTION 1: Pedestrians, Public Spaces Prioritized**

**OPTION 2: Public Spaces, Pedestrians Prioritized**

**OPTION 3: Parking, Pedestrians Prioritized**

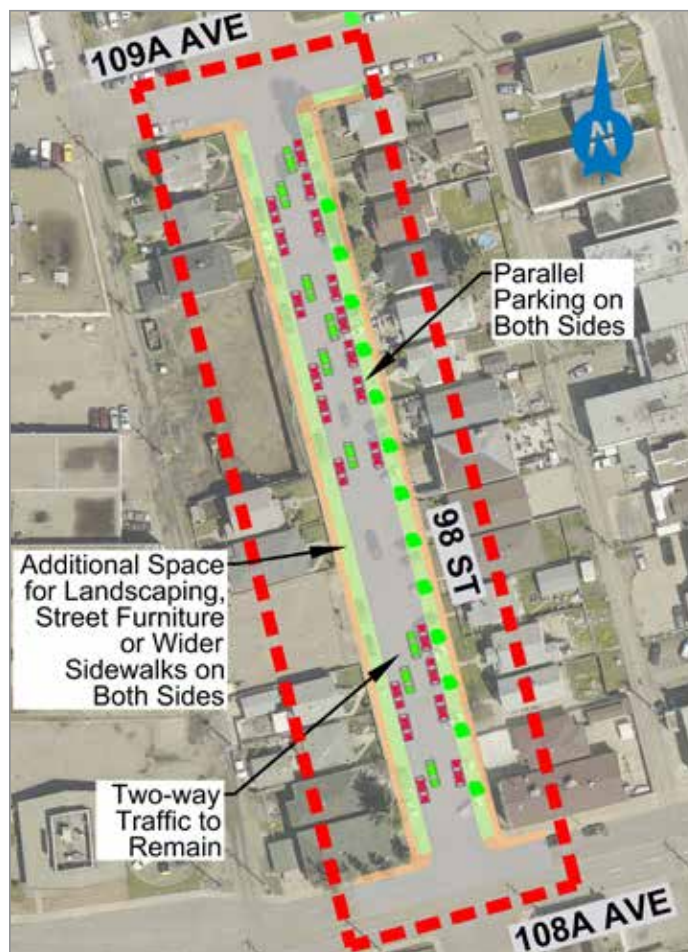




## 98 Street – 105 to 110A Avenue

### 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



#### Benefits:

- + Provides most public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events
- + On-street parallel parking on both sides of street
- + Pedestrian crossing distance is reduced
- + Fewer pedestrian/car/bike conflicts with parallel parking (versus angle)
- + Traffic direction unchanged

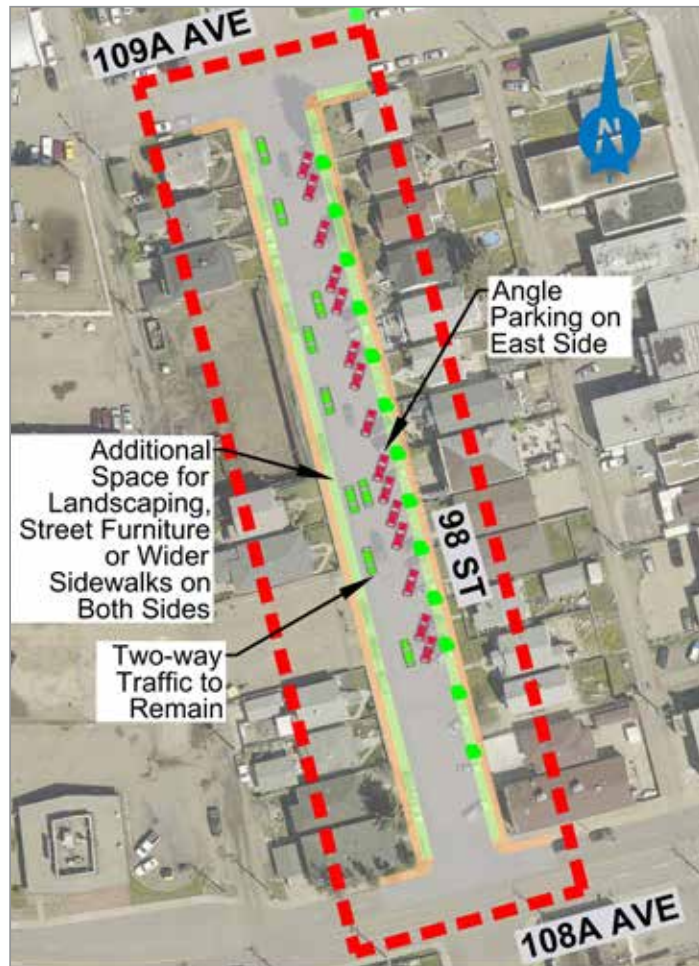
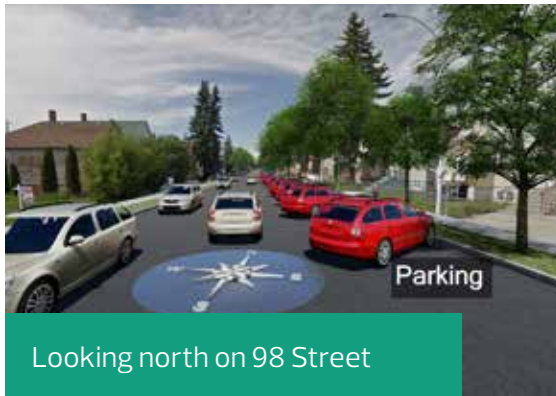
#### Tradeoffs:

