

# ENGAGE 106-76 COLLECTOR CONCEPT PLAN

MARCH 2016

*On April 7, 2016, find out how 106 Street and 76 Avenue are being transformed into walkable, bikeable, livable public spaces that connect people! Construction begins in 2017.*

You'll be best prepared for the event if you take some time to visit <http://engage106-76.info/> and sign up as a Community Partner. If you do not have internet access, please phone 780-496-1795.

## Project Area



### Re-imagining the Crossroads

When thinking about what 106 Street and 76 Avenue could be, Community Partners described a place where they:

- Feel safe, knowing there is protection for vulnerable users
- Know where all travellers need to be and predict what other travellers will do
- Find it easier to walk and cycle, but still have the ability to drive and take transit to get to the places they want to go
- Enjoy the community character for years to come

Some of the ways we can do this include:

- Improved sight lines at intersections so travellers can see each other
- Reduced crossing distance for pedestrians in front of vehicles, keeping everyone safer
- Making it easier to get to destinations, with physically separated travel space for motorists, cyclists and pedestrians in both directions
- Respecting the area's character by protecting the existing mature trees and providing parking for local businesses and community destinations

Find out more by attending our Open House on April 7th. Input at this event will be used to fine-tune the concepts and make 106 Street and 76 Avenue as walkable, bikeable and livable as can be! After which, the concept plan will be finalized and preliminary/detailed design will begin.

The **green** highlighted area will require further consultation before implementation. The April 7 open house will present the draft plan for the **orange** highlighted area.

Edmonton

ENGAGE 106  
76  
Walk, Bike, Live.



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## Message From Core Team Volunteers

**Hello.** As volunteers on the Engage106-76 core team, our role over the past year has been to work in partnership with the City of Edmonton to make engagement for this project meaningful. This means that 1) anyone can sign up to get involved in the project as a Community Partner and 2) that the contributions of Community Partners will impact the design decisions the City makes.

We hope this bulletin excites you. We'd love to see you at the Open House on April 7 where we'll need your help to check out the plan and ensure, based on your experiences, it will transform 106 Street and 76 Avenue into walkable, bikeable and livable places that connect you with other people. Hope to see you there, and don't forget to sign up as a Community Partner at [engage106-76.info](http://engage106-76.info).

Sincerely,  
Jeff, Conrad, Emily, Julie, Jeff, Fiona,  
Lynn, Lindsay, Steve, Gerald

## Background - Grassroots Beginnings

In 2014, a group of citizens in Queen Alexandra formed a committee, QA Crossroads, to work with the City to make 106 Street and 76 Avenue more walkable, bikeable, livable and safe through the upcoming neighbourhood renewal work.

In April 2015, the spark ignited by QA Crossroads became what is now called Engage 106-76. A core team with members from the City, seven communities, and other organizations was struck to develop and deliver a model for effective, collaborative, and meaningful engagement.

## A Vision to Accommodate all Users

A core team of City staff and community volunteers developed a Vision to transform 106 Street and 76 Avenue into walkable, bikeable, livable public spaces that connect people. Four principles were identified as necessary to achieve this vision. That is, 106 Street and 76 Avenue will:

1. Accommodate all users by:
  - a. Recognizing the needs of all transportation types, including walking, biking, motor vehicles and public transit
  - b. Giving transportation priority to the most vulnerable road user (ex: pedestrian over cyclist)
  - c. Designing the corridors as part of a larger network of roads, so that together the network gets all people where they need to go using their choice of transportation
2. Serve as community bridges, connecting neighbours along, across and within the corridors
3. Function at the human scale, ensuring all road users feel safe in their choice of transportation
4. Act as showcase streets that celebrate the community's beauty, history, commerce, residents, and encourage future quality infill development



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## Connecting What We Heard to Concept Planning



Between August and October 2015, hundreds of Community Partners provided feedback on what was important to them and what they wanted to see in the street design through surveys, online feedback boards, neighbourhood workshops, and face-to-face discussions with project staff. The City's project design team has taken the input from Community Partners to draft a concept plan according to the project's Vision & Principles.

