

# What We Decided Report

## McCauley Neighbourhood Renewal And Final Design

February 2023

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

**Edmonton**

## What is Neighbourhood Renewal?

The Neighbourhood Renewal program has been developed to rehabilitate roads, replace street lights, repair sidewalks and connect missing sidewalk links where possible. Other opportunities to improve parks and public spaces are also explored.

### MCCAULEY



### BOYLE STREET



These two neighbourhoods will start renewal construction in 2023 (McCauley) and 2024 (Boyle Street) and, because they are physically connected, one Project Team has been overseeing both to ensure the final designs work together.

## Purpose of the McCauley What We Decided Report

This report shares the final neighbourhood design for McCauley and how the City of Edmonton arrived at the design. A What We Decided report for Boyle Street will be released prior to that neighbourhood going to construction in 2024.

It describes when and how the City used policy and program information, public engagement input and technical requirements to make project decisions. The report also illustrates how the project decisions align with the co-created community vision for Neighbourhood Renewal in McCauley.

### McCauley design decisions are presented within three topics that were explored through Neighbourhood Renewal:



Connections for people who walk, bike and roll



Streets: traffic directions, crossings, intersections, closures and parking



Parks and public spaces: accessible and connected open spaces, Low Impact Development

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## Building Great Neighbourhoods

### Working together to make the most out of your neighbourhood

Great neighbourhoods are the building blocks of a great city, and the City of Edmonton is committed to building great neighbourhoods by investing taxpayer dollars in renewing neighbourhoods to enhance their livability and longevity.

Building Great Neighbourhoods is designed to increase vibrancy and improve infrastructure in Edmonton's mature neighbourhoods. It is a cost-effective, long-term, strategic approach to address infrastructure needs such as rebuilding and renewing roads, sidewalks and street lights.

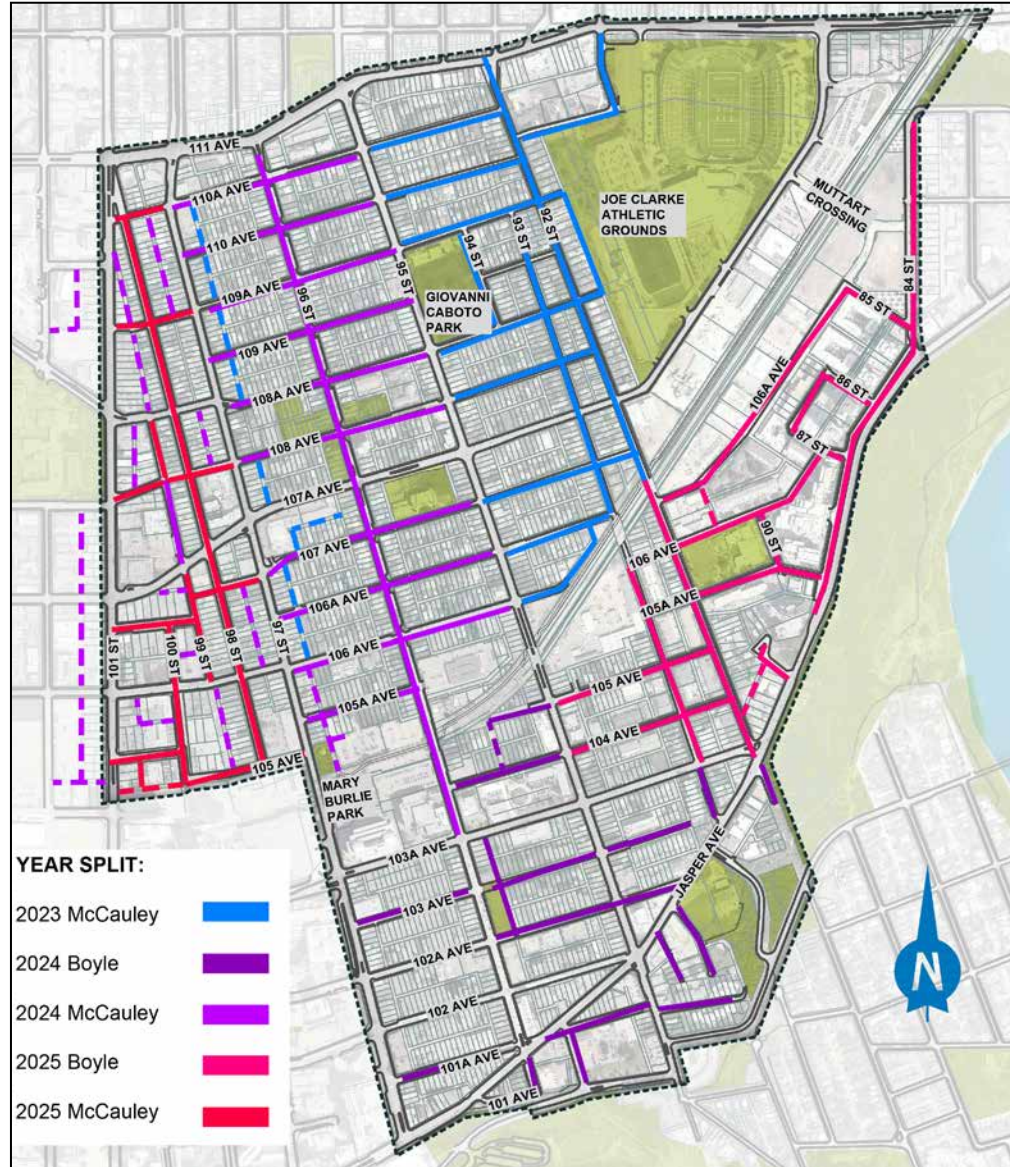
### Neighbourhood Renewal in McCauley

In spring 2023, Neighbourhood Renewal construction will begin in McCauley. It will include the following:

- + Sidewalk replacement (pending Local Improvement decision)
- + New sidewalk connections and pathways
- + Wider sidewalks (where possible)
- + Shared pathways
- + Pedestrian crossing enhancements – e.g. Continuous crossings, raised crossings
- + Curb extensions
- + Curb ramps added/replaced on all residential streets
- + Protected and shared road bike lanes
- + Public space enhancements
- + Improvements to Giovanni Caboto Park
- + New tree plantings with EPCOR Low Impact Development (LID)
- + Full road pavement replacement on all residential streets
- + Changes to traffic flow directions
- + Changes to intersection movements
- + Changes to parking
- + Changes to traffic controls – e.g. four way stops, stops and yield signs
- + Alley paving (Chinatown Business Improvement area only)
- + Upgrades to street lighting (with LED luminaires)
- + New street blades with decorative options

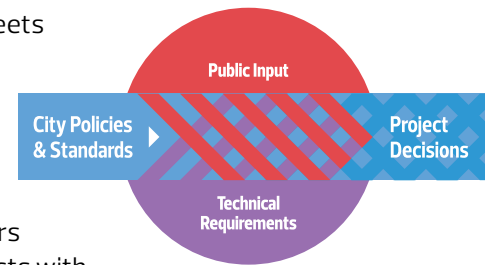
The construction in McCauley is expected to take three years, with anticipated completion in 2025.

**McCauley Neighbourhood Renewal Tentative Construction Staging**



## Making Neighbourhood Renewal Decisions

City policies and programs 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 fit in the neighbourhood.



The City makes decisions using a combination of policy and program information, public input, technical requirements and available funding. This process helps to ensure the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the neighbourhood and result in the best outcomes for your neighbourhood and our city.

The role of public engagement input is to help the City understand what is important to community members in McCauley, as well as how the Neighbourhood Renewal design decisions will affect them.

The City policies and programs, technical requirements and public engagement input include:



### City policies and standards

The following are the main policies considered:

- + Neighbourhood Renewal Program
  - + Funds the renewal of existing infrastructure and the construction of new and missing elements such as sidewalks, shared pathways and public open space enhancements. The cost of new and missing elements are not shared with property owners
- + The City Plan
  - + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities
- + ConnectEdmonton
  - + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
  - + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

- + Active Transportation Policy
  - + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways
  - + Encourages active transportation in McCauley and nearby neighbourhoods
- + Safe Mobility Strategy
  - + Supports initiatives to manage driver speeds and shortcutting to increase safety for all road users
  - + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation
  - + Identified changes to crossings in neighbourhoods based on Safe Crossings Program
  - + Identified opportunities for continuous crossing in project area
- + Vision Zero
  - + Supports protected bike infrastructure to achieve the long-term goal of zero traffic fatalities and serious injuries
- + Accessibility for People with Disabilities Policy
  - + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years
- + GBA+
  - + A process for Project Teams to identify how we can work in more inclusive ways to understand the impact of the work and the project on diverse individuals and groups
- + Community Traffic Management Policy
  - + Supports curb extensions to improve visibility and shorten the crossing distance for people walking; enforce parking offsets from crosswalks and intersections; and to reduce driver speeds
  - + Supports marked crossings to draw attention to people crossing the street
- + Edmonton Bike Plan
  - + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + Corporate Tree Management Policy
  - + Encourages and accounts for the maintenance, renewal, and expansion of our urban forest. If trees need to be removed during construction, the value of the trees removed will be replaced with new tree plantings in or nearby the neighbourhood

- + Economic Action Plan
  - + Directs strategies to attract and revitalize neighbourhood commercial areas with the Corner Store Program
  - + Includes investing in public places that provide enhanced economic and social connection
- + FRESH: Food and Urban Agriculture Strategy
  - + Encourages developing local food infrastructure and supply in public spaces, such as the fruit bearing plants proposed in some parks and open spaces
- + Local Improvement Policy
  - + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are of a larger benefit to those near them than to the city as a whole
- + PED Connections: a Sidewalk Strategy
  - + Increases the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + Public Engagement Policy
  - + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by the project
- + Snow and Ice Control Policy
  - + The City provides year-round maintenance, including snow removal, of protected bike lanes and most shared pathways to support all-season access and use
- + Winter City Design Guidelines
  - + Includes design standards to create an inviting and vibrant community during the winter months that is accessible, safe and enjoyable for people of all ages and abilities
- + Breathe – Green Network Strategy
  - + Ensures each neighbourhood will be supported by an adequate supply, quality and distribution of open space that is accessible to people of all ages and abilities





## Technical requirements

- + City of Edmonton Design and Construction Standards including Complete Streets
  - + Provides direction for the design and construction of roads, sidewalks, bike lanes and shared pathways, measures to slow traffic, and enhanced intersections (particularly around crosswalks)
- + Transportation Association of Canada (TAC) Standards including Geometric Design Guide for Canadian Roads and Manual of Uniform Traffic Control Devices
  - + Supplements COE Complete Streets design and construction standards for the design of roads, sidewalks, bike lanes, traffic calming, street lighting and signage
- + Universal Design Guidelines (i.e. Access Design Guide)
  - + Supports access and use for people of all ages and abilities, and was used to inform the design of wider and new sidewalks, seating along pathways and picnic table and bench selections
- + Crime Prevention Through Environmental Design (CPTED)\*
  - + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected, and including natural deterrents, for example plant selection and placement
- + Urban Design Framework
  - + Outlines opportunities in the neighbourhood to improve how people move through the neighbourhood, experience open spaces and gather
- + Existing Infrastructure assessments (utilities, trees and landscaping)
  - + Prioritizes when city infrastructure will be renewed based on current conditions

### **\*Crime Prevention Through Environmental Design (CPTED)**

We heard from McCauley residents that they want to feel safer walking, gathering and living in their neighbourhood. While social issues and crime cannot be solved with Neighbourhood Renewal alone, there are infrastructure design methods that can help reduce risks.

