



ENGAGE 106-76 COLLECTOR PLAN

Frequently Asked Questions

How did this project start?

The project grew out of a community-led initiative in Queen Alexandra as part of Neighbourhood Renewal that was called QA Crossroads. The aim was to engage in a more hands-on dialogue that marries technical requirements and guidelines with community context and experience.

The project grew to include: Strathcona; Queen Alexandra; McKernan; Belgravia; Allendale; Pleasantview; Empire Park; the Old Strathcona Foundation; and the Edmonton Bicycle Commuters.

These communities worked in partnership with the Integrated Infrastructure Services department and the project was renamed Engage 106-76.

How is this different from other road design projects?

Engage 106-76 is a community-led, City-supported partnership; it is a pilot on public engagement.

The project started with a core team of highly engaged residents from each community and a dedicated group of City staff. The core team came up with a vision and principles to set the stage for the project. The vision and principles are aligned with City of Edmonton strategic policy.

The core group invited others to join in the project as Community Partners. Each Community Partner was encouraged to tell others about the project; the project was communicated through road signage, newspapers, social media, and more. Community Partners were expected to have a basic understanding of the project before sharing their opinions on how the road should be designed.

Two foundational documents for this are:

- Vision and principles (what the end goal of the road design should accomplish)
- Terms of Engagement (how the City is going to work respectfully and collaboratively with one another so it's a good experience for everyone)

Why become a Community Partner?

Community members voiced concerns that open houses about changes to roads can be adversarial, negative and unproductive. Engage 106-76 took steps to address this concern head-on.

By asking people to sign up as community partners, Engage 106-76 asked them to:

- Know what the project is about and its goals (Vision and Principles)
- Agree to interact with others in a respectful way (Terms of Engagement)
- As a pilot project on engagement, the City tracked whether the Community Partner sign-up made a significant impact to people's experiences engaging with the project.

That information will form part of the pilot's final evaluation and go forward recommendations.

Who came up with Vision and Principles and why was this not part of the broader consultation process?

The Vision and Principles were first brought forward by a committee of Queen Alexandra Community League, QA Crossroads, in regard to neighbourhood renewal in their community.

When the project expanded to a partnership with the City of Edmonton and inclusion of seven communities, the discussion on creating a Vision and Principles was also broadened to include representation from each community, as well as several other organizations.

The Vision and Principles are part of the engagement framework that the core team for Engage 106-76 developed at the project outset. A key criterion in developing the Vision and Principles is that it would be consistent with City of Edmonton policies, such as *The Way We Move* and Complete Streets Guidelines.

In this way, the Engage 106-76 pilot project could be certain that it would enable change in the direction already approved by City Council and that Edmontonians as a whole have said they want to see happen.

The other key document to the project framework is the Terms of Engagement.

This is a pilot on engaging differently and the City wanted to build a robust, goal-orientated framework with a clear plan for how the City would meaningfully engage people on a discussion for change.

Core team members, both volunteers and City staff, made a commitment to developing this project framework and then carrying out the necessary tasks over the coming months until project completion.

How will the pilot project be evaluated?

The City will contact all Community Partners after the pilot is completed and invite them to share their feedback on the pilot.

If the pilot works well, the process may be applied to future engagement projects with the City of Edmonton.

When will construction begin?

Construction on 106 Street and 76 Avenue in Queen Alexandra will begin in 2017. The concept plan developed through the Engage 106-76 project will set the direction for what will be built during the neighbourhood renewals.

Estimated construction timelines for the other neighbourhoods are as follow (may be subject to change depending on City funding and approval):

McKernan – 2019

Belgravia – 2019

Allendale – 2019

Strathcona – 2019

Pleasantview – 2020

Empire Park – 2020

Stretches of the corridors outside of Queen Alexandra will be done in conjunction with neighbourhood renewal in those neighbourhoods.

Why is the bike facility put on 106 Street and 76 Avenue?

Both routes are popular cycling routes, with 150 to 415 cyclists per day along 106 Street and between 160 and 400 cyclists per day along 76 Avenue (based on available spring/fall counts).

They exist and are well established bike routes, as part of the City Bicycle Network Plan. They receive a higher level of roadway maintenance (sweeping, snow clearing) as compared to parallel local streets such as 107/108 Street or 75 Avenue.

The City is tasked to upgrade the existing cycling facility on 106/76 for improved safety and operation.

90% of survey respondents indicated they are comfortable sharing 106/76 with the presence of an on-street bike lane with physical barrier between travel lane and bike lane (e.g. cycle track).

They provide direct connectivity through multiple neighbourhoods.

