

What We Heard Report: Boyle Street and McCauley Neighbourhood Renewal

Community Feedback on Draft Design
November 2021 to March 2022

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

REFINE

What We Heard Report: Boyle Street and McCauley Neighbourhood Renewal

Table of Contents

3	Project overview
4	Roadmap to Building Great Neighbourhoods
5	Public engagement spectrum
5	Decision making process
6	Community Feedback on Draft Design
6	How we informed and engaged
9	What we heard
16	Next steps

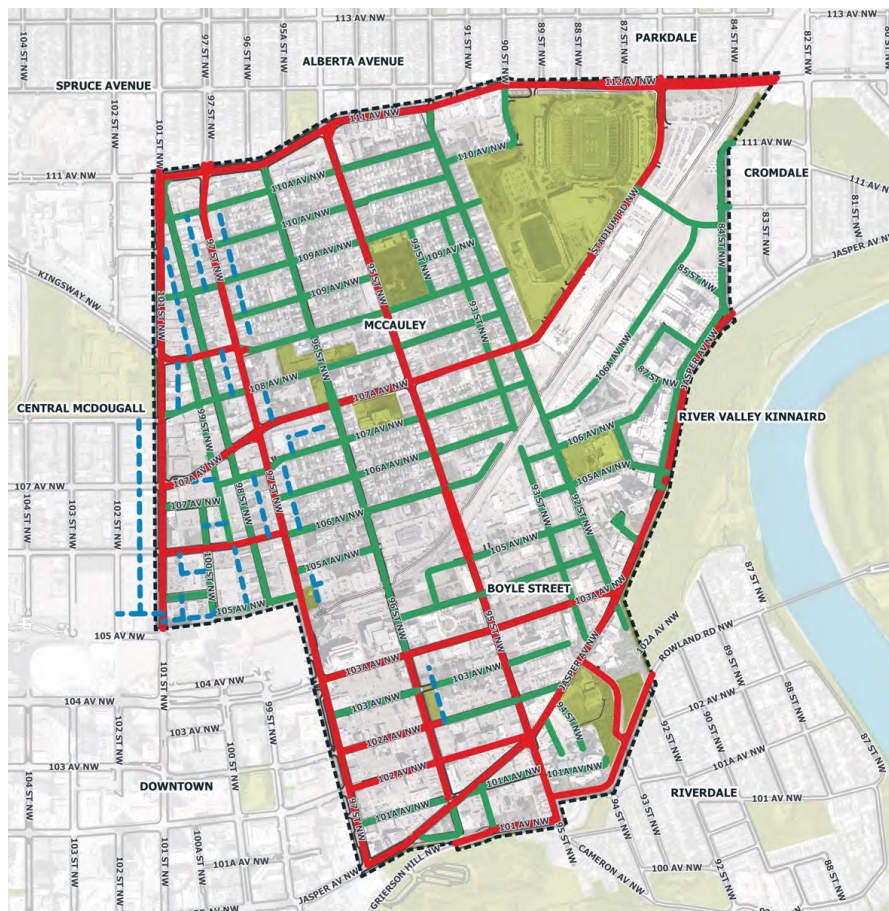


Project overview

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

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

An interactive public engagement process began in November 2020 to gather local knowledge and views and opinions from residents and property owners to inform the development of the neighbourhood design and ensure it meets the needs of both current residents and visitors and those in the future.



Neighbourhood Boundaries

Boyle Street & McCauley Scope

Roads in Scope

Included

Not Included

Alleys in Scope

Roadmap to Building Great Neighbourhoods

The Neighbourhood Renewal program follows the roadmap below from Starting the Conversation to the unveiling of the new neighbourhood enhancements and celebration of the completion of construction. At each step, the Project Team shares with you how your input will inform the decisions being made.

This report highlights the input received during the **Community Feedback on Draft Design** phase between November 2021 to March 2022.



Public engagement spectrum

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

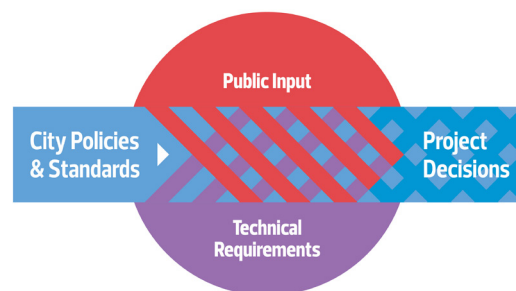
The City's public engagement spectrum defines the public's level of influence in the engagement process. Engagement activities during this phase were at the **REFINE** level on the City's public engagement spectrum.



