



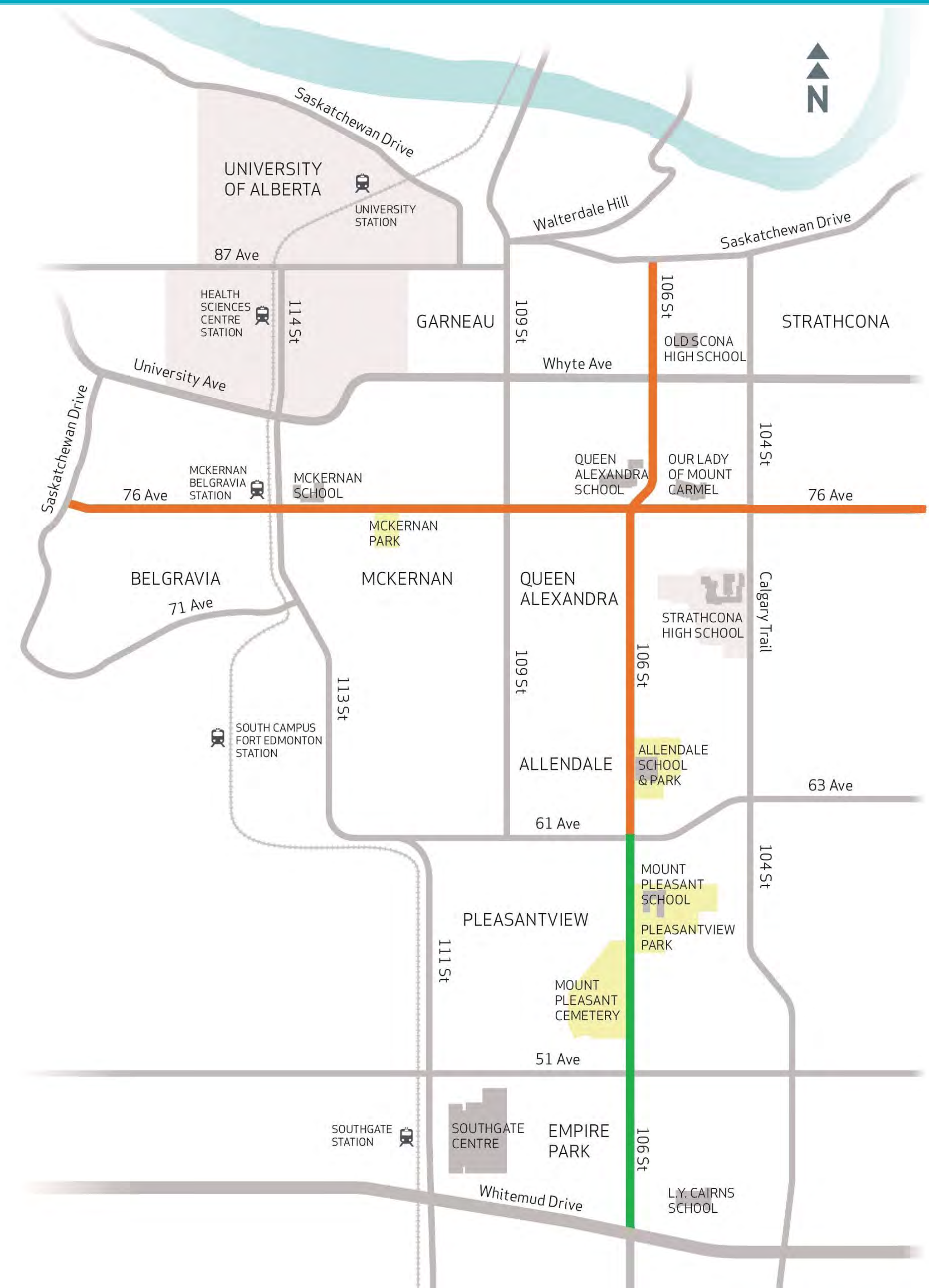
ENGAGE 106

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

