ENGAGE 106
Walk, Bike, Live.
76
Background

- 106 Street and 76 Avenue Collector Roads Concept Planning Studies
- Project was initiated through Queen Alexandra Neighbourhood Renewal
- Pilot Engagement Project Engage 106-76
Anticipated Construction Timelines

Queen Alexandra - 2017
Belgravia - 2019
McKernan - 2019
Strathcona - 2019
Allendale - 2019
Pleasantview - 2020
Empire Park - 2020
• Pleasantview & Empire Park estimated construction in 2020

• Public engagement in Pleasantview will begin at a later time

• Engagement in Empire Park has begun but more information is needed to ensure network connectivity to the rest of 106 Street
Efforts are being coordinated between

• Urban Transportation’s Belgravia Community Traffic Management Plan (CTMP) Project,

• Belgravia’s Neighbourhood Renewal Projects,

• Engage 106-76

to address issues of speeding and shortcutting in Belgravia

CTMP stakeholder meetings will begin in April 2016 to begin the development of a Public Consultation Plan

Any CTMP measures will be constructed as part of the Neighbourhood Renewal Process
Today’s Open House

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Activity</th>
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<tbody>
<tr>
<td><strong>SPRING 2015</strong></td>
<td>Develop Engagement Framework</td>
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<td>Core team assembly, Vision and Principles, Terms of Engagement</td>
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<td><strong>SUMMER 2015</strong></td>
<td>Invite broader community &amp; City staff to sign-up as Community Partners</td>
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<td>Flyers &amp; letters to residents &amp; property owners, social media, Community Day event</td>
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<td><strong>SUMMER to FALL 2015</strong></td>
<td>Understand Community Partners’ experiences &amp; local knowledge of the corridors</td>
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<td>4 online surveys, 6 community workshops, stakeholder meetings</td>
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<td><strong>TODAY</strong></td>
<td><strong>Check-in on how the draft concept plan achieves the Vision &amp; Principles</strong></td>
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<td>Feedback will help refine the concept plan</td>
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<td><strong>Spring 2016</strong></td>
<td>Share Final Recommended Concept Plan</td>
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The task for this project is to figure out the best way to accommodate everyone. After reviewing the feedback from Community Partners, **Safety** and **Ease of Travel** are the key messages we heard:

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<tr>
<th>Themes</th>
<th>What We Heard</th>
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<tr>
<td>Separation</td>
<td>When pedestrians, cyclists and drivers are separated from each other, they feel safer and easier to get to their destinations</td>
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<td>Visibility &amp; Speed</td>
<td>To allow everyone to see where they are going and to see where others are coming; Reduced vehicles travel speed.</td>
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<td>Predictability</td>
<td>Consistent road design so that road users can predict what will happen next</td>
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<td>Access</td>
<td>Maintain access to public and private destinations, and maintain two-way travel.</td>
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A number of elements needed to be considered in the concept plan development, including:

<table>
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<tr>
<th>Design Considerations</th>
<th>Notes</th>
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<tr>
<td>Existing Cycling Route</td>
<td>Popular cycling routes, part of the City Bicycle Network Plan, providing direct connectivity through multiple neighbourhoods</td>
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<tr>
<td>Existing Bus Routes</td>
<td>Minimum lane width requirements to accommodate bus operation; bus stop location and interaction with traffic and cyclists</td>
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<tr>
<td>Mature Trees</td>
<td>Important to communities, difficult to relocate, expensive to replace or remove</td>
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<tr>
<td>Access</td>
<td>Maintain access to public and private destinations. e.g. schools, churches, businesses, parks, private driveways, etc.</td>
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<tr>
<td>On-street Parking</td>
<td>To meet the parking needs for disabled parking zones, local businesses and community destinations, such as schools and churches.</td>
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<td>Funding Availability</td>
<td>Cost of proposed improvements will need to consider available funding, while achieving the Vision &amp; Principles.</td>
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Walkability & Liveability Improvements

- Add missing sidewalks
- Curb ramps
- Narrower travel lanes
- Curb extensions
- Medians
- Signage placement
- Raised crosswalks/Speed humps
A **CYCLE TRACK** is the recommended cycling facility for the majority of 106 Street and 76 Avenue.

- Participants indicated they are comfortable sharing 106/76 with the presence of a bike facility that is physically separated from the travel lane (e.g. cycle track)

- It reduces conflicts between cyclists, pedestrians and motor vehicles

A Shared-Use-Path is recommended for 76 Avenue, west of 113 Street.
Bike Facility
Transition at 113 Street

Eastbound Traveling Cyclists
Bike Facility
Transition at 113 Street

Westbound Traveling Cyclists

PROPOSED IMPROVEMENTS FOR THE UNDERPASS APPROACHES TO ACCOMMODATE CYCLIST CROSSING AT 114 STREET (SUBJECT TO FUNDING)

3.0m SHARED USE PATH

1.5m MONO WALK

PHYSICAL BARRIER

3.0m MONO WALK

1.5m MONO WALK

EXISTING PEDESTRIAN ACTUATED SIGNAL
Cycle Track Barrier Design Examples

- **Cycle Track with Concrete Barrier**
  Laurier Ave, Ottawa, ON

- **Cycle Track with Flexible Bollards**

- **One-Way Cycle Track**

- **Elevated Bike Lane**
  No 3 Rd, Richmond, BC
Corridor Improvement Summary

- Roadway will be repaved/reconstructed
- Sidewalks and streetlights will be replaced
- Minimize impacts to mature trees
- Add missing sidewalk links
- Two one-way cycle tracks running on both sides of the corridors (except for 76 Avenue west of 113 Street, a shared-use-path is proposed)
- Maintain on-street parking wherever possible and deemed necessary
- Retain access to alleyways and private driveways
- Include additional traffic control, road signs and markings at key locations for improved operation and safety
Questions