The Project Team followed the “Crime Prevention Through Environmental Design” or “CPTED” philosophy that helps make communities safer through neighbourhood planning, development and maintenance. CPTED deters criminal activity through natural surveillance (visibility, positive social activities), natural access control (entry and exit points, fences) and natural boundaries (clear ownership, clearly marked private spaces).



## Public Input

The City of Edmonton asked for input from residents to help guide the project. The City's Public Engagement spectrum below shows the four distinct levels of influence that the public had on decisions made by the City throughout the project.

### Public Engagement Spectrum



How the Spectrum was used in McCauley Neighbourhood Renewal:

- + **CREATE** Neighbourhood Renewal Vision and Guiding Principles
- + **REFINE** our understanding of neighbourhood assets, opportunities and priorities
- + **REFINE** the Neighbourhood Renewal options
- + **REFINE** the draft design
- + **ADVISE** on the final design
- + **ADVISE** on construction for Neighbourhood Renewal
- + **DECIDE** on decorative street lights and sidewalk reconstruction as Local Improvements

#### **NOTE: References to people walking within this document is to include the following:**

- + people running
- + people standing
- + people using manual / motorized wheelchairs or scooters
- + people using canes or walkers
- + people pushing strollers or carts
- + people pushing bicycles
- + and users of various other low-speed forms of human locomotion (e.g. skateboards)

## Building Great Neighbourhoods Roadmap

People living in and with an interest in Boyle Street and McCauley were invited to provide input into the City's decision making process for Neighbourhood Renewal at various stages along the roadmap below.



### LEGEND

Public Engagement and Communications Opportunities

Concept Phase

Design Phase

Build Phase

Operate Phase

## The McCauley Neighbourhood Renewal public engagement input opportunities included:

Road Map Stage	Timeline	Engagement Opportunities	Participation	Outcome
<b>Building a Project Vision Together</b>	September – December 2020	<b>Survey</b> The public was asked to provide local neighbourhood knowledge including how they feel about their neighbourhoods, how the streets and parks function and to identify challenges and improvements. They were also asked to provide input on a draft Vision and Guiding Principles for Boyle Street and McCauley Neighbourhood Renewal that was prepared from what residents had previously shared with the City through multiple projects and programs already underway in these neighbourhoods.	172 respondents	Finalized the Vision and Guiding Principles to inform the Neighbourhood Renewal design. Learned about areas of improvement to explore.
		<b>Community Conversations</b> Residents, stakeholders and other interested members of the public were invited to attend four online conversations to explore opportunities for improvement and contribute ideas and possibilities for design.	78 participants	All input and comments were reviewed, analyzed and considered by the Project Team to create design options.
		<b>Stakeholder Meeting</b>	6 participants (representing seniors, housing and service agencies)	
		<b>Survey</b> A survey was available, both online and in paper copy, to submit ideas and feedback on areas to explore for improvement. The paper copy was mailed to each resident, business and property owner and included a postage-paid return envelope.	218 respondents	
		<b>Mini-survey</b> A shortened version of the survey was provided to stakeholders who requested them to pass on to their clients and customers.	6 respondents	
		<b>Community Committee Meeting</b> Members of the public were invited to participate as members of the Community Committee to provide local knowledge, information on stakeholders and best ways to communicate and engage with the community.	19 participants	

Road Map Stage	Timeline	Engagement Opportunities	Participation	Outcome
<b>Exploring Options and Tradeoffs</b>	May - October 2021	<b>Community Conversations</b> Residents, stakeholders and other interested members of the public were invited to attend any of four online conversations to discuss the ideas and options being presented for various locations within the project area.	60 participants	All input and comments were considered by the Project Team to create a draft design showing how all elements will work together.
		<b>Stakeholder Meetings</b> 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.	7 meetings (YMCA, Bissell Centre, Mustard Seed, George Spady, Operation Friendship Seniors Society, iHuman, Edmonton Intercultural Centre)	
		<b>Survey</b> The survey 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.	107 respondents	
		<b>Engaged Edmonton</b> The City's online engagement tool, Engaged Edmonton, was used to gather local knowledge and feedback on ideas and options throughout the neighbourhoods.	64 comments	
		<b>Public Information Event</b> The Project Team hosted a public live online event where they provided an overview of the options and tradeoffs being considered, and answered questions from participants.	17 participants	
		<b>Community Committee Meetings</b> The Committee had the opportunity to hear key public engagement themes from the previous phases and provide local knowledge and advice on the public engagement strategy for the next phase.	Meeting #1 - 15 participants  Meeting #2 - 5 participants	

Road Map Stage	Timeline	Engagement Opportunities	Participation	Outcome
<b>Community Feedback on Draft Design</b>	November 2021 - March 2022	<b>Community Conversations</b> Residents, stakeholders and other interested members of the public were invited to attend seven different online conversations to discuss various sections of the draft design.	29 participants	All input and comments were considered by the Project Team to create a final neighbourhood design.
		<b>Stakeholder Meetings</b> One-on-one stakeholder meetings were held with several organizations in the area to discuss the draft design. They were also able to share the needs of the clients they serve.	4 stakeholder groups (Little Italy businesses, McCauley Community League, 96 Street - Church Street Churches, Jasper Avenue Service Road Property Owners)	
		<b>Survey</b> The draft design was presented for public input in smaller sections in seven different surveys. It was available online and in paper copy.	132 respondents	
		<b>Community Committee Meetings</b> The Committee had the opportunity to hear key public engagement themes from the previous phases and provide local knowledge and advice on the public engagement strategy for the next phase.	Meeting #1 - 9 participants Meeting #2 - 7 participants	
<b>Public Feedback on Final Design</b>	April - July 2022	<b>Public Information Events</b> Residents, stakeholders and other interested members of the public were invited to attend an online public information event for Boyle Street and/or McCauley to review the final design and ask questions.	23 participants	All input and comments were considered by the Project Team to make minor modifications to the final neighbourhood design and prepare them for construction.
		<b>Survey</b> The final design as a whole was presented for public input. The survey was available online and in paper copy (as requested).	35 respondents	

**NOTE:****Emails and Phone Calls**

Residents, and property and business owners shared information with the Project Team via email and telephone through all phases of engagement

**Communications**

Throughout each project phase, we communicated information and public engagement opportunities for residents, stakeholders and organizations via the following methods:

- + Road and yard signs
- + Boyle Street News advertisements
- + Postcards, letters and newsletters delivered to each household
- + The project website
- + Emails to list subscribers and stakeholders

Engagement Summaries and What We Heard Reports from each phase can be found posted in the project history at [edmonton.ca/BuildingBoyleStreetandMcCauley](http://edmonton.ca/BuildingBoyleStreetandMcCauley)

*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 reporting of What We Heard common themes.*



## Boyle Street and McCauley Neighbourhood Renewal

### MCCAULEY



### BOYLE STREET



It is important to note, that even though McCauley and Boyle Street share a common Vision and Guiding Principles for this project, Boyle Street and McCauley are separate, distinct neighbourhoods with their own histories, characteristics and opportunities. The Project Team ensured the neighbourhood design for each reflects this individuality.

### Vision and Guiding Principles

The Vision and Guiding Principles were co-created with the community and are unique to Boyle Street and McCauley. They helped guide decision making throughout the Neighbourhood Renewal planning process.

The Vision sets the direction for Neighbourhood Renewal by stating the elements that are most important to the community for the future. The Guiding Principles are ideas and priorities that shape how the Vision is applied to the neighbourhood design.

### Boyle Street and McCauley Community Vision

To enhance how residents and visitors walk, bike, drive, access transit and use public spaces in Boyle Street and McCauley through building of new public infrastructure that improves how residents live, work and play in the area. Sidewalks and roads will be resurfaced, street lights will be upgraded, and features such as bike lanes, traffic calming measures and enhancements to outdoor public gathering spaces will be explored to improve the liveability of each neighbourhood.



## Guiding Principles

Boyle Street and McCauley are two distinct communities located in the heart of Edmonton and are each home to a diversity of active residents who want to:



### 1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.

The Project Team will, along with replacing or resurfacing all sidewalks, roads and upgrading street lights, explore ways to:

- + Provide pedestrian and biking connections to key destinations including transit stops
- + Prioritize City-owned spaces for those who walk and bike (wider sidewalks and bike lanes vs wider roads)
- + Improve crossing safety (slow traffic, shorter crossing distances)
- + Improve pedestrian visibility (pedestrian lighting, clear sight lines, raised crosswalks, curb extensions)
- + Include the needs of all ages, genders and mobility levels
- + Design infrastructure that is usable in all seasons
- + Include comfortable seating areas along highly used walking and biking routes
- + Beautify high-use areas (tree plantings, artwork, garbage cans)
- + Provide bike lock-up locations (clear sight lines)



### 2. Use outdoor public and green open spaces that are welcoming, vibrant and provide an inviting and thriving extension of living spaces where they, and their visitors, feel safe to relax, gather, socialize and play year round.

The Project Team will explore ways to:

- + Improve the visibility of users (lighting, clear sight lines)
- + Beautify spaces (tree plantings, artwork, garbage cans)
- + Create welcoming gathering areas (communal / picnic tables, shade structures, plazas)
- + Incorporate active and passive recreation and activity areas (open green spaces, dog park)
- + Explore opportunities to add additional green space



### 3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

The Project Team will, along with replacing roads and alleys, and upgrading street lights, explore ways to:

- + Enhance the safety of intersections
- + Design roadways that encourage slow speeds (traffic calming measures)
- + Improve the visibility of wayfinding and traffic signage (reduce unexpected maneuvers / collisions)
- + Meet on-street public parking needs



### 4. Visually celebrate the unique character areas and rich history of each neighbourhood.

The Project Team will explore ways to:

- + Bring visual identity to specific areas of the neighbourhoods using different colours, patterns or textures in elements such as sidewalks or street furniture (lighting / benches)
- + Incorporate urban design elements (example?)
  - i. Art – Integrated details in common elements such as poetry in a sidewalk or within the street furnishings
  - ii. Language – Signage and wayfinding that reflect the local context of language and dialect
  - iii. Culture – Cultural elements such as colour that evoke cultural context (such as red street light poles in Chinatown and green in Little Italy)
  - iv. Heritage – Recognize historic resources/events through an interpretive program of some sort, e.g. original house numbers in sidewalks, heritage plaques, etc.