- + On-street public parking reduced by 30 per cent

## 98 Street – 105 to 110A Avenue

### OPTION 2: Public Spaces, Pedestrians Prioritized

- + Traffic flow: two-way
- + Road width: narrowed
- + Public on-street parking: angle on east side, 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



#### Benefits:

- + Provides more public space for features like trees, landscaping, street furniture, wider sidewalks, unique pavement treatment and events
- + On-street public parking on east side maintained
- + Wider sidewalks
- + Pedestrian crossing distance is reduced
- + Traffic direction unchanged

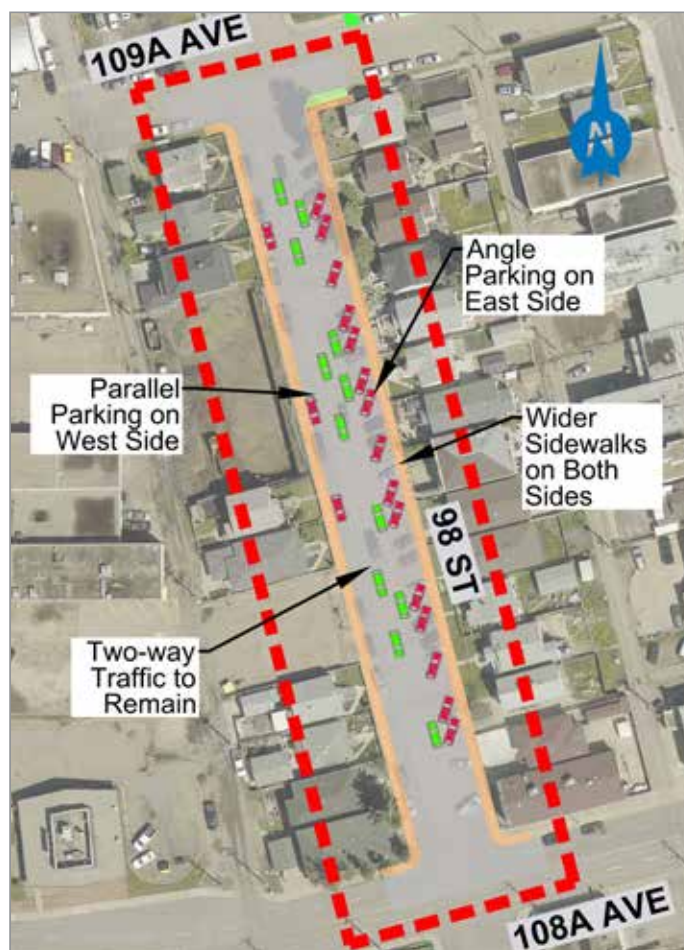
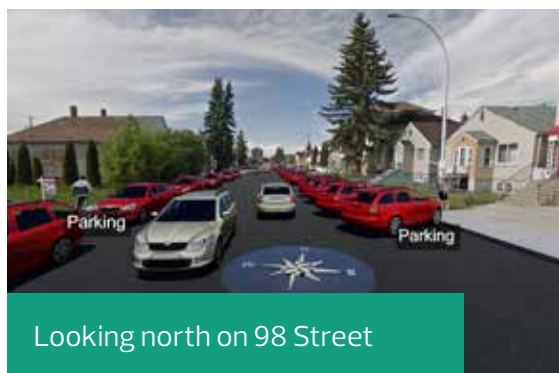
#### Tradeoffs:

- + On-street public parking reduced by 30 per cent when removed from east side

## 98 Street – 105 to 110A Avenue

### 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



#### Benefits:

- + All on-street public parking maintained
- + Wider sidewalk on east side
- + Pedestrian crossing distance is slightly reduced
- + Traffic direction unchanged