Visit edmonton.ca/PublicEngagement for more information on the City's public engagement process and click on Vision, Definition and Spectrum.

Decision making process

City policies and standards such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy, and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will best fit in the neighbourhood.



Over 10,000 residents live in Boyle Street and McCauley, each with needs and opinions on how they envision its future. Over the past year, feedback has been collected in multiple ways—surveys, Community Conversations, emails/phone calls, stakeholder discussions and online engagement. Early public input was used to develop the Project Vision and Guiding Principles that, along with ongoing public engagement, continue to guide the Project Team when prioritizing design decisions.

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

Community Feedback on Draft Design

During this project stage, the Project Team reviewed and analyzed public feedback on the proposed options from the previous engagement stage – Exploring Options and Tradeoffs – and the team used this analysis to create the draft neighbourhood design. The draft design is the first look at how the proposed infrastructure and design elements could work together as a system. The draft design was shared with the public to gather feedback.

How we informed and engaged

The Project Team shared information with the public to describe how the draft neighbourhood design works together as a system. We asked the public if they feel the proposed changes meet the needs of area residents and other users and what the Project Team should consider as they move ahead with the designs.

The Project Team gathered public and stakeholder input through Community Conversations, stakeholder meetings, surveys and through email and phone call interactions.

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

Visit edmonton.ca/BuildingBoyleStreetandMcCauley for details from previous stages.



COMMUNITY CONVERSATIONS

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

Section	Topics	Date	Participation
1	111 Avenue to 108A Avenue (101 Street to 95 Street)	February 9, 2022	8
2	108A Avenue to 105 Avenue (101 Street to 95 Street)	February 10, 2022	7
3	111 Avenue to 106 Avenue (North of LRT, 95 Street to 92 Street)	February 15, 2022	6
4	105 Avenue to 101 Avenue (97 Street to 95 Street)	February 16, 2022	2
5	105 Avenue to 101 Avenue (95 Street to 92 Street)	February 24, 2022	2
6	106A Avenue to Jasper Avenue (92 Street and east section)	February 28, 2022	1
7	Neighbourhood design overview – Active Transportation, streets and intersections	March 2, 2022	2



STAKEHOLDER MEETINGS

As service providers play a key role in the project area, one-on-one stakeholder meetings were held with several organizations in the area to discuss the draft design. They were also able to share the needs of the clients they serve and several conducted one-on-one surveys with the area's most vulnerable and hard-to-house.

Organization	Date
Little Italy businesses	February 24, 2022
McCauley Community League	March 8, 2022
96 Street – Church Street Churches	March 15, 2022
Jasper Avenue Service Road Property Owners	March 23, 2022



SURVEY (ONLINE)

The surveys, available online and in paper copy, presented the draft design as a whole for public input. The surveys were available between February 1 to March 15, 2022.

Survey / Draft Design Section	Number of completed surveys
Section 1	25
Section 2	20
Section 3	24
Section 4	14
Section 5	14
Section 6	14
Section 7	21
Total number of completed surveys	132



EMAILS AND PHONE CALLS

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



DRAFT DESIGN INFORMATION BOOKLET

Maps, drawings and details of the draft neighbourhood design were organized into 7 information booklets and posted online or available in paper copy, by request.

What we heard

The following is a summary of common themes heard across all engagement activities and audience groups during the Community Feedback on Draft Design phase. All feedback will be considered by the Project Team as they work to refine the draft design into the final neighborhood design that will be shared in June 2022.

It is important to note that unique priorities, issues and concerns were raised by individual stakeholders and public respondents and may not necessarily be reflected in the common themes.

All designs are subject to final approvals and funding.

The public and stakeholders were invited to participate in seven surveys asking location specific questions. Over 30 locations were presented for feedback. Locations highlighted proposed changes to improve how people walk, bike, roll, drive and experience the streets, sidewalks, parks and public spaces in Boyle Street and McCauley. More respondents generally agree (49%) than those who disagree (25%) that the proposed changes will meet the needs of area residents and other users. 26% of respondents indicate they do not know or have no opinion.