Major intersections are signalized, so it is easier for cyclists to cross the streets as compared to using parallel streets such as 107/108 Street or 75 Avenue.

Is this an anti-car project?

No, it's about building a vision of a walkable, bikeable, livable roadway that includes driving. The vision cannot be achieved unless all the principles are satisfied.

Principle 1 states that the City must recognize the needs of all transportation modes, including motor vehicles (transit, emergency vehicles, automobiles, garbage trucks, etc).

Principle 1 also states the corridors will be designed as part of a larger network of roads so that everyone can get where they need to go. Personal motor vehicles will definitely still be allowed to use 106 Street and 76 Avenue.

Why does the parking need to be removed? Where will my customers and/or family park?

Throughout public engagement, the City has heard that they need to ensure that all different types of transportation need to be able to be included and available along the entire corridor.

The City also heard it's important that people travelling by vehicle, bike and foot have some type of separation, so it's clear where they are supposed to be on the road.

The Concept Plan needs to work within the existing space (i.e. existing right-of-way, existing curb locations) and must be mindful of the cost of the overall project, which brings the following challenges when:

- Adding the cycle track to designate a space for cyclists
- Ensuring two-way vehicle travel is provided.
- Addressing those challenges means there isn't room for on-street parking throughout the entire corridor.

The City knows that's important, so they have worked to ensure it is providing it where it is needed most and where it's possible to fit in (i.e.: schools and commercial areas, as well as pick-up/drop-off zone per block where possible)

This looks like a bike-centric project, why am I sacrificing my parking for separated bike lanes when cyclists don't use these bike lanes during winter?

One of the Engage 106-76 principles states that 106 Street and 76 Avenue will accommodate all users by recognising the needs of all transportation.

The types of transportation include:

- Walking
- Biking
- Motor vehicles
- Public transit
- Giving transportation priority to the most vulnerable road user.

As such, the recommended concept includes engineering measures that enhance pedestrian safety and connectivity, and provision of cycle tracks to separate cyclists from vehicular traffic.

Residents have expressed that the existing 106 Street and 76 Avenue do NOT work well for the different road users.

With the proposed design, not only will the physical separation of cycle tracks provide buffer between the travel lanes and cycling facility, it will also encourage less confident cyclists (who currently ride on sidewalks because they are afraid of sharing the road with cars) to stop using the sidewalks, providing dedicated sidewalk space for pedestrians.

To address parking needs for adjacent residents, the concept includes parking bays every block along the corridor where possible for pick-up/drop-off and delivery.

Will the Complete Street guidelines be used for this project?

Yes, complete streets will be an important tool for the City in developing the roadway concept. Complete Streets are used for all new roadways and renewal projects and are a supplement to the City's design standards.

The idea behind Complete Streets is that the design of the roadway must be tailored to the needs of the users and the context of the area to provide a holistic design.

These Guidelines have been used extensively in the thinking around this project and the concept plan that has been developed.

Each community might have different priorities. Is there a way to be sensitive to this?

Yes, achieving the vision for one portion of the roadway may look slightly different than on another section.

Concept design is being done for the 106 Street and 76 Avenue corridors spanning many neighbourhoods (Not just focusing on one particular neighbourhood) so it can function better as a whole, but specifics may change for each section so that local context can be taken into account.

What happens to the concept plan in Pleasantview and Empire Park?

Construction in Pleasantview and Empire Park is tentatively scheduled for 2020, which is a later construction timeline than the northern part of the study area.

Due to the fatigue felt by the Pleasantview community related to the Community Traffic Management Plan (CTMP), which was previously undertaken in Pleasantview, public engagement in Pleasantview and further engagement with Empire Park is on hold and will begin at a later time.

This future engagement will help to shape the remainder of the concept plan between 61 Avenue and Whitemud Drive.

Engagement in Empire Park has begun but more information is needed to ensure network connectivity to the rest of 106 Street.

A concept plan for 106 Street in Empire Park and Pleasantview will be completed after further public consultation in these two neighborhoods.

What happens on 109 Street?

The City is undertaking a streetscape concept design study for 109 Street between High Level Bridge and 61 Avenue, called Envision 109, to improve this busy stretch of public space.

In the short term, Envision 109 will propose streetscape improvements without major infrastructure changes.

The project will also consider a major redesign to implement in the long-term. The streetscape improvements will be built in stages once funding becomes available.

The project team is currently developing the recommended concept based on the feedback heard in the May 12, 2016, open house, as well as from the July Insight Community survey. Coordination work between Engage 106-76 and Envision 109 projects teams is ongoing.