#### Tradeoffs:

- + Provides no additional public space for features like trees, landscaping, street furniture, unique pavement treatment and events

## 98 Street Option Highlights

	<b>OPTION 1</b> Pedestrians, Public Spaces Prioritized	<b>OPTION 2</b> Public Spaces, Pedestrians Prioritized	<b>OPTION 3</b> Parking, Pedestrians Prioritized
<b>Traffic Flow</b>	Two-way Road width narrowed	Two-way Road width narrowed	Two-way Road width narrowed slightly
<b>Public On-street Parking</b>	Parallel - both sides Reduced 30%	Angle (east side) Reduced 30%	Parallel (west side) Angle (east side)
<b>Pedestrians</b>	Crossing distance reduced	Crossing distance reduced	Crossing distance reduced slightly
<b>Public Space</b> for landscaping, wider sidewalks street furniture, events	More opportunities	More opportunities	No opportunities

\*Click to go directly to details



# 99 Street – 106 to 108A Avenue

## Proposed changes:

Adding sidewalks to 99 Street is a high priority as there are no safe places for pedestrians to walk today.

The following outlines two options for 99 Street from 106 to 108A Avenue each with their own benefits and tradeoffs.

### OPTION 1: Pedestrians, Parking Prioritized

### OPTION 2: Pedestrians, Traffic Flow Prioritized

#### OPTION 1: Pedestrians, Parking Prioritize

- + 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
- + Sidewalks: both sides

#### Benefits:

- + Missing sidewalk connections added
- + Pedestrian crossing distance is reduced
- + On-street angle public parking in front of 99 Supermarket maintained

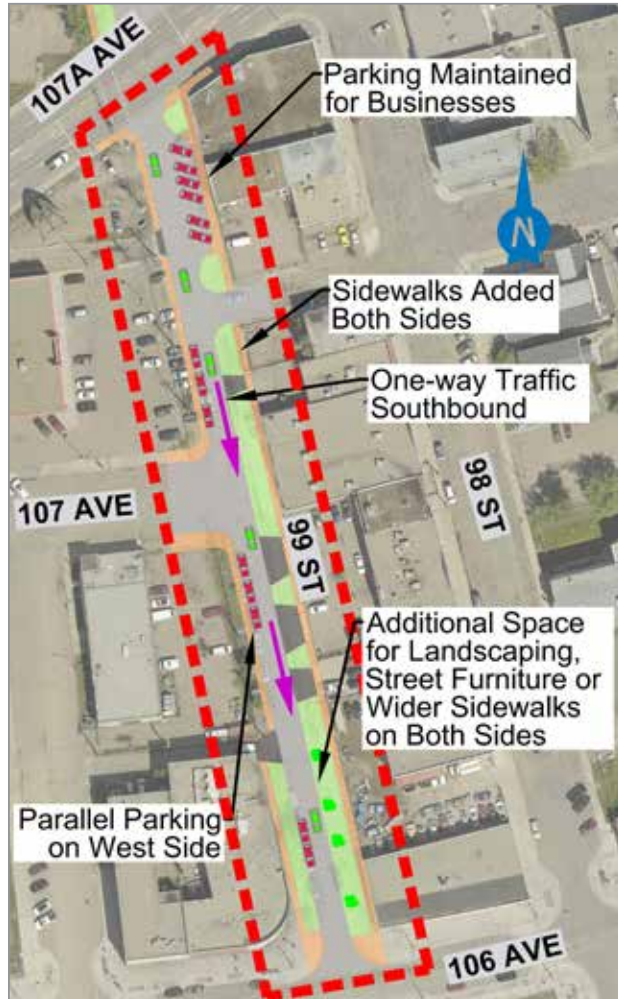
#### Tradeoffs:

- + Traffic direction changes to one-way
- + On-street public parking reduced
  - 107A to 108A Avenue – 25 per cent
  - 106 to 107A Avenue – 50 per cent
- + Some tree removal