## What We Decided: McCauley Neighbourhood Renewal

This section presents the final project decisions for McCauley Neighbourhood Renewal and includes “what we accounted for to make our decisions” including the key City policies and programs, public engagement input and technical requirements that informed outcomes. While public input was considered throughout McCauley’s design process, some locations received minimal public input and decisions were made primarily based on City policy and technical requirements.

The final design for McCauley Neighbourhood Renewal focuses on making the streets and public spaces safe and accessible for all ages, genders, and mobility levels, and in all seasons. To achieve this, the design includes a network of new and enhanced bike lanes, sidewalk connections, enhanced crossings and shared pathways.

While navigating through McCauley on new smooth, paved road surfaces, people who drive will experience new traffic directions and changes to traffic controls and signals to support pedestrian activity in the neighbourhood. These features also work to increase visibility and awareness of people walking, rolling and biking. On-street public parking is available wherever possible and changes to parking restrictions will be added to improve access to available on-street parking with an increased rate of turn over.

Public spaces are enhanced to provide this socially active neighbourhood with more inviting outdoor spaces to walk, gather and enjoy recreational activities, including a new connector walk through Giovanni Caboto Park and improved access to Joe Clarke Athletic grounds.

### What we accounted for to make our decisions

The City uses policies and programs, technical requirements and public engagement input to make Neighbourhood Renewal decisions.

This report will identify which decision-making criteria is a policy or program, public engagement input or technical requirement.



**City Policies and Programs**



**Technical Requirements**



**Public Engagement Input**

## Final design: Street by street

The following pages provide a street by street look at the design changes on each street. It also provides a summary of the public input, technical requirements, policies, programs and plans reviewed when making design decisions (they are not inclusive of all the information considered).

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105A Avenue – 101 to 100 Street

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105 Avenue – 101 Street connecting to Mary Burlie Park and the LRT Shared Pathway

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106 Avenue – 97 Street to LRT shared pathway

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107 Avenue – 101 to 97 Street

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108 Avenue – 101 to 97 Street

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108 Avenue – 97 to 96 Street

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108 Avenue – 96 to 92 Street

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108A Avenue – 96 to 92 Street

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108 / 108A Avenue Corner Store Program

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109A Avenue – 101 to 97 Street

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92 Street – 111 to 103A Avenue

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Stadium Alley / Berm (109A to 108A Avenue)

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93 Street – 109A to 106A Avenue

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Giovanni Caboto Park and 94 Street

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96 Street – 111 to 103A Avenue

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98 Street – 110A to 105 Avenue

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99 Street – 108A to 106 Avenue

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Chinatown Alleys

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100 Street – 107 to 105 Avenue

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110A and 110 Avenue – 95 to 92 Street

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Mary Burlie Park

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To see how the design changes work together on a whole neighbourhood map, please visit the project website [edmonton.ca/BuildingBoyleStreetandMcCauley](http://edmonton.ca/BuildingBoyleStreetandMcCauley)

## 105A Avenue – 101 to 100 Street



### What we decided:

- + To add a curb extension to 105A Avenue at 101 Street along with a slight narrowing of road width that will reduce the crossing distance for people walking/rolling. (No new tree plantings will be added at this time as the recently rebuilt Herb Jamieson building and sidewalk has accommodated public space for trees)\*
- + To maintain two-way vehicle traffic (as exists today)
- + To maintain parallel on-street parking (as exists today)

\*Change from final design presented in June 2022

### What we accounted for to make our decisions:

**Vision and Guiding Principles considered:**



**City Policies and Programs**

- + Safe Mobility Strategy
- + Community Traffic Management
- + Corporate Tree Policy

**Technical Requirements**

- + Curb extension with slight road narrowing to improve sight lines and reduce crossing distances at the intersection
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities

**Public Engagement Input**

**Participants support:**

- + Adding curb extensions to provide shorter, safer crossings for people who walk and roll

# 105 Avenue – 101 Street connecting to Mary Burlie Park and the LRT Shared Pathway



### What we decided:

- + To add a shared street (pedestrian-oriented alley) between 101 Street and 100 Street that connects to a new shared pathway along the south side of 105 Avenue from 100 Street to 97 Street. Streetscape elements including new trees and pavers will be included along 105 Avenue. This design was previously approved as part of the Columbia Avenue Project to improve active transportation connections around Mary Burlie Park\*
- + To add curb extensions at 100 Street and 98 Street
- + To add a new signal for enhanced pedestrian and bike crossing at 105 Avenue / 97 Street and remove the amber flasher 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.*

\*Funding for a complete review of Mary Burlie Park was approved as part of the 2023 - 2026 budget deliberations. Mary Burlie Park will be removed from the McCauley Neighbourhood Renewal Project and proceed as an independent project. Timelines for the project will align with the Capital budget timeframe of 2023 - 2026.

### What we accounted for to make our decisions:

**Vision and Guiding Principles considered:**



- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Active Transportation Policy
- + GBA+
- + Vision Zero
- + Accessibility for People with Disabilities Policy



- + Bike route connectivity to complete an east/west bike connection from the LRT shared pathway to 101 Street via a shared pathway and shared alley
- + Bike route connectivity to provide a north/south bike connection from the LRT shared pathway to 106 Avenue via a shared alley
- + Bike route signage will be installed to inform users of connections
- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Signal improvements required to facilitate safe crossings with new bike infrastructure introduced at 105 Avenue and 97 Street
- + Advanced signal required south of 105A Avenue due to restricted sight lines caused by the bridge and elevation change
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



**Participants support:**

- + Improving this connection for walking, rolling and biking along this route as it is an intuitive connection between the neighbourhood and downtown
- + Adding signalized lights at 97 Street/105 Avenue to improve crossing safety for people who walk, roll and bike
- + Adding curb extensions to provide shorter, safer crossings for people who walk and roll

**Some participants indicate concern about:**

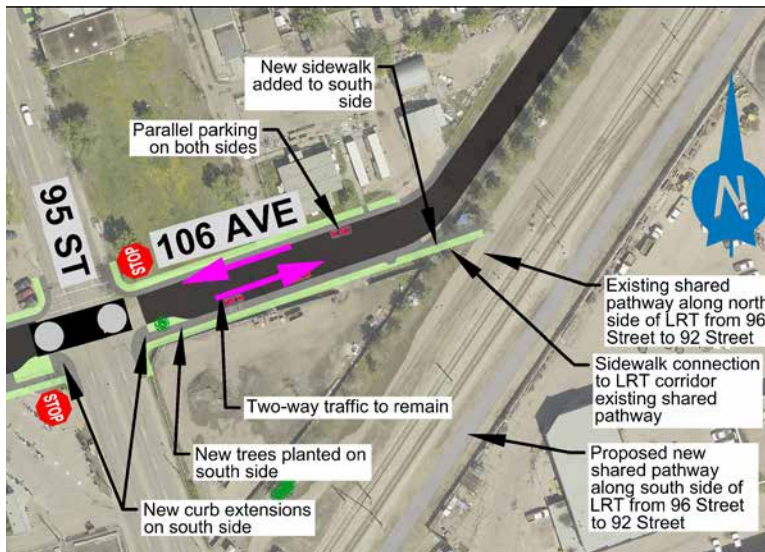
- + Not feeling safe or secure using this area due to the social concerns
- + Not including the Living Bridge in the design for a more direct connection

## 106 Avenue – 97 Street to LRT shared pathway

### 97 Street to 95 Street



### 95 Street to LRT



### What we decided:

- + To narrow the road width to create public space for:
  - + Wider sidewalks on north side of the road
  - + New tree plantings and EPCOR LID on the south side
- + To add two curb extensions on the south side of 106 Avenue at 95 Street to reduce the crossing distance for people who walk and roll
- + To add a sidewalk connection between the east end of 106 Avenue and the LRT shared pathway
- + To maintain two-way vehicle traffic (as exists today)
- + To maintain parallel on-street parking on both sides of the road (as exists today)



### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies  
and Programs

- + City Plan
- + Safe Mobility Strategy
- + Community Traffic Management Policy
- + Connect Edmonton
- + Active Transportation Policy



Technical  
Requirements

- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Improve drainage and surface ponding with the implementation of EPCOR LID
- + Provide adequate soil volume to promote tree health with the use of soil cells
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities

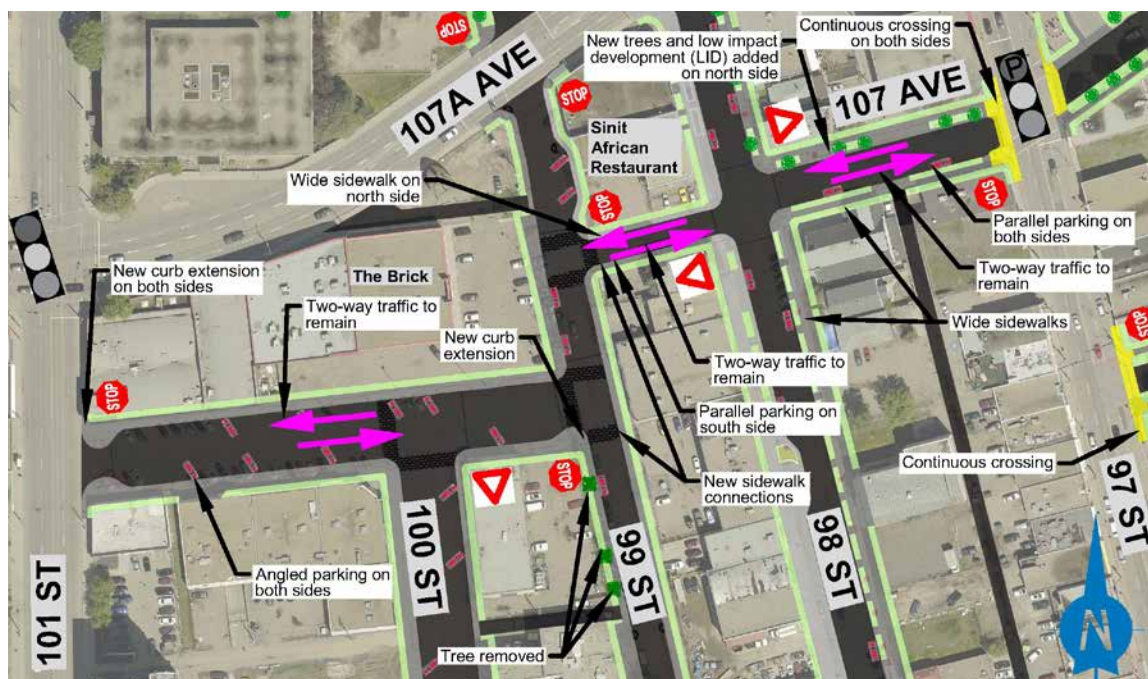


Public  
Engagement  
Input

#### Participants support:

- + Improving connectivity from 106 Avenue to the LRT shared pathway for people who walk and roll
- + Adding curb extensions to provide shorter, safer crossings for people who walk and roll and help slow traffic