Taking into consideration all engagement activities, the following highlights common changes respondents look forward to most.

Active Transportation

- + Many respondents support and are looking forward to the new connections and safety improvements for biking, walking and rolling including:
 - + The crossing light at 108A Avenue at 95 Street
 - + The new protected bike lanes on 96 Street and the shared pathway on 108A Avenue that separate bikes from traffic
 - + Bike activated signals at crossings along key routes
 - + Curb extensions that shorten pedestrian crossing distances
 - + The 108 Avenue connection to Victoria School
 - + Sidewalk links added where currently missing
 - + The new east-west path through Giovanni Caboto Park
 - + The improved alley connection to the Latta Bridge

"There are many missing sidewalks currently so I'm happy to see them fixed."

"I bike on 96 and 92 Street regularly, and I am excited for that part of my routine to have a huge improvement. 108 and 108A Avenue shared pathways will be filling a much needed east-west gap in the neighborhood. The pedestrian oriented alleys will be a brilliant and interesting way to patch some of the current gaps in the neighborhood, and I'm really looking forward to those."

"The overall shift in focus to a more pedestrian-friendly city is refreshing. There are many more things that could be done with the design to improve walkability and bikeability, but this is a step in the right direction."

"More access points at Giovanni Caboto will make the park more welcoming and integrated into the neighborhood."

Driving

- + Respondents are looking forward to smooth driving surfaces free of potholes
- + Alley renewal in the Chinatown Business Improvement area is mentioned as both needed and welcome

Taking into consideration all engagement activities, the following highlights common changes respondents are **most concerned about.**

Social Concerns

- + Respondents feel that improving the feeling of safety and security surrounding the social concerns in the area are of highest priority for these two neighbourhoods
- + Consider how neighbourhood designs improve user safety, include the needs of the area's unhoused and discourage crime and encampments

"If there is a shared pathway alongside the LRT, please ensure that there is good lighting, and that it looks inviting to walk through. Safety is a big concern and ensuring safety through design would be lovely."

"If this type of activation with bikes and cars can help bring more people to the area I am all for it. Many social disorder issues in this corridor are alarming."

"More garbage receptacles would also be helpful around the parks and paths used by the homeless."

Driving

- + Respondents not in support of one-way streets in the area worry they will create navigation confusion, divert traffic to other nearby streets and cause residents to extend their drive time. Several comments were specific to 92 Street and traffic diversion at 107A Avenue and concerns that it will impact residents driving routes and divert traffic to 93 Street
- + Some respondents shared their concern with safety along 93 Street suggesting traffic calming measures be considered, especially with the changes on 92 Street
- + Stakeholders in the area suggest improvements to the alley between 106A and 106 Avenue to the east of 92 Street as it is a main connection to the school for both buses and pedestrians

"Closing 92 Street will also greatly increase traffic on 93 Street for people cutting around the one-way."

Parking

- + Parking is considered an important and necessary amenity in the neighbourhood especially to area businesses, churches and other service-oriented destinations. Several parking comments are specific to:
 - + 96 Street
 - Consider removing less parking in the area and/or redistributing it near churches and businesses
 - Consider parking restrictions in the area but be mindful of church service times
 - + Chinatown
 - Parking is felt to be vital to area businesses
 - Consider parking restrictions in the area but be mindful of the needs of businesses

“More Parking is needed!!! I very strongly disagree with limiting the parking. We need more parking on and around 96 Street.”

“I’m really pleased with the changes proposed. I just ask that the group have parking restrictions as part of this work. Otherwise, a lot of the changes will not go as far as they could to help the community.”

Active Transportation

- + Some respondents are concerned that connections that allow multiple users such as shared pathways and roadways are less safe due to possible increase of user conflicts
 - + Protected bike lanes are preferred as they separate bikes from both pedestrians and vehicle traffic
 - + Consider adding further traffic calming on the bike boulevard on 92 Street
- + Several respondents shared frustration that the wait time for the pedestrian crossing light is too long at 97 Street at 109A Avenue
- + A bike activated signal to cross 107A Avenue at 92 Street was suggested by several respondents

“Shared pathways are unsafe as pedestrians and cyclists travel at very different speeds”

“Could you please improve the landscaping at the intersection between 111 Avenue and 92 Street? There should be a sidewalk following the street on the west side. What is the “dark green” triangle there? Currently it is not landscaped and it looks like a landfill.”