## 99 Street – 106 to 108A Avenue

### OPTION 1: Pedestrians, Parking Prioritized

#### Option 1 South



#### Option 1 North



**OPTIONS AND TRADEOFFS**

## 99 Street – 106 to 108A Avenue

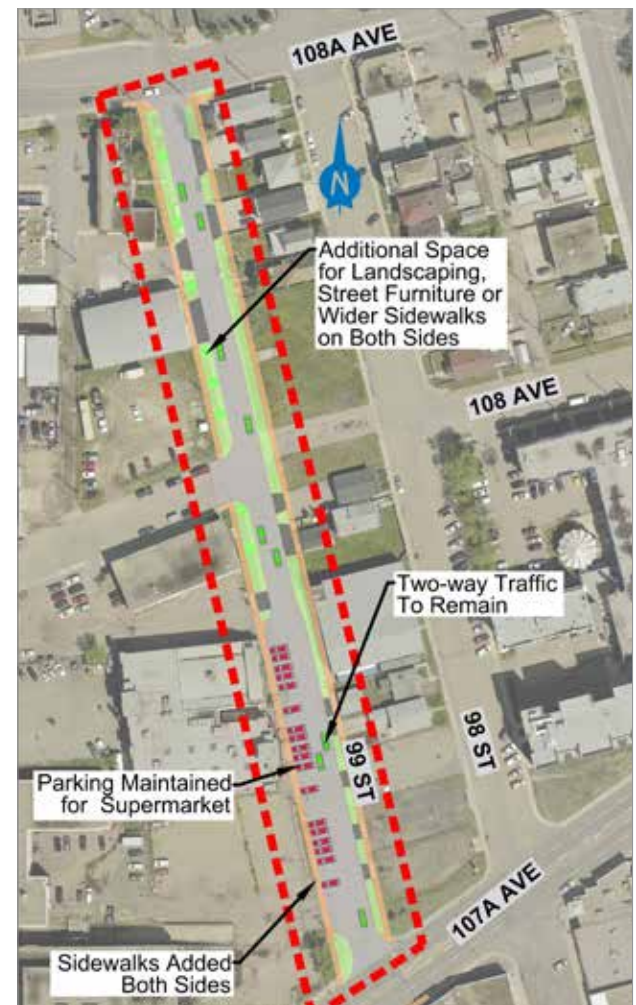
### OPTION 2: Pedestrians, Traffic Flow Prioritized

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

**Option 2 South**



**Option 2 North**



## 99 Street – 106 to 108A Avenue

### OPTION 2: Pedestrians, Traffic Flow Prioritized



Looking north on 99 Street at 108 Avenue



Looking north on 99 Street at 107A Avenue

#### Benefits:

- + On-street angle public parking in front of businesses maintained
- + Missing sidewalk connections added
- + Pedestrian crossing distance is reduced
- + Traffic direction unchanged

#### Tradeoffs:

- + Most on-street public parking removed
- + Some tree removal



## 99 Street Option Highlights

	<b>OPTION 1</b> Pedestrians, Parking Prioritized		<b>OPTION 2</b> Pedestrians, Traffic Flow Prioritized	
	<b>NORTH OF 107A AVENUE</b>	<b>SOUTH OF 107A AVENUE</b>	<b>NORTH OF 107A AVENUE</b>	<b>SOUTH OF 107A AVENUE</b>
<b>Traffic Flow</b>	One-way	One-way	Two-way	Two-way
<b>Public On-street Parking</b>	Parallel Angle in front of 99 Supermarket Reduced 25%	Parallel Angle in front of businesses Reduced 50%	Most removed Angle maintained at businesses	Most removed Angle maintained at businesses
<b>Pedestrians</b>	Sidewalks along both sides Crossing distance reduced	Sidewalks along both sides Crossing distance reduced	Sidewalks along both sides Crossing distance reduced	Sidewalks along both sides Crossing distance reduced
<b>Trees</b>	Some removal Some new plantings	Some removal Some new plantings	Some removal Some new plantings	Some removal Some new plantings

\*Click to go directly to details



## Please visit the Engaged Edmonton link

on the project webpage ([edmonton.ca/BuildingBoyleStreetandMcCauley](http://edmonton.ca/BuildingBoyleStreetandMcCauley)) to learn more about and provide your feedback on additional design elements being considered for the neighbourhood renewal:

### + Pedestrian Connections – Sidewalks and Street Crossings

#### + Active Transportation and Alley Connections

- 105 Avenue – LRT Shared Pathway (Boyle Renaissance Phase 3 area)
- Alley – 102A Avenue to 103 Avenue (east side of Kinistinâw Park)
- 92 Street / Alley to the Latta Bridge
- 101 Street – Mary Burlie Park – LRT Shared Pathway
- Chinatown Alleys (Business Improvement Area)

#### + Driving and Intersections

- 110 and 110A Avenue (95-92 Street)
- 101 Street / 110A Avenue/ 98 Street Intersection
- 101A Avenue / 95A Street Intersection
- 104 and 105 Avenue between 95 and 93 Street

#### + Parks and Open Spaces

- Giovanni Caboto Park
- Mary Burlie Park
- Public Spaces at 108 and 108A Avenue