## 107 Avenue – 101 to 97 Street



### What we decided:

#### 101 to 99 Street

- + To add curb extensions to 107 Avenue between 101 Street and 99 Street and slightly narrow the road width to:
  - + Reduce the crossing distance for people who walk and roll
  - + Create public space for new tree plantings on the south side
- + To maintain the two-way vehicle traffic (as exists today)
- + To maintain the angle on-street parking on both sides of the road (as exists today)

#### 99 to 98 Street

- + To widen sidewalks on the north side between 99 Street and 98 Street
- + To add a new sidewalk to the south side
- + To maintain two-way vehicle traffic (as exists today)
- + To maintain parallel on-street parking on the south side of the road (as exists today)

#### 98 to 97 Street

- + To add new tree plantings with EPCOR LID on the north side between 98 and 97 Street
- + To maintain two-way vehicle traffic (as exists today)
- + To maintain parallel on-street parking on both sides of the road (as exists today)

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies  
and Programs

- + City Plan
- + Community Traffic Management Policy
- + PED Connections - a sidewalk strategy
- + Safe Mobility Strategy
- + Corporate Tree Management Policy



Technical  
Requirements

- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Improve drainage and surface ponding with the implementation of EPCOR LID
- + Provide adequate soil volume to promote tree health with the use of soil cells
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities

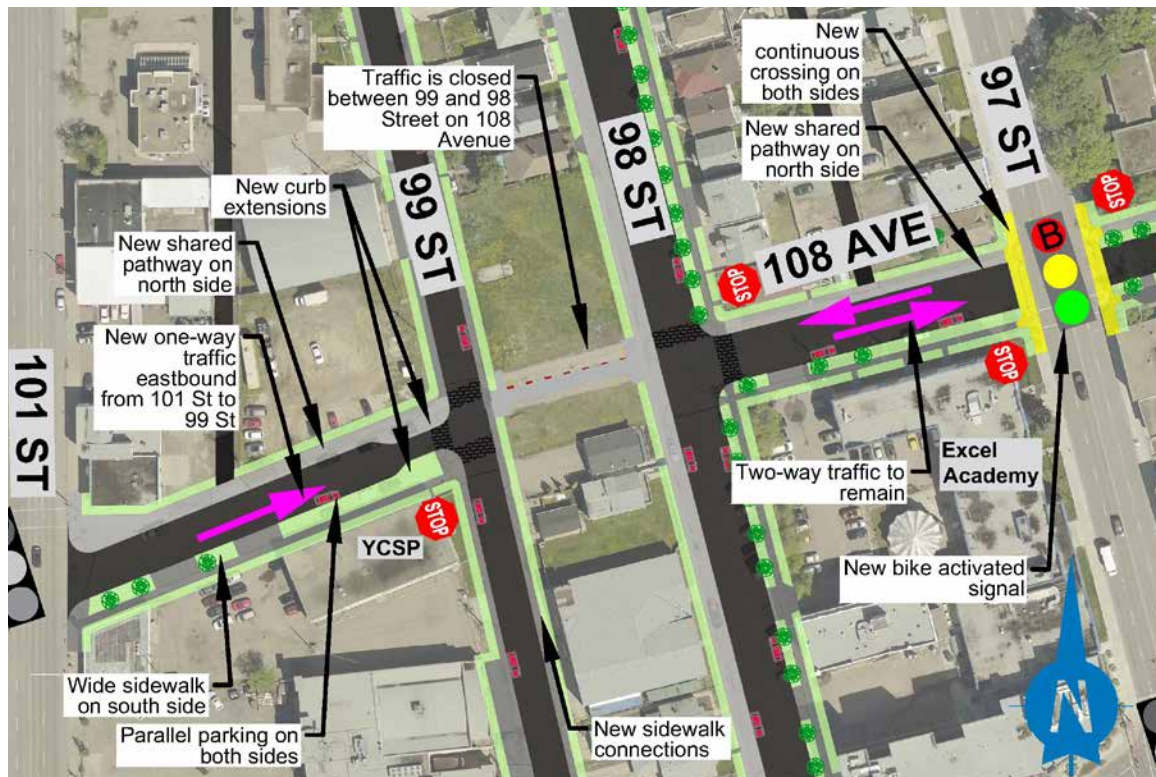


Public  
Engagement  
Input

#### Respondents support:

- + Adding curb extensions to provide shorter, safer crossings for people who walk and roll

## 108 Avenue – 101 to 97 Street



### What we decided:

- + To add a shared pathway added to the north side of 108 Avenue between 101 Street and 97 Street to improve walking/rolling and biking connections to and from the area (with minimal impacts to trees)
- + To widen the sidewalk on the south side between 101 Street and 99 Street
- + To close 108 Avenue to vehicle traffic between 99 Street and 98 Street
- + To add new trees to the north side of the shared pathway between 99 Street and 98 Street
- + To add a bike-activated signal at 97 Street
- + To change vehicle traffic from two-way to one-way eastbound between 101 Street and 99 Street to reduce conflicts for turning movements at 108 Avenue and 101 Street\*
- + To maintain two-way vehicle traffic between 98 Street and 97 Street
- + To add curb extensions at 108 Avenue and 99 Street to reduce crossing distances, improve sight lines and enforce one-way traffic movement
- + To maintain parallel on-street parking on both sides of the road (as exists today)

\*Changed from final design presented in June 2022

## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies  
and Programs

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Corporate Tree Policy
- + Connect Edmonton
- + Active Transportation Policy



Technical  
Requirements

- + Bike route connectivity to complete an east-west bike connection from Central McDougal into McCauley via a shared pathway
- + Bike route signage will be installed to inform users of connections
- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Signal improvements required to facilitate safe crossings with new bike infrastructure introduced at 108 Avenue and 97 Street
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities
- + Eliminating additional turning movement conflict points at 101 Street and 108 Avenue due to skewed intersection by introducing one-way road eastbound

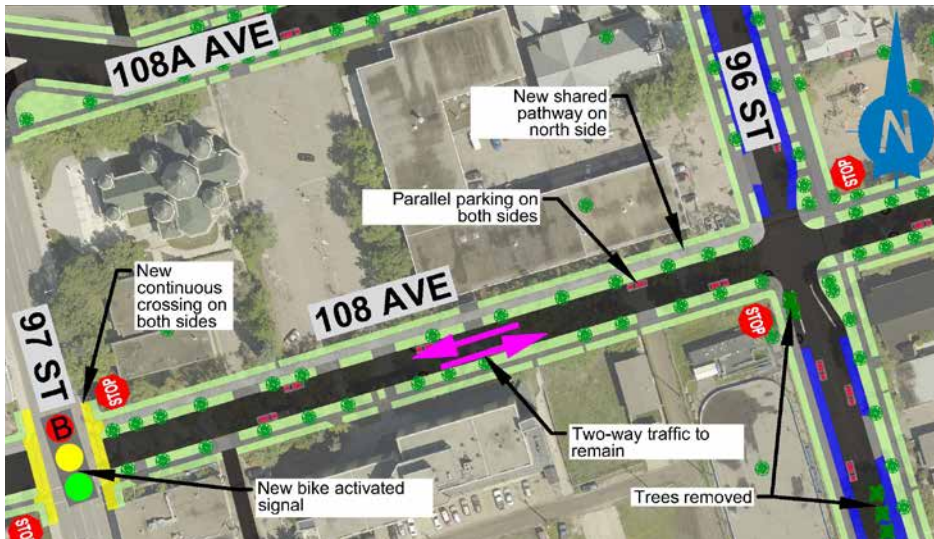


Public  
Engagement  
Input

### Participants support:

- + Adding a bike-activated signal at 97 Street for safer and more convenient crossing for those who bike
- + Improving east-west connections for people who walk, roll and bike

## 108 Avenue – 97 to 96 Street



### What we decided:

- + To add a shared pathway (97 Street to 96 Street) to the north side of 108 Avenue to improve active transportation connections to and from the area (with minimal impacts to trees)
- + To add a bike-activated signal at 97 Street
- + To maintain two-way vehicle traffic (as exists today)
- + To maintain parallel on-street parking on both sides of the road and to extend parking availability to include weekends

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



#### City Policies and Programs

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Active Transportation Policy

#### Technical Requirements

- + Bike route connectivity to complete an east-west bike connection from Central McDougal into McCauley via a shared pathway
- + Bike route signage will be installed to inform users of connections
- + Signal improvements required to facilitate safe crossings with new bike infrastructure introduced at 108 Avenue and 97 Street
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities

#### Public Engagement Input

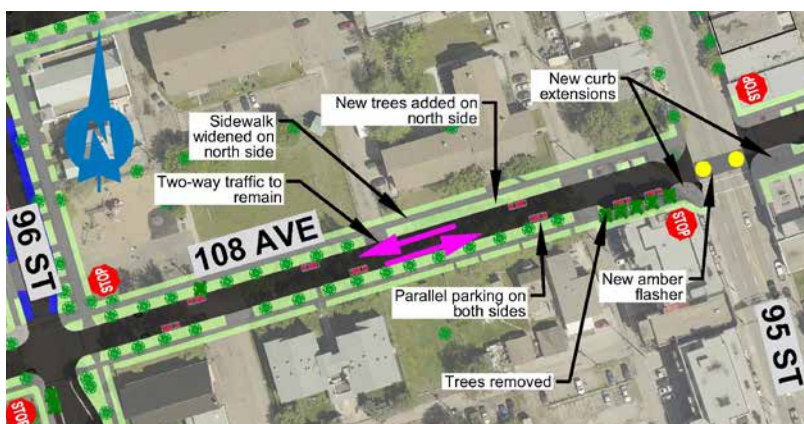
#### Respondents support:

- + Improving east-west bike connections to take riders to destinations like Chinatown, Little Italy, downtown and other bike connections
- + The addition of a bike-activated signal at 97 Street for safer and more convenient crossing for those who bike
- + Maintaining two-way vehicle traffic