Mary Burlie Park

- + New active transportation connections to and through this area are welcome, however, many respondents report this park in its current state feels unsafe to use and connection improvements are not going to be enough to change that

Alley east side of Kinistinâw Park

- + Some respondents would like the design to consider the short term use of the area (before the developments from Boyle Renaissance Phase 3) by adding more lighting and traffic calming now

"Spaces with PEDESTRIANS as its focus should not allow vehicles to also use it unless there are definitely physical cues like speed bumps to prevent speed. Especially an alley like this. Edmontonians will ignore gentle signage asking for low speeds."

Trees

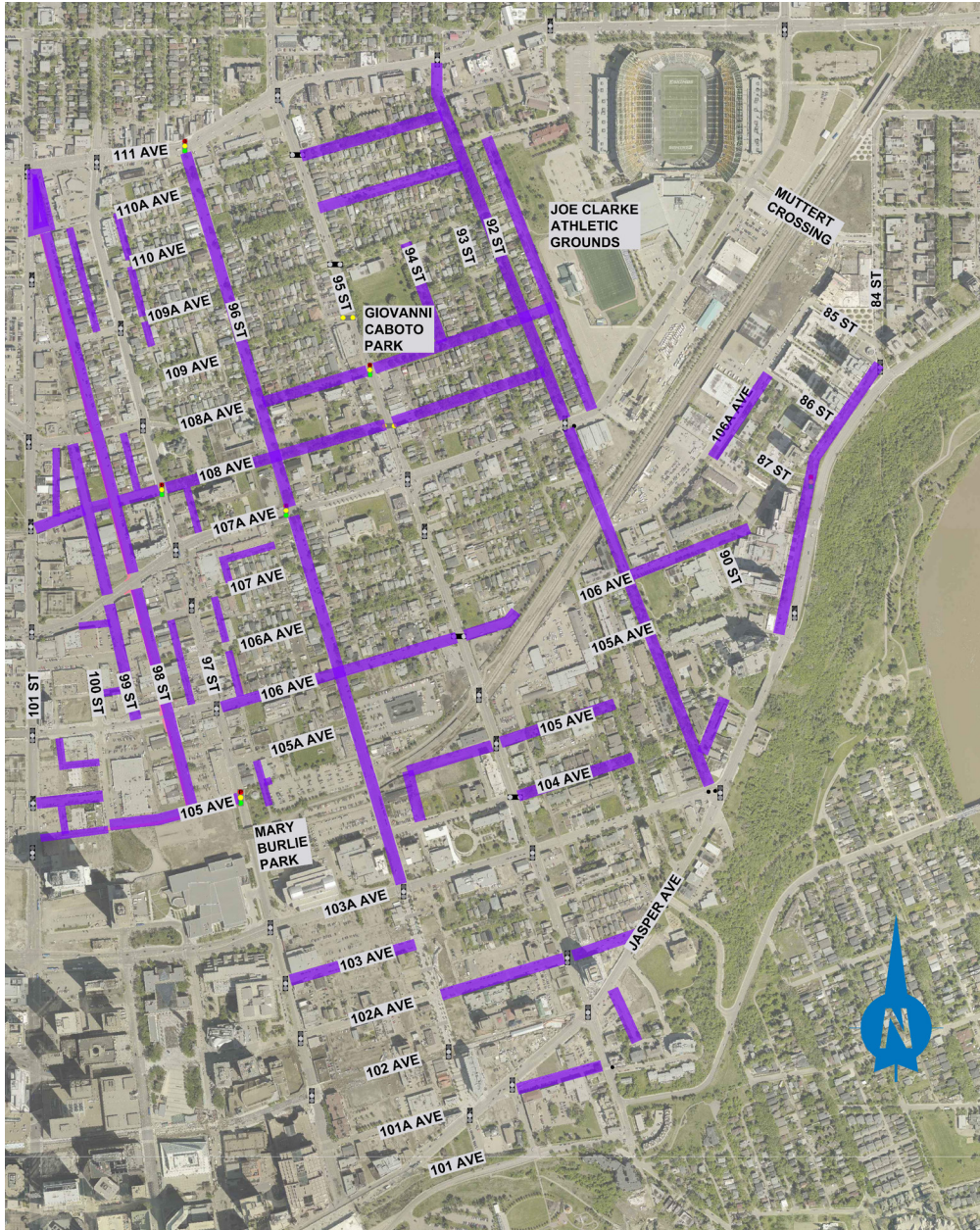
- + Trees are very important to the neighbourhood and any impacts to trees should be kept to a minimum