<b>What We Heard</b> <i>from Community Partners - citizens</i>			<b>Project Considerations</b> <i>meets Vision, budget &amp; design guidelines/standards</i>			<b>Concept Plan Commitment</b> <i>identified by City Project Design Team</i>		
<b>Easy Driving</b> People want to travel easily both directions by vehicle <i>Connects to Vision and Principles by maintaining a sense of livability for drivers</i>			<b>Need to Accommodate for All Road Users</b> Need to consider how to include two-directional motor vehicle travel lanes, bike facilities and sidewalks within the road right-of-way without impacting existing mature trees.			<b>Two-Way Vehicle Traffic</b> No new diverters will be implemented and two-way vehicle movement will be maintained.		
<b>Separation</b> People travelling by vehicle, bike and foot all want their own space. They want to minimize areas of conflict with others using different modes of travel. <i>Connects to Vision and Principles by ensuring everyone feels safe no matter how they choose to travel</i>			<b>Road Width</b> Design must be done within the existing road right-of-way. Widening of road will damage existing mature trees along the curb. Widening roads may also mean increased costs to upgrade drainage and other utilities.			<b>Everyone gets their own lane</b> Motor vehicle travel lane width will be reduced to minimum standard, reducing the crossing distance for pedestrians crossing the road. Bikes will have their own space along most of the study area, separated by a physical buffer. Pedestrians will have sidewalks. Existing boulevards will be maintained.		



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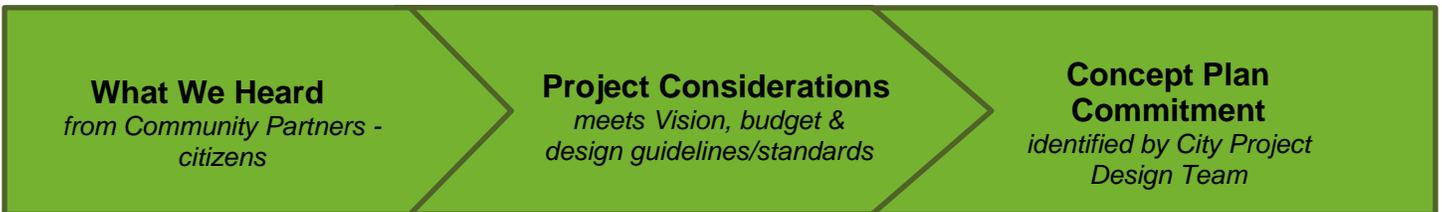
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## Typical Cross-Section:



*Two-way traffic with one-way cycle tracks, existing trees, parking removed on the northside, parking retained on the southside.*

*e.g. 76 Avenue between 105 Street and 106 Street, near Our Lady Mount Carmel School*



**Clean Streets**  
Walking is difficult when snow is piled on boulevards leaks onto the sidewalks. Signs and posts placed into the sidewalk are also a hazard for pedestrians. Biking and driving are difficult when snow, melt, ice or grit is on the travel lane.  
*Connects to Vision and Principles by building community bridges, recognizing needs of all transportation types*

**New Cycling Facility for Edmonton**  
Proposed cycling facility is new for the City of Edmonton. The City's project design team is working with Roadway Maintenance to determine the proper maintenance practices for safe all-year-round travel.

**Walking, Biking and Driving Lanes will be unobstructed**  
The City's project design team is reviewing signage placement with Traffic Operations to ensure signs are installed at beside the sidewalk, rather than on the sidewalk, to keep pedestrians' path clear. Maintenance of the travel lanes, sidewalks and bike facilities is also being reviewed to ensure motor vehicles, pedestrians and cyclists can use these facilities safely all-year-round.



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### **Parking can be Balanced**

People want to preserve maximum parking, especially where it supports local businesses and community destinations. They are willing to lose some parking if required to make active transportation better.

*Connects to Vision and Principles by accommodating all users; celebrating commerce in the community*

### **Trees and Road Width**

Maintaining two-way motor vehicle travel lanes, bike, and pedestrian infrastructure requires full use of current road width. To retain parking requires removing boulevard trees.

Residents concerned about use of side-streets for overflow LRT, or Whyte Ave special events should initiate the Residential Parking Permits program.

**Residential parking permits – see City of Edmonton website under Bylaws & Licences or call 311.**

### **Parking Where it Counts**

Parking spaces will continue to be available near important destinations like schools and businesses. However, there isn't enough space to provide the new separated facilities, while keeping trees and parking along the two corridors. While recognizing this is less convenient, future parking in other areas will continue to be accommodated on side streets and private garages.