## 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.

### 96 Street to 95 Street



### 95 Street to 92 Street



### What we decided:

#### 108 Avenue:

- + To change the on-street angle parking to all parallel west of 95 Street, creating public space for landscaping and wider sidewalks
- + To widen the sidewalks on the north side between 96 Street and 93 Street and on the south side between 93 Street and 92 Street
- + To add a curb extension on the south side of 108 Avenue at 95 Street to reduce the crossing distance for people who walk and roll
- + To add an amber flasher signal to enhance pedestrian crossing at 95 Street
- + To add new tree plantings on the north and south side near 95 Street
- + To maintain two-way vehicle traffic (as exists today)
- + To include parallel on-street parking (80 per cent of parking retained from what exists today)

## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies and Programs

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Community Traffic Management Policy
- + Corporate Tree Management Policy



Technical Requirements

- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Space needed to accommodate wider sidewalks and landscaping within road right-of-way will have tradeoffs and impacts (for example, removal of on-street public parking)
- + Signal improvements required to facilitate safe crossings at 108 Avenue and 95 Street
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities
- + Provide adequate soil volume to promote tree health with the use of soil cells



Public Engagement Input

#### Participants support:

- + The addition of the amber flashing signal at 95 Street to improve crossing safety for people who walk and roll
- + The addition of tree plantings to improve public space experiences
- + Two-way vehicle traffic being maintained

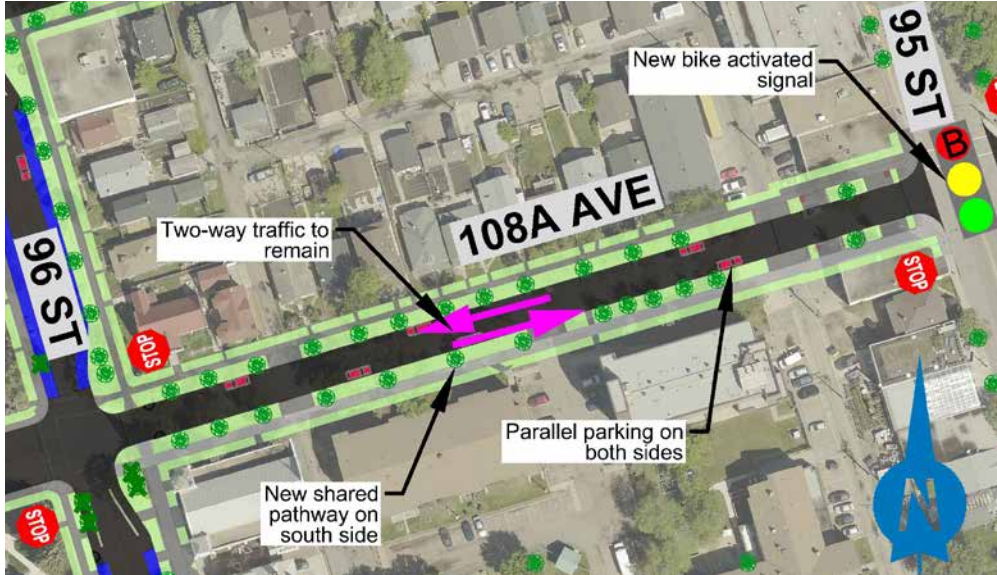
#### Participants indicate concern about:

- + Removing any parking that supports the churches and businesses in the area



## 108A Avenue – 96 to 92 Street

### 96 Street to 95 Street



### 95 Street to 92 Street



### What we decided:

- + To add a shared pathway on the south side of 108A Avenue between 96 Street and 92 Street to improve active transportation connections to and from the area
- + To add 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)
- + To maintain two-way vehicle traffic (as exists today)
- + To include parallel on-street parking on both sides of the street; doubles parking from what exists today

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies  
and Programs

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Active Transportation Policy



Technical  
Requirements

- + Bike route connectivity to complete an east-west bike connection from Central McDougal into McCauley via a shared pathway
- + Bike route signage will be installed to inform users of connections
- + Signal improvements required to facilitate safe crossings with new bike infrastructure introduced at 108A Avenue and 95 Street
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



Public  
Engagement  
Input

#### Participants support:

- + Improving east-west connections along 108 Avenue for people who bike
- + The retention of trees
- + The upgraded signal at 95 Street to improve crossing safety for people who walk, roll and bike

## 108 / 108A Avenue Corner Store Program

This area has been selected for the Corner Store 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.

**108 Avenue streetscape looking east from 95 Street**



**108 Avenue streetscape looking west from 95 Street**



**108A Avenue streetscape and shared pathway looking east from 95 Street**



**108 Avenue streetscape and shared pathway looking west towards 95 Street**



### What we decided:

- + To include roadway/public space improvements including different surface treatment to create a multi-functional space for road closure events
- + To add an enhanced pedestrian crossing

### What we accounted for to make our decisions:

**Vision and Guiding Principles considered:**



- + City Plan
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Economic Action Plan



- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities



**Participants support:**

- + Improving these public spaces and providing the opportunity for the community to gather at future events and festivals

## 109A Avenue – 101 to 97 Street



### What we decided:

- + To add curb extensions at 101 Street to reduce crossing distances and improve sight lines
- + To add new tree plantings on the north side
- + To maintain two-way vehicle traffic (as exists today)
- + To reconfigure parking near businesses to allow a sidewalk to be added to the north and south side between 101 and 98 Street
- + To change all on-street parking to parallel (50 per cent of parking retained on the north and south side)\*

\*Changed from final design presented in June 2022

- + Sidewalk added to the south side. The sidewalk will be narrower at utility conflict locations but wider where no conflicts exist
- + Parking has been reconfigured to be parallel on both sides with no angled parking reducing parking by 50 per cent between 101 Street and 98 Street

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



#### City Policies and Programs

- + City Plan
- + Safe Mobility Strategy
- + Community Traffic Management Policy

#### Technical Requirements

- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Space needed to accommodate new sidewalks within road right-of-way will have tradeoffs and impacts (for example, removal of on-street public parking or trees)
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities

#### Public Engagement Input

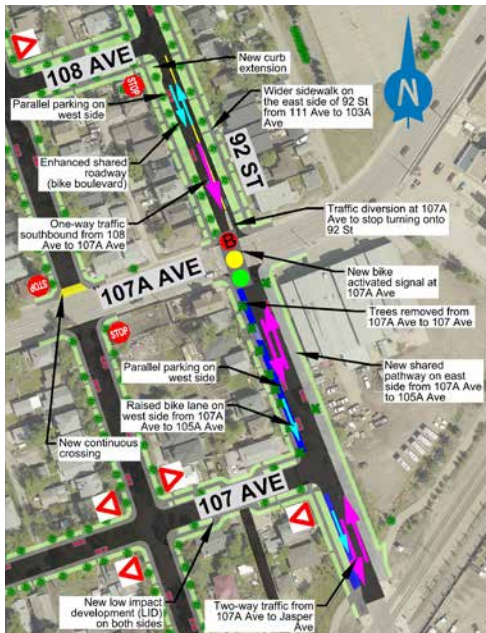
#### Participants supported:

- + Adding curb extensions to provide shorter, safer crossings for people who walk and roll

# 92 Street – 111 to 103A Avenue

Note: Construction of 92 Street from LRT tracks to 103A Avenue will be included in the Boyle Street construction

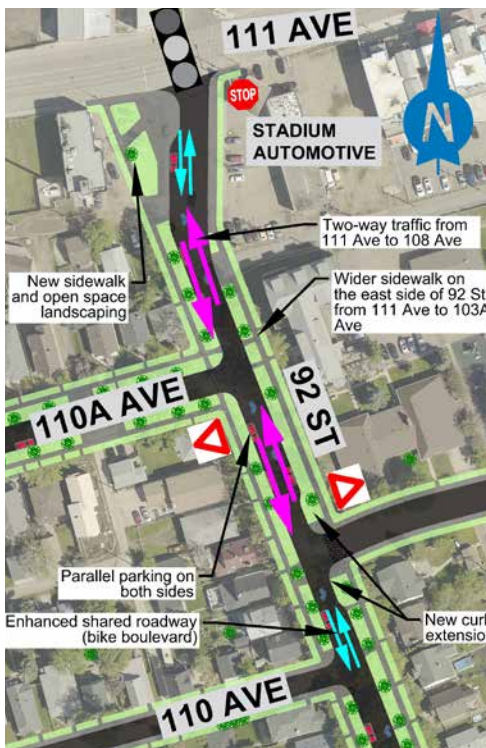
108 Ave to 107 Ave



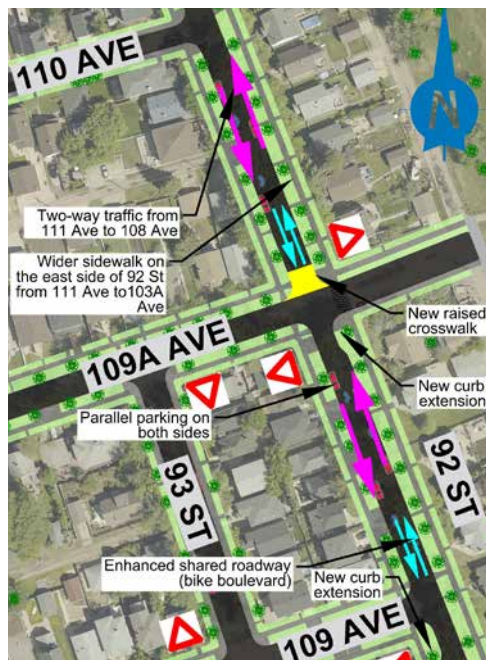
109 Ave to 108 Ave



111 Ave to 110 Ave



110 Ave to 109 Ave



### What we decided:

- + 107A Avenue to 111 Avenue
  - + To add an enhanced shared roadway (bike boulevard\*\*) providing north-south cycle connectivity to area bike routes and key destinations within the neighbourhood such as Commonwealth Stadium
- + 107A Avenue south to LRT tracks
  - + To add a protected raised bike lane.\* The protected bike lane will continue into Boyle Street
- + To add a bike-activated signal at 107A Avenue
- + To add a new sidewalk on the west side of 92 Street leading directly to the intersection for crossing 111 Avenue
- + To widen the sidewalk on the east side
- + To add curb extensions along both sides of 92 Street, where utilities and drainage allow, to help slow traffic
- + To add raised crosswalks helping to slow traffic
- + To restrict vehicles from turning north onto 92 Street from 107A Avenue in an effort to reduce area traffic and support the needs of the all ages and abilities bike plan
- + To remove the south side diverter at 107A Avenue and maintain the two-way traffic and parking on the west side of 92 Street between 107 Avenue to 107A Avenue
- + To maintain two-way vehicle traffic (as exists today). Exception is between 107A Avenue and 108 Avenue where it changes to one-way southbound vehicle traffic
- + To add traffic calming (curb extensions and raised crosswalks) north of 107A Avenue to 111 Avenue\*
- + To maintain parallel on-street parking (as exists today north of 107A Avenue). Exception is between 107A Avenue and 108 Avenue where parking is removed along the east side of the road
- + To replace the existing street lighting post top poles with an updated style in the same colour
- + To add pedestrian-level lighting to the new galvanized street lights along 92 Street between 111 Avenue and 103A Avenue

\*Changed from final design presented in June 2022

\*\*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.