"I am in full support for traffic calming in neighborhoods, especially on this road (92 Street) as I have seen many major accidents on this road. However, I want to make sure no trees are removed for this design. The mature trees are an integral part of this neighborhood charm and I am opposed to removal of any."



Results by Design/Location (from the surveys only)

Respondents were asked to review the changes happening at each location throughout Boyle Street and McCauley, shown in purple in the map below, and to consider if the design changes meet the needs of residents and area users.



More respondents Agree than Disagree

More respondents Disagree than Agree

Note: Results do not include percentages for respondents that indicated 'do not know/no opinion'.

Responses	Location	Agree	Disagree
14	101A Avenue at 95A Street	57%	14%
26	102A Avenue – 96 Street to Jasper Avenue	46%	42%
14	103 Avenue between 97 and 96 Street	65%	14%
14	104 and 105 Avenue – between 95 and 93 Street	50%	14%
20	105A Avenue – 101 to 100 Street	40%	25%
39	106 Avenue – (97 Street to LRT – East of 95 Street)	52%	25%
14	106A Avenue Service Road	64%	0%
20	107 Avenue – 101 to 97 Street	40%	30%
20	108 Avenue – 101 to 97 Street	35%	40%
20	108 Avenue – 97 to 96 Street	55%	30%
39	108A / 108 Avenue – 96 to 92 Street	48%	28%
25	109A Avenue – 101 to 97 Street	72%	12%
24	110A and 110 Avenue – 95 to 92 Street	55%	25%
47	92 Street – 111 to 103A Avenue	37%	44%
14	94A Street	21%	14%
38	96 Street – 111 to 107A Avenue	48%	40%
20	96 Street – 107A to 106 Avenue	40%	40%
30	96 Street – 106 to 103A Avenue	37%	40%
30	97 Street / 105A Avenue Amber Flasher Removal	30%	33%
38	98 Street – 110A to 105 Avenue	42%	37%
20	99 Street – 108A to 106 Avenue	40%	30%
14	Jasper Avenue Service Road – 90 to 84 Street	57%	28%
25	101 Street / 110A Avenue / 98 Street Intersection	52%	32%

Responses	Location	Agree	Disagree
30	101 Street to Mary Burlie Park to LRT Shared Pathway Connection	23%	43%
50	LRT Shared Pathway Connection	56%	18%
37	Chinatown Alleys (Business Improvement Area)	57%	19%
20	Mary Burlie Park	35%	40%
24	Giovanni Caboto Park and 94 Street	67%	26%
24	Stadium Alley / Berm - 109A to 108A Avenue	71%	8%
14	Alley connection to Latta Bridge (between 92 and 91 Street)	64%	14%
14	Alley - 103A to 102A Avenue (east side of Kinistinâw Park)	57%	28%
14	Boyle Renaissance Phase 3 - Alley connection off 105 Avenue / LRT shared pathway	43%	14%
21	St. Teresa School - 90 Street / 105A Avenue	57%	15%
21	Designs for Active Transportation	48%	38%
21	Street Designs	53%	9%
21	Parks and Public Space Designs	66%	24%



Next Steps

The Project Team will consider all comments received as we begin to finalize the neighbourhood design. The final design will be shared in June 2022.

Watch for information on the upcoming project stages:

April to July 2022	Community Feedback on Final Design
February 2023	Preparing for Construction and Local Improvement Decisions in McCauley
Spring 2023 to Fall 2025	Construction on Your Streets in McCauley
Early 2024	Preparing for Construction and Local Improvement Decisions in Boyle Street
Spring 2024 to Fall 2025	Construction on Your Streets in Boyle Street

Stay informed

Visit edmonton.ca/BuildingBoyleStreetandMcCauley for more information and to register to receive email updates throughout the project.

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

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton