

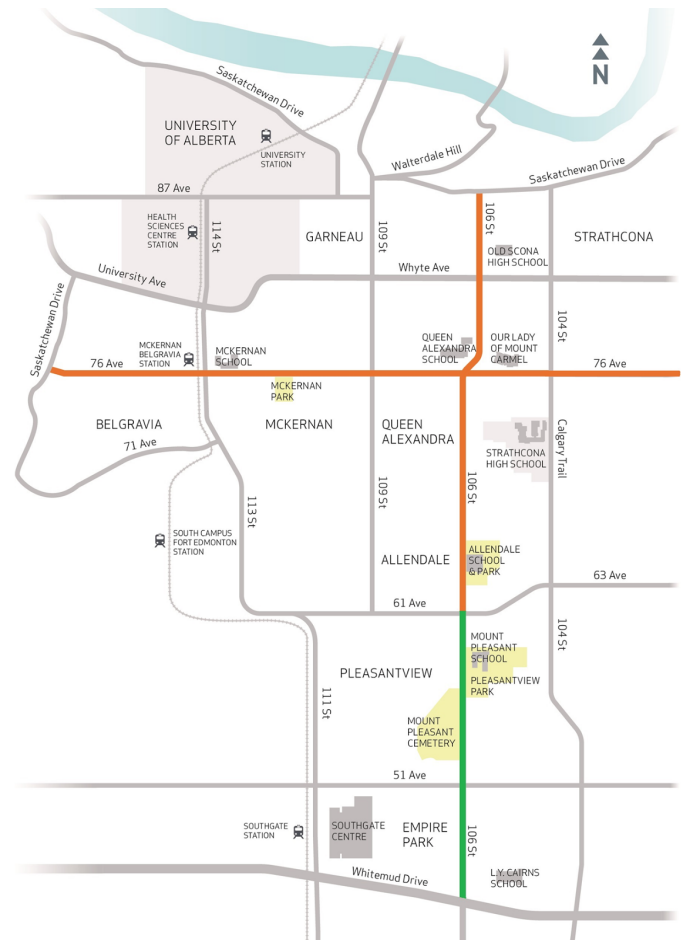
### About the Project

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

Over the last two years, public engagement activities included:

- Residents and other stakeholders signing up as community partners.
- Surveys to understand the local context of walkability, livability, driveability/transit use, and bikeability.
- Community workshops to explore local experiences, challenges, and opportunities.
- An open house in April 2016 to gather feedback on the draft concept plan.
- A community event to present the final concept plan in September 2016.

The September community event wrapped up the concept phase of this project. Since then, the City has worked on preliminary and detailed designs in preparation for construction in 2017/2018. This construction will be coordinated with the Neighbourhood Renewal program and 83 Avenue bike route project.



### Concept Plan Highlights

- Improved walkability with curb ramps, raised crosswalks, raised intersection and new sidewalks.
- Two one-way cycle tracks, or protected bike lanes on both sides of the road (except for 76 Avenue west of 113 Street).
- Concrete medians to provide a physical barrier between the protected bike lanes and travel lanes/parking bays.
- 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 to be retained.
- Access to alleys and private driveways to be retained.

### What We Heard

Community members provided feedback on preliminary design elements, including new tree planting locations/types, bike racks locations, and neighbourhood points of interest for future wayfinding projects. Based on this feedback, the design team has refined the preliminary design to include these additional design elements.

Other design features that were incorporated into the design include:

**Pedestrian considerations:** Community members felt the walkability was not fully addressed along and across 106 Street and 76 Avenue.

**City response:** Measures to improve walkability include raised crosswalks, a raised intersection, and narrower travel lanes to encourage reduced vehicular travel speeds. Other improvements include reduced crossing distances, and new sidewalks where they were previously missing.

**On-street parking:** Removal of on-street parking to make space for protected bike lanes was a common concern, particularly to accommodate visitors and delivery vehicles.

**City response:** Parking bays were added to accommodate loading activities. Locations of parking bays were determined with consideration to tree and utility impacts. Some smaller or unhealthy trees will be removed or relocated elsewhere in the neighbourhood to accommodate parking needs. The City is also looking at extending the neighbourhood parking program in McKernan.

**Protected bike lane maintenance:** Community members were concerned about snow and sand removal practice on the protected bike lanes.

**City response:** The City is committed to providing year-round cycling facilities. The City's Snow and Ice Control Policy is currently being reviewed to address maintenance requirements for new cycling infrastructure across the City. This project will be included in the review, as well as other priority cycling corridors such as 102 Avenue and 83 Avenue.

**106 Street / 76 Avenue Intersection:** If traffic signals are required at this intersection, community members would like the City to add in raised crosswalks/intersection to further enhance the walkability and safety of the intersection.

**City response:** The intersection has a high collision rate and a history of non-compliance with the four-way stop; it carries relatively high traffic, pedestrian, and cyclist volumes. With the introduction of the protected bike lanes, 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; it will have short, fixed signal phasing to minimize pedestrian wait times and non-compliance during off-peak. This will help provide predictability to all road users on how to use the intersection.

To further enhance neighbourhood walkability and livability, a raised intersection was added to the intersection. In keeping with the project's Vision and Principles, the raised intersection will also incorporate crosswalks at all four approaches, similar to the other raised crosswalks along the corridors.

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

**City response:** To better accommodate residents entering/exiting the neighbourhoods by car, left-turn lanes will be restored. To achieve the design, some trees will be removed or relocated elsewhere in the neighbourhood.

**76 Avenue / 114 Street Intersection:** Community members 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.

**Decorative Streetlights:** Community members saw value in corridor-wide decorative streetlights.

**City response:** Black powder coated poles will be installed along 106 Street and 76 Avenue, with each neighbourhood having the flexibility to choose different decorative streetlights to create their own community identity. Any additional costs will be covered through the local improvement tax levy process or community fundraising.

## Concept Plan in Pleasantview and Empire Park

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 its Community Traffic Management Plan (CTMP) pilot. 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 community will be notified once details about public engagement are confirmed.

## Next Steps

Construction of 106 Street and 76 Avenue in Queen Alexandra and in Strathcona (to 83 Avenue) will begin in 2017.

## For More Information

Visit: [edmonton.ca/engage106-76](http://edmonton.ca/engage106-76)

Telephone: 311