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies and Programs

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Community Traffic Management Policy
- + Corporate Tree Management Policy
- + Connect Edmonton
- + Snow and Ice Control Policy



#### Technical Requirements

- + Bike route connectivity, upgrading the neighbourhood north-south bike connection in McCauley via raised protected bike lane and bike boulevard with traffic calming features
- + Bike route signage will be installed to inform users of connections
- + Curb extensions introduced to improve sight lines and reduce crossing distances at intersections
- + Signal improvements required to facilitate safe crossings with new bike infrastructure introduced at 107A Avenue and 92 Street
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities
- + Space needed to accommodate protected infrastructure and trees within road right-of-way will have tradeoffs and impacts (for example, change of on-street angle parking to on-street parallel parking, change to one-way traffic direction)



#### Public Engagement Input

##### **Participants support:**

- + Improving north-south connections for people who bike
- + Adding a bike-activated signal to 107A Avenue to increase safety and convenience for people who bike

##### **Participants indicate concern about:**

- + The safety of bike boulevards for people who bike; fully protected bike lanes are desired
- + Changes on 92 Street causing traffic to divert and create higher traffic volumes on 93 Street

## Stadium Alley / Berm (109A to 108A Avenue)



### What we decided:

- + To add a shared pathway on the east side of the alley between 108A Avenue and 109A Avenue improving active transportation connections to and from the area
- + To add a two-tiered retaining wall behind the shared pathway, accommodating grading changes along the berm

### What we accounted for to make our decisions:

**Vision and Guiding Principles considered:**



**City Policies and Programs**

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Connect Edmonton

**Technical Requirements**

- + Bike route connectivity to complete an east-west bike connection from Central McDougal into McCauley via a shared pathway
- + Bike route signage will be installed to inform users of connections
- + Retaining wall included to accommodate grading changes to the existing berm
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities

**Public Engagement Input**

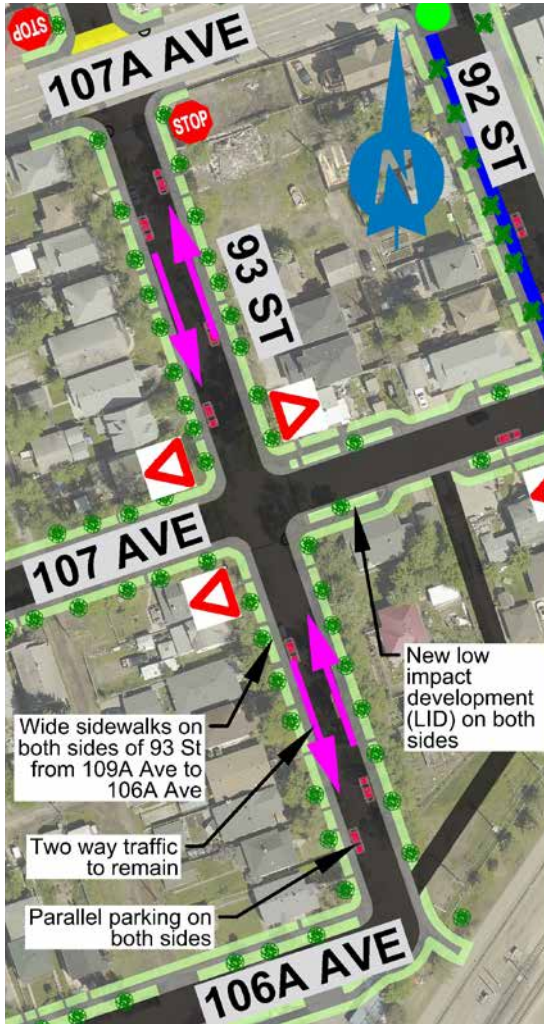
**Participants support:**

- + Improving north-south connections for people who walk, roll and bike



# 93 Street – 109A to 106A Avenue

107A Ave to 106A Ave



108A Ave to 107A Ave



**109A Ave to 108A Ave**



**What we decided:**

- + To narrow the road slightly, making room for the addition of wider sidewalks on both sides
- + To add curb extensions at 108 Avenue and 108A Avenue
- + To maintain two-way traffic (as exists today)
- + To maintain parallel on-street parking on both sides (as exists today)

**What we accounted for to make our decisions:**

**Vision and Guiding Principles considered:**



**City Policies and Programs**

- + City Plan
- + Safe Mobility Strategy
- + Community Traffic Management Policy

**Technical Requirements**

- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Space needed to accommodate new sidewalks within road right-of-way may have tradeoffs and impacts (for example, removal of on-street public parking or trees)
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities

**Public Engagement Input**

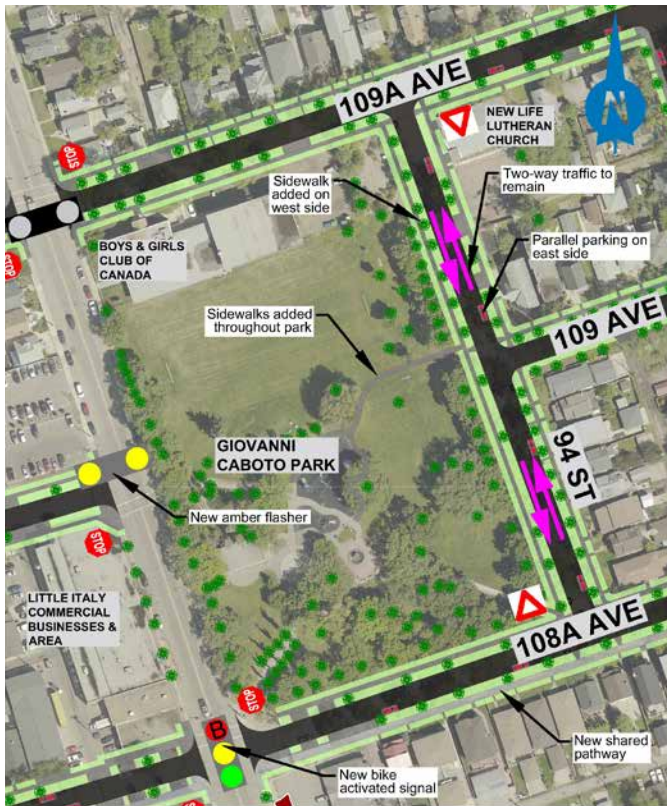
**Participants support:**

- + Adding traffic calming measures to 93 Street to help slow traffic and discourage shortcutting

**Participants indicate concern about:**

- + Changes on 92 Street causing traffic to divert and create higher traffic volumes and speeding on 93 Street

# Giovanni Caboto Park and 94 Street



### What we decided:

#### Giovanni Caboto Park

- + To add a new east-west path through the middle of the park to improve walking connections
- + To add a new amber flasher signal to enhance pedestrian crossing at 95 Street and 109 Avenue

#### 94 Street

- + To add a new north-south sidewalk on west side of 94 Street to improve connections around the park
- + To maintain two-way vehicle traffic direction on 94 Street (as exists today)
- + To limit parallel on-street parking to the east side to create space for the new west side sidewalk without impacting any trees

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



#### City Policies and Programs

- + Breathe – Green Network Strategy
- + City Plan
- + Winter City Design Guidelines
- + Connect Edmonton

#### Technical Requirements

- + Space needed to accommodate new sidewalks within road right-of-way may have tradeoffs and impacts (for example, removal of on-street public parking or trees)
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities
- + Improve visibility for the space per CPTED recommendations

#### Public Engagement Input

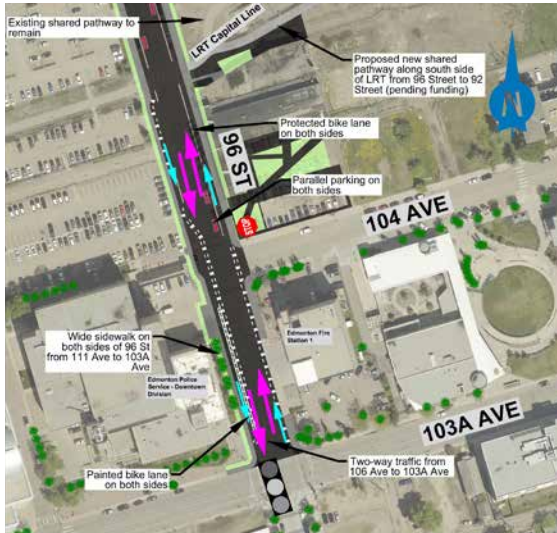
#### Participants support:

- + Improving east-west walking and rolling connections through Giovanni Caboto Park
- + Adding a north-south sidewalk connection along 94 Street as opposed to a path through the park's green space

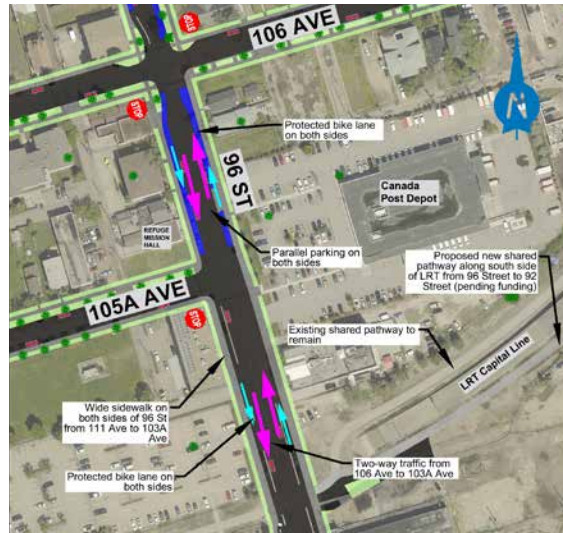
## 96 Street – 111 to 103A Avenue

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.