### **Typical Cross Section:**



*Two-way traffic with shared-use path with no parking  
e.g. 76 Avenue between 118 Avenue and Saskatchewan Drive, currently has sharrows & no parking*





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<b>What We Heard</b> <i>from Community Partners - citizens</i>	<b>Project Considerations</b> <i>meets Vision, budget &amp; design guidelines/standards</i>	<b>Concept Plan Commitment</b> <i>identified by City Project Design Team</i>
<p><b>More Usable Bus Service</b>            Bus service on 106 Street and 76 Avenue are essential forms of transportation for those without a vehicle. People want more easily accessible bus stops and more frequent routes.  <i>Connects to Vision and Principles by accommodating all users</i></p>	<p><b>Transit Strategy</b>            A city-wide study is underway to review the vision and strategic goals of the transit system, which will shape where and how buses operate in the future.</p>	<p><b>Bus Service Maintained</b>            Existing bus stops and bus routes will be preserved. New signage and pavement marking will be added to identify the conflict zones (between bus stop and cycling facility), and to inform pedestrians and cyclists how to interact.</p>
<p><b>Beautiful Trees</b>            People value trees. They asked to keep trees and reduce damage due to construction  <i>Connects to Vision and Principles by celebrating the community's beauty</i></p>	<p><b>Aesthetics &amp; Expense</b>            Trees add aesthetic value to the neighbourhood. They are also expensive to remove (depending on the tree type and size, cost of removal can range from \$1200 to \$50,000). Realigning sidewalk or road can impact health of mature trees.</p>	<p><b>All trees will be maintained</b> in current location as long as they are in good health condition, and disabled parking or loading zones are maintained. Precautions will be taken to reduce impact to tree health due to construction activity. In the event a tree is removed, the tree's value will be reinvested as new planting in the neighbourhood.</p>

**Typical Cross-Section:**



*Two-way traffic with one-way cycle tracks, parking removed on both sides, existing trees maintained.  
 e.g. 106 Street between 62 Avenue and 63 Avenue, primarily residential area with some existing parking*





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<b>What We Heard</b> <i>from Community Partners - citizens</i>	<b>Project Considerations</b> <i>meets Vision, budget &amp; design guidelines/standards</i>	<b>Concept Plan Commitment</b> <i>identified by City Project Design Team</i>
<b>Safe Pedestrians</b> Pedestrians want to feel safe crossing the street whether they are 8 or 80 years old. They want to see and be seen by motor vehicles, and minimize the number of footsteps it takes to cross a vehicle's path. Things like parked cars or bushes near intersections can obstruct sight lines. <i>Connects to Vision and Principles by: building community bridges, users feel safe</i>	<b>Work with other facilities</b> New design features will need to work with other roadway elements, including the motor vehicle travel lanes, bike facilities and sidewalks, as well as spaces where parking is preserved.	<b>Visible Pedestrians</b> Curb extensions and medians are added where space allows to help make it easier for pedestrians and vehicles to see one another before the pedestrian begins crossing the road. These also help reduce the crossing distance.
<b>Sidewalks that Work</b> People want sidewalks that are accessible to those in wheelchairs or strollers, and sidewalks that continue along the entire stretch of their journey. <i>Connects to Vision and Principles by building community bridges, meeting needs of all transportation types</i>	<b>Boulevard Trees</b> Widening of sidewalks will impact the tree roots of existing mature trees, causing permanent damage that can often take several years to show up in dying branches.	<b>Ensure Connectivity</b> Missing sidewalk links will be added. Curb ramps will be present at all intersections, allowing wheelchairs access. Current sidewalk widths are maintained.

**Example of Pedestrian Curb Extension:**



**Example of Curb Ramp:**





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<p><b>Slow Down!</b> Fast moving, or speeding vehicles make those on bike or foot feel unsafe to share the road. <i>Connects to Vision and Principles by giving priority to the most vulnerable road user, travel at human scale</i></p>	<p><b>Speed Limits</b> The current policy (C566) refers to a community-wide speed limit reduction. Communities may request a speed limit change by demonstrating more than 67% community support. As a result, this project will not be proposing any speed limit change. Citizens interested in reducing the posted speed limit for 106 Street or 76 Avenue must follow this process.</p>	<p><b>Design Discourages Speeding</b> Design features such as narrower travel lanes and curb extensions encourage slower driving speeds while maintaining two-way traffic flow. Slower moving vehicles mean safer pedestrians and cyclists and fewer collisions so everyone can get where they need to go. A roundabout is also added to at 76 Avenue &amp; 119 Street.</p>
<p><b>Greater Predictability</b> People want consistent infrastructure along the corridor to reduce confusion on who should be where, and how different modes of transport are supposed to interact. <i>Connects to Vision and Principles by accommodating all users, everyone feels safe</i></p>	<p><b>Roadway Network Connectivity</b> The concept plan needs to consider network connectivity of the different roadway elements along the corridors, such as travel lanes, cycling facilities and sidewalk to reduce users' confusion.</p>	<p><b>Clear Communication &amp; Signage</b> Full traffic signal will be added at the 76 Avenue &amp; 106 Street and 82 Avenue &amp; 106 Street intersections, which will include a vehicle, bike, and pedestrian phase. Non-signalized intersections will have clear pavement marking and signage identifying where vehicles, bikes, and pedestrians are supposed to wait, and when they are permitted to go. A shared-use-path is added to help cyclists safely travel on 76 Avenue across 114 Street (near LRT).</p>

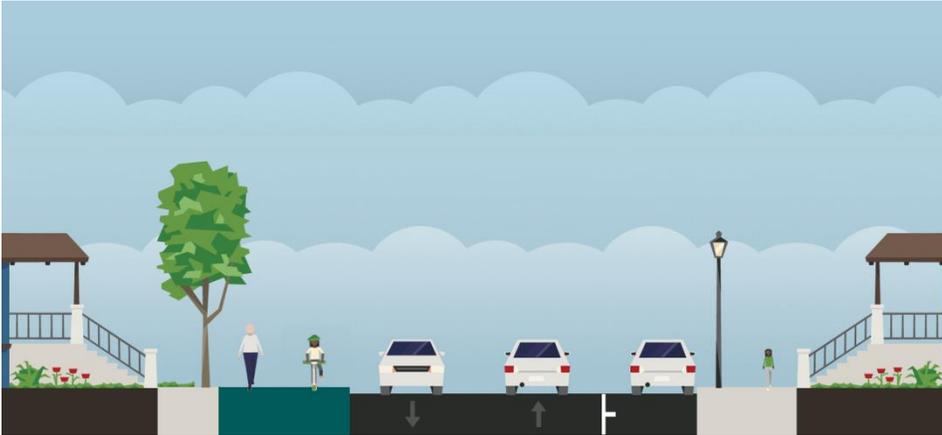




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## Typical Cross Section:



*Two-way traffic with shared-use-path, parking relocated to the southside.*

*e.g. 76 Avenue west of 114 Street to 118 Street, currently has northside parking & on-street bike lanes or sharrows*

<p><b>What We Heard</b> <i>from Community Partners - citizens</i></p>	<p><b>Project Considerations</b> <i>meets Vision, budget &amp; design guidelines/standards</i></p>	<p><b>Concept Plan Commitment</b> <i>identified by City Project Design Team</i></p>
<p><b>Cycling for All Ages &amp; Abilities</b> Seasoned cyclists and those new to travelling by bike want their own space all year round. Motorists also prefer when cyclists are not in the motor vehicle lane. <i>Connects to Vision and Principles by meeting the needs of all transportation types</i></p>	<p><b>Work within existing road right-of-way</b> Consideration on how to safely accommodate a safe all-year-round cycling facility within the existing road right-of-way.</p>	<p><b>Buffered cycle track along majority of the corridors</b> A separated cycling facility will be added along most of the study area. It will be maintained all-year-round, ensuring cyclists of all abilities can safely and comfortably get where they need to go.</p>
<p><b>Disciplined Design</b> People want the City to follow through on the things that are important to them, right to the details</p>	<p><b>No Constraints</b></p>	<p><b>Commitment to Function</b> Concept Plan commits to the functions required to transform 106 Street and 76 Avenue. The preliminary/detailed design phase will determine the details of what these functions will look like.</p>



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## Typical Cross Section:



*Two-way traffic with raised cycle tracks with no parking  
e.g. 106 Street north of 83 Avenue,  
currently has on-street bike lanes & no parking or boulevard trees*

***For more information on the proposed design cross-sections along 106 Street and 76 Avenue, please visit [engage106-76.info/conceptplan](http://engage106-76.info/conceptplan).***

### **Next Steps: An Invitation & Request for your Help**

We need your help to test if the draft concept plan meets the vision of the project. ***Mark your calendar to attend the Open House on April 7.*** You'll be best prepared for discussions at the Open House if take a few moments beforehand to visit the project website at [engage106-76.info](http://engage106-76.info) and sign up as a Community Partner. If you do not have internet access, please phone 780-496-1795.





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