



# ENGAGE 106-76 COLLECTOR CONCEPT PLAN

SEPTEMBER 2016

## About the Project

In April 2015, the City of Edmonton, in partnership with seven communities, began the pilot engagement project *Engage 106-76*. The project was established to identify how we could transform these streets into walkable, bikeable and livable public spaces that connect people. Improvements are planned for construction in the next few years.

Over the last year, more than 1,000 people participated in engagement activities including:

- Residents and other stakeholders signed up as Community Partners
- Surveys to understand Walkability, Livability, Driveability/Transit Use, and Bikeability in Engage 106-76 communities
- Community workshops exploring local experiences, challenges and opportunities
- Open House to gather feedback on the draft concept plan

Now that the design team has received community feedback and revised the Concept Plan, it is time for you to come and see what changes are coming to your neighbourhood!

## Concept Plan Highlights

Highlights of the concept for 106 Street and 76 Avenue will include:

- Improved walkability with curb ramps, raised crosswalks, and new sidewalks.
- Two one-way cycle tracks on both sides of the roads (except for 76 Avenue west of 113 Street).
- The cycle track and travel lane/parking bays are separated by a narrow concrete median.
- Narrower travel lanes as per Complete Streets Guidelines to encourage slower travel speed.
- Additional traffic control, road signs and paint markings in key locations for improved safety and operation for all road users.
- Two-way vehicle traffic will be retained.
- Access to alleys and private driveways will be retained.



## What We Heard

The draft plan was presented in an open house in April 2016 for public review and feedback. A total of 349 people attended the event along with 339 comment forms submitted either at the open house or online. Since April 2016, the design team also met with a number of local stakeholder groups to better understand community issues along the corridors. All the input, as well as further technical review, resulted in the following updates to the draft concept plan:

**Pedestrian considerations:** As mentioned above, respondents felt the draft concept didn't fully address walkability along and across 106 Street and 76 Avenue.

**City response:** Engineering measures have been incorporated in the concept to improve walkability, including raised crosswalks and narrower travel lanes to encourage reduced vehicular travel speeds,





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reducing crossing distance across vehicle lanes, as well as adding new sidewalks where they were previously missing.

**On-street parking:** Removal of on-street parking to make space for cycle track was a common concern to respondents, particularly accommodation of visitors and delivery vehicles for adjacent residents.

**City response:** Parking bays are added to the plan to accommodate these loading activities. Locations of parking bays are determined with consideration to tree and utility impacts. Some smaller or unhealthy trees will be removed or relocated elsewhere in the neighbourhood to meet the parking needs of residents. In addition, extending neighbourhood parking program in McKernan is being explored.

**Cycle track maintenance:** Respondents were concerned about snow and sand removal practice along proposed cycle track.

**City response:** The City is committed to providing year-round cycling facilities. Snow removal on cycle tracks and shared use path is easier than on-street bike lanes as the machinery used is similar to those employed on river valley shared use paths, making snow clearing effective and efficient.

**106 Street / 76 Avenue Intersection:** Respondents would like to understand why traffic signals are necessary at this intersection.

**City response:** The intersection has a high collision rate and a history of non-compliance with the four-way stop; and it carries relatively high traffic, pedestrian and cyclist volumes. With the introduction of a cycle track, cyclist volumes are anticipated to increase. The proposed traffic signal is expected to improve safety and provide clarity in terms of who has right-of-way.

**76 Avenue / 109 Street Intersection and 106 Street / 61 Avenue Intersection:** Respondents were concerned about the traffic impacts regarding left turn lane removal at these intersections.

**City response:** To better accommodate residents entering/exiting the neighbourhoods using motor vehicles, left turn lanes will be restored. To achieve

the design, some trees will be impacted and will be removed or relocated elsewhere in the neighbourhood.

**76 Avenue / 114 Street Intersection:** Respondents were concerned about the traffic impacts caused by the eastbound lane design.

**City response:** With further traffic analysis and design review, the eastbound lane design will remain as existing – a right-turn only lane and a shared through/left turn lane.

## The Concept Plan in Pleasantview and Empire Park

Although public engagement in Empire Park occurred along with the rest of the neighbourhoods featured in this plan, public engagement in Pleasantview was delayed due to the Community Traffic Management Plan (CTMP) pilot in their community. Now that the pilot has concluded, public engagement for Engage 106 - 76 can begin. Designing the concept plan through Pleasantview and Empire Park will occur simultaneously to ensure a continuous corridor that meets the needs of each neighbourhood. The public will be notified once details about public engagement are confirmed.

## Next Steps

The September 24 community event will wrap up the concept phase consultation for Engage 106-76. The City will then work on the preliminary and detailed designs based on the concept plans recommendation. Construction of 106 Street and 76 Avenue in Queen Alexandra is expected to take place in 2017.

## For More Information

Visit: [www.engage106-76.info](http://www.engage106-76.info)

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