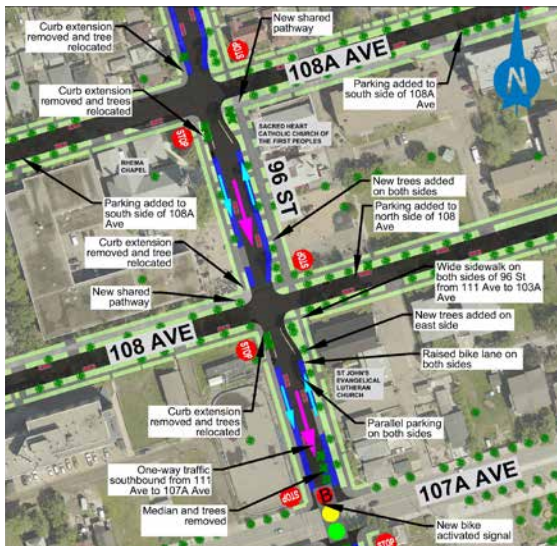
**105A Ave to 103A Ave**



**106 Ave to 105A Ave**

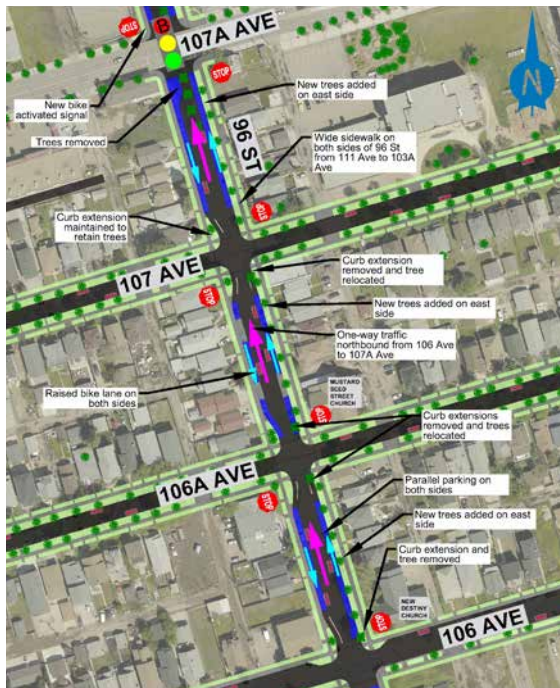


**108A Ave to 107A Ave**



**109 Ave to 108A Ave**



**107A Ave to 105A Ave****111 Ave to 109A Ave****What we decided:**

- + Bike lanes:
  - + 111 Avenue to 104 Avenue: To add a raised\* protected bike lane, located on the east and west sides of 96 Street to provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
  - + 104 Avenue to 103A Avenue: To add a painted bike lane on the east and west side of 96 Street to accommodate Edmonton Police Services and Fire Station parking (as exists today)
- + To add bike-activated signals at 111 Avenue and 107A Avenue
- + To add parallel on-street parking to the following side streets: 108 Avenue, 108A Avenue and 110A Avenue

**111 Avenue to 107A Avenue:**

- + To change from two-way to one-way southbound vehicle traffic (change from what exists today)
- + To add curb extensions to slow traffic and support the new one-way southbound driving direction
- + To include parallel on-street parking (70 per cent of parking retained from what exists today)
- + To narrow the road width which, along with the change to parallel parking, creates a public space to widen sidewalks on both sides and add new tree plantings

**107A Avenue to 106 Avenue**

- + To change from two-way to one-way vehicle traffic northbound (change from what exists today)
- + To remove some curb extensions to make space for the protected bike lane. Some curb extensions are being maintained to reduce crossing distances and preserve mature trees along the street
- + To include parallel on-street parking (change from angle) to create a public space to widen sidewalks on both sides and add new tree plantings

**106 Avenue to 103A Avenue**

- + To maintain curb extension to slow traffic (as exists today)
- + To maintain two-way vehicle traffic (as exists today)
- + To include parallel on-street parking north of LRT tracks (70 per cent of parking retained from what exists today)
- + To maintain parallel and angle on-street parking south of LRT tracks (as exists today)
- + To replace existing street lighting post top poles with an updated style in the same colour
- + To add pedestrian-level lighting to new galvanized street lights
- + To add special pavement treatment and additional seating areas between 108 Avenue and 108A Avenue that could be closed for special events/markets

\*Change from final design presented in June 2022: 96 Street on-street protected bike lane has changed to a raised protected bike lane with some portions remaining on street.

**What we accounted for to make our decisions:**

**Vision and Guiding Principles considered:**



 **City Policies and Programs**

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Active Transportation Policy
- + Community Traffic Management Policy
- + Corporate Tree Management Policy
- + Connect Edmonton
- + Snow and Ice Control Policy

 **Technical Requirements**

- + Bike route connectivity, upgrading the neighbourhood north-south district bike connection in McCauley via raised protected uni-directional bike lanes
- + Bike route signage will be installed to inform users of connections
- + Curb extensions maintained to improve sight lines and reduce crossing distances at intersections while mitigating impacts to mature trees
- + Signal improvements required to facilitate safe crossings with new bike infrastructure introduced at 107A Avenue and 96 Street
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities
- + Identify new areas where trees can be planted to support succession planting
- + Space needed to accommodate protected infrastructure and trees within road right-of-way will have tradeoffs and impacts (for example, change of on-street angle parking to on-street parallel parking, change to one way traffic direction)

 **Public Engagement Input**

**Participants support:**

- + Changing from a shared road to protected bike lanes on 96 Street to separate people who bike from those who walk and drive along this north-south route
- + Adding bike-activated signals to 111 Avenue and 107A Avenue to increase safety and convenience for people who bike
- + Improving public spaces with wider sidewalks, gathering spaces and tree plantings

**Some participants indicate concern about:**

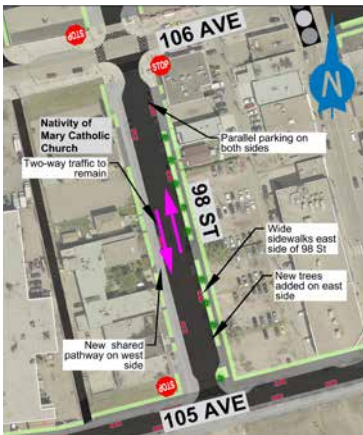
- + Removing any parking that supports the churches and businesses in the area
- + One-way streets adding to navigation difficulties for people who drive

# 98 Street – 110A to 105 Avenue

Rendering of 98 Street and 106 Avenue



106 Ave to 105 Ave



Rendering of 107 Avenue



107A Ave to 106 Ave



110A Ave to 108A Ave



108A Ave to 107A Ave



### What we decided:

- + To narrow the road width and change all on-street parking to parallel, creating space for:
  - + A shared pathway on the west side and wider sidewalks on the east side to provide an enjoyable walking and gathering destination
  - + New tree plantings
- + To maintain two-way vehicle traffic (as exists today)
- + To provide on-street parallel parking (70 per cent of parking retained from what exists today)
- + To add special pavement and sidewalk treatments between 106 Avenue and 107A Avenue to enhance the area as a gathering space (subject to funding)

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies  
and Programs

- + City Plan
- + Edmonton Bike Plan
- + Safe Mobility Strategy
- + Connect Edmonton
- + Active Transportation Policy
- + Economic Action Plan



Technical  
Requirements

- + Bike route spacing, implement a new neighbourhood north-south bike connection in McCauley via a shared pathway
- + Bike route signage will be installed to inform users of connections
- + Curb extension and midblock crossing to improve sight lines and reduce crossing distances at intersections
- + Signal improvements required to facilitate safe crossings with new bike infrastructure introduced at 107A Avenue and 98 Street
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities
- + Identify new areas where trees can be planted to support succession planting
- + Space needed to accommodate new shared pathway and trees within road right-of-way will have tradeoffs and impacts (for example, change of on-street angle parking to on-street parallel parking)
- + Improve visibility for the space per CPTED recommendations



Public  
Engagement  
Input

#### Participants support:

- + Adding and improving east-west bike connections that will take riders to desired destinations and other bike connections
- + Enhancing public gathering spaces with trees and wider sidewalks
- + Changing parking to parallel, feeling it is safer than angle

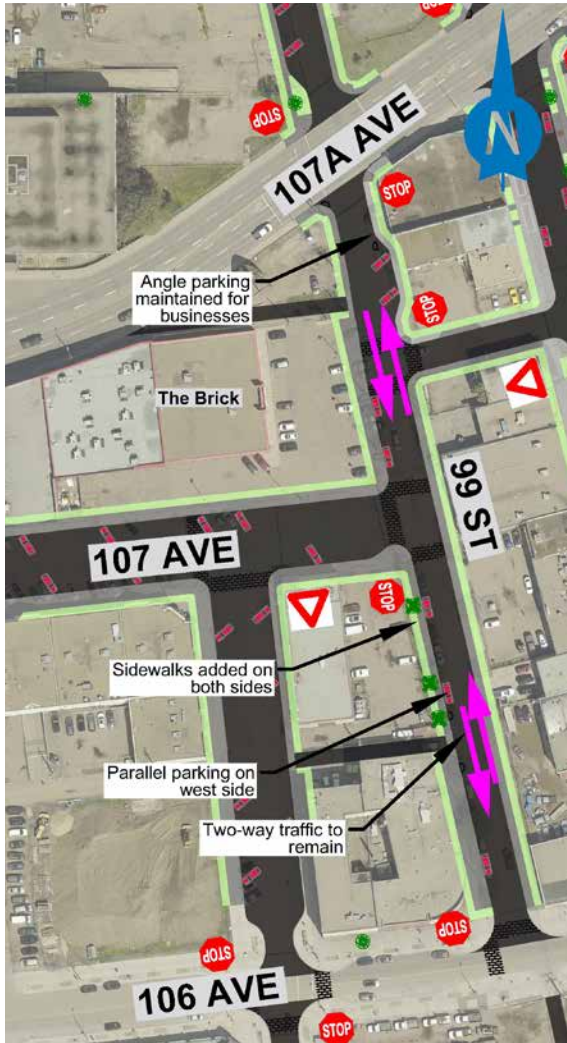
#### Participants indicate concern about:

- + Losing any parking that supports commercial business in the area

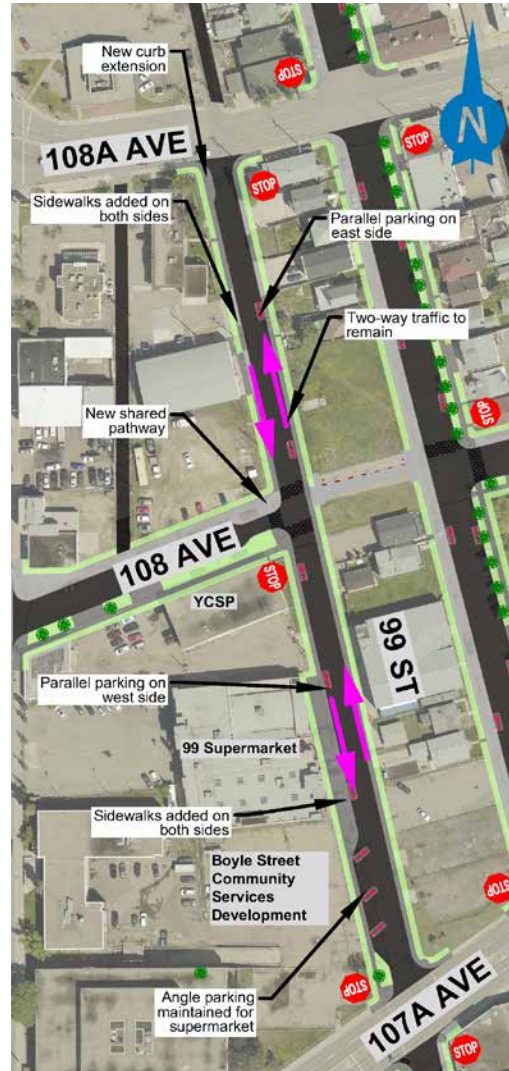


## 99 Street – 108A to 106 Avenue

107A Ave to 106 Ave



108A Ave to 107A Ave



### What we decided:

- + To narrow the road width to create public space for new sidewalks on both sides of 99 Street
- + To add a curb extension to 108A Avenue to reduce crossing distances and improve sight lines
- + To maintain two-way vehicle traffic (as exists today)
- + To provide angle on-street parking near businesses and parallel parking on the east side of the road north of 108 Avenue and west side of the road south of 107 Avenue

## What we accounted for to make our decisions:

### Vision and Guiding Principles considered:



City Policies  
and Programs

- + City Plan
- + Safe Mobility Strategy
- + Community Traffic Management Policy
- + Connect Edmonton
- + Active Transportation Policy
- + Economic Action Plan



Technical  
Requirements

- + Curb extension to improve sight lines and reduce crossing distances at intersections
- + Space needed to accommodate new sidewalks within road right-of-way will have tradeoffs and impacts (for example, removal of on-street public parking or trees)
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure – underground and above ground utilities
- + Improve visibility for the space per CPTED recommendations



Public  
Engagement  
Input

#### Participants support:

- + Adding curb extensions to provide shorter, safer crossings for people who walk and roll and that help slow traffic
- + Including new sidewalks on both sides of the street to improve connectivity for people walking and rolling
- + Retaining two-way traffic
- + Retaining parking in the area to support local businesses

#### Some participants indicate concern about:

- + Business retention and social issues in the area not being addressed by Neighbourhood Renewal

## Chinatown Alleys

### What we decided:

- + Alley Renewal involves alley reconstruction and repaving, improvements to surface drainage where feasible, and upgrading of existing alley lighting to LED fixtures. Utility assessments and repairs, along with removals and pruning of trees and shrubs, are also completed. The alleys within the Chinatown Business Improvement Area (BIA) will be renewed in coordination with the front streets.

Note: Residential alleys will be renewed as part of the City's Alley Renewal Program based on the condition rating of the residential alleys.

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies and Programs

- + Alley Renewal Program
- + Economic Action Plan



Technical Requirements

- + Ensure road and lot drainage is not negatively impacted with new alley pavement
- + Ensure new alleys can accommodate existing infrastructure – underground and above ground utilities



Public Engagement Input

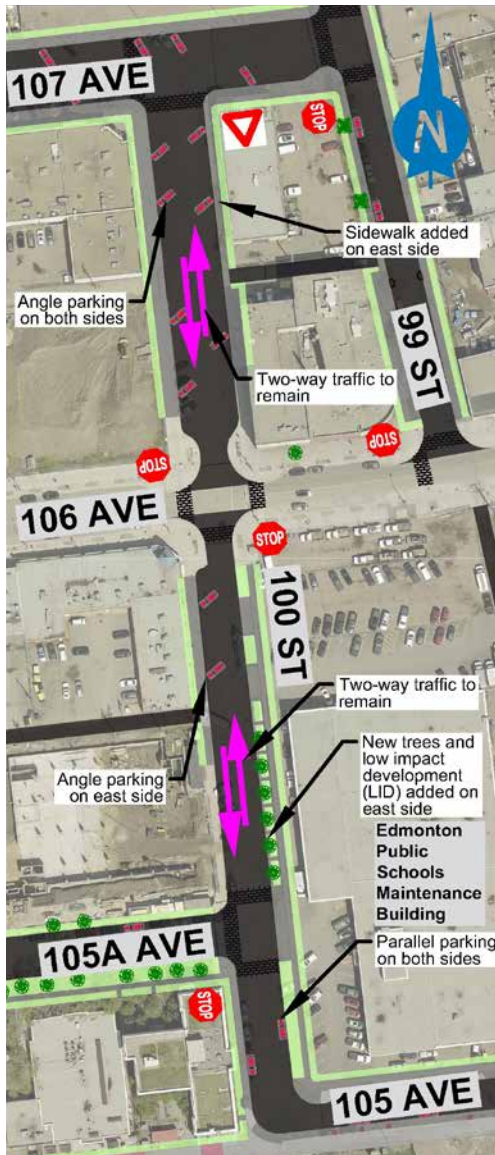
#### Participants support:

- + Renewing alleys in the Chinatown's BIA as they are in rough shape
- + Increasing lighting to improve the safety of those who walk, roll and bike through the alleys

#### Some participants indicate concern about:

- + Not feeling safe or secure using this area due to crime and social issues

## 100 Street – 107 to 105 Avenue\*



### What we decided:

- + To add a sidewalk to the east side
- + To add new trees with EPCOR LID to the east side
- + To maintain two-way traffic (as exists today)
- + To maintain angle parking (as exists today)

\*Change from final design presented in June 2022

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



#### City Policies and Programs

- + City Plan
- + Safe Mobility Strategy
- + Connect Edmonton
- + Corporate Tree Management Policy
- + Active Transportation Policy
- + Economic Action Plan

#### Technical Requirements

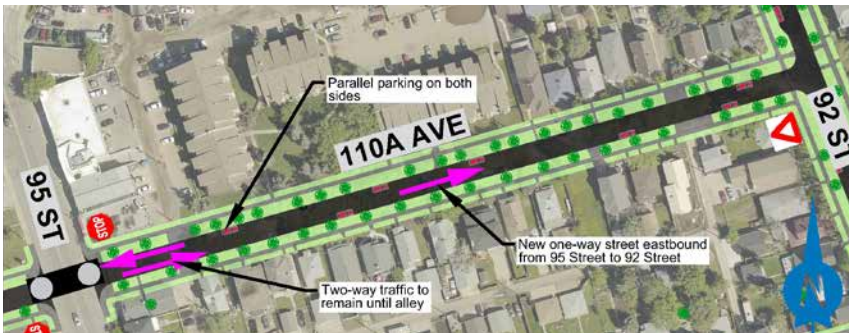
- + Space needed to accommodate new sidewalks within road right-of-way may have tradeoffs and impacts (for example, removal of on-street public parking or trees)
- + Improve drainage and surface ponding with the implementation of EPCOR LID
- + Provide adequate soil volume to promote tree health with the use of soil cells
- + Ensure road and lot drainage is not negatively impacted with new features
- + Ensure new features can accommodate existing infrastructure - underground and above ground utilities
- + Improve visibility for the space per CPTED recommendations

# 110A and 110 Avenue – 95 to 92 Street

## 110 Avenue – 95 Street to 92 Street



## 110A Avenue – 95 Street to 92 Street



### What we decided:

#### 110A Avenue

- + To change from two-way to one-way eastbound vehicle traffic from the alley to 92 Street reducing conflicts on this very narrow road (change from existing)
- + To include parallel on-street parking on both sides of the road
- + To maintain two-way traffic from 95 Street to the alley

#### 110 Avenue

- + To change from two-way to one-way westbound vehicle traffic direction from 92 Street to the alley east of 95 Street to complement the changes on 110A Avenue (change from existing)
- + To maintain two-way vehicle traffic from the alley to 95 Street
- + To maintain parallel on-street parking on the north side of the road (as exists today)

### What we accounted for to make our decisions:

#### Vision and Guiding Principles considered:



City Policies and Programs

- + Safe Mobility Strategy



Public Engagement Input

#### Participants support:

- + Changing the roads to one-way vehicle traffic

#### Participants indicate concern about:

- + Speeding vehicles down these narrow roads
- + Drivers who do not obey the one-way vehicle direction

## Mary Burlie Park\*

Funding for a complete review of Mary Burlie Park was approved as part of the 2023 – 2026 budget deliberations. Mary Burlie Park will be removed from the McCauley Neighbourhood Renewal Project and proceed as an independent project. Timelines for the project will align with the Capital budget timeframe of 2023 – 2026.

\*Change from final design presented in June 2022



# What We Decided Report: McCauley Neighbourhood Renewal Final Design

## Next steps

Construction is scheduled in McCauley over three years, starting in spring 2023 with completion in 2025. The Local Improvement process for sidewalks will begin in early January 2023, all property owners will have received a Local Improvement notice in their mailbox to initiate the one month petition period.

## Preparing for construction in front of your house

You may see a few activities in your neighbourhood prior to construction, including:

- + Utility companies completing their work, where possible, before construction begins. This minimizes cutting into the road after it is reconstructed
- + Trees being pruned if they are in the way of the construction equipment. If a tree on private property requires pruning, the City will notify the property owner
- + Existing street light poles being removed and replaced. Installation of new street lights may occur prior to construction

## You can prepare your property for construction by:

- + Marking all underground sprinkler systems
- + Removing any potential conflicting landscaping within one to two metres of the sidewalk in front of your property
- + Removing plants and flowers before construction so they do not get damaged
- + Pulling back any mulch or rocks

If you have any special access requirements, such as DATS, please advise your Delivery Project Manager during construction as soon as possible. His contact information can be found at [edmonton.ca/BuildingBoyleStreetandMcCauley](https://edmonton.ca/BuildingBoyleStreetandMcCauley), or by calling 311.

## Mail Delivery

During construction, Canada Post may choose to temporarily suspend mail delivery. If this happens, you should receive a notice of temporary suspension with information about which depot your mail will be at and how you can claim it. If you are not receiving your mail but have not received a suspension notification, please call Canada Post customer service at 1-800-267-1177.

### Ways the City will communicate with you

Prior to the start of construction in your neighbourhood, construction bulletins will be distributed to all residents. The City's Delivery Project Manager Donny Fung will be your point of contact during construction. His contact information is [donny.fung@edmonton.ca](mailto:donny.fung@edmonton.ca) and can be found at [edmonton.ca/BuildingBoyleStreetandMcCauley](https://edmonton.ca/BuildingBoyleStreetandMcCauley).

The Delivery Project Manager can assist you with answering questions or addressing specific needs or concerns about construction.

*Note: Boyle Street construction is scheduled to begin in 2024; watch your mailboxes for construction information later this year.*





For project updates and more information:  
Web: [edmonton.ca/BuildingBoyleStreetandMcCauley](http://edmonton.ca/BuildingBoyleStreetandMcCauley)  
Email: [buildinggreatneighbourhoods@edmonton.ca](mailto:buildinggreatneighbourhoods@edmonton.ca)  
Call: 311

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**SHAPE** OUR CITY