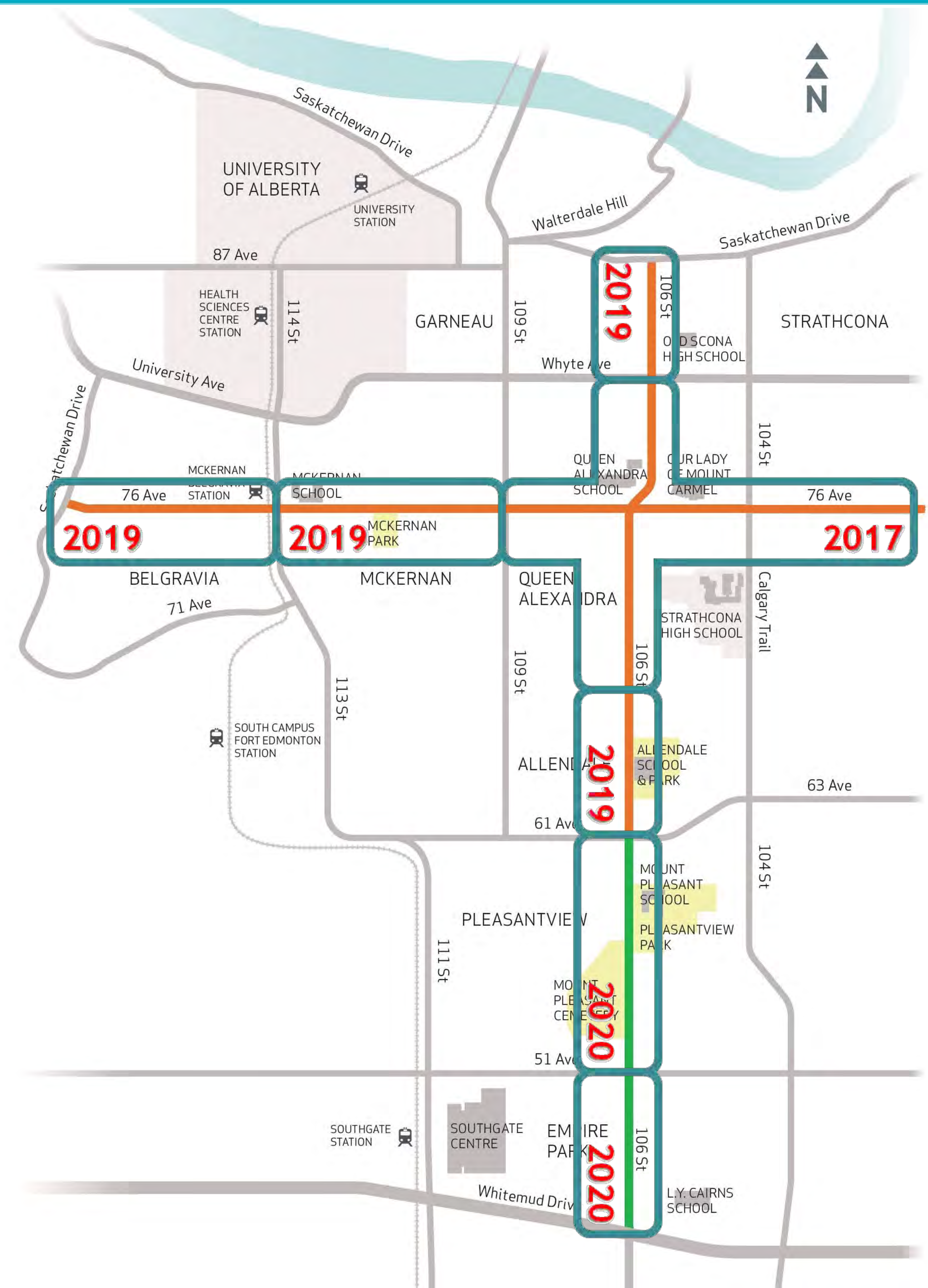
McKernan - 2019

Strathcona - 2019

Allendale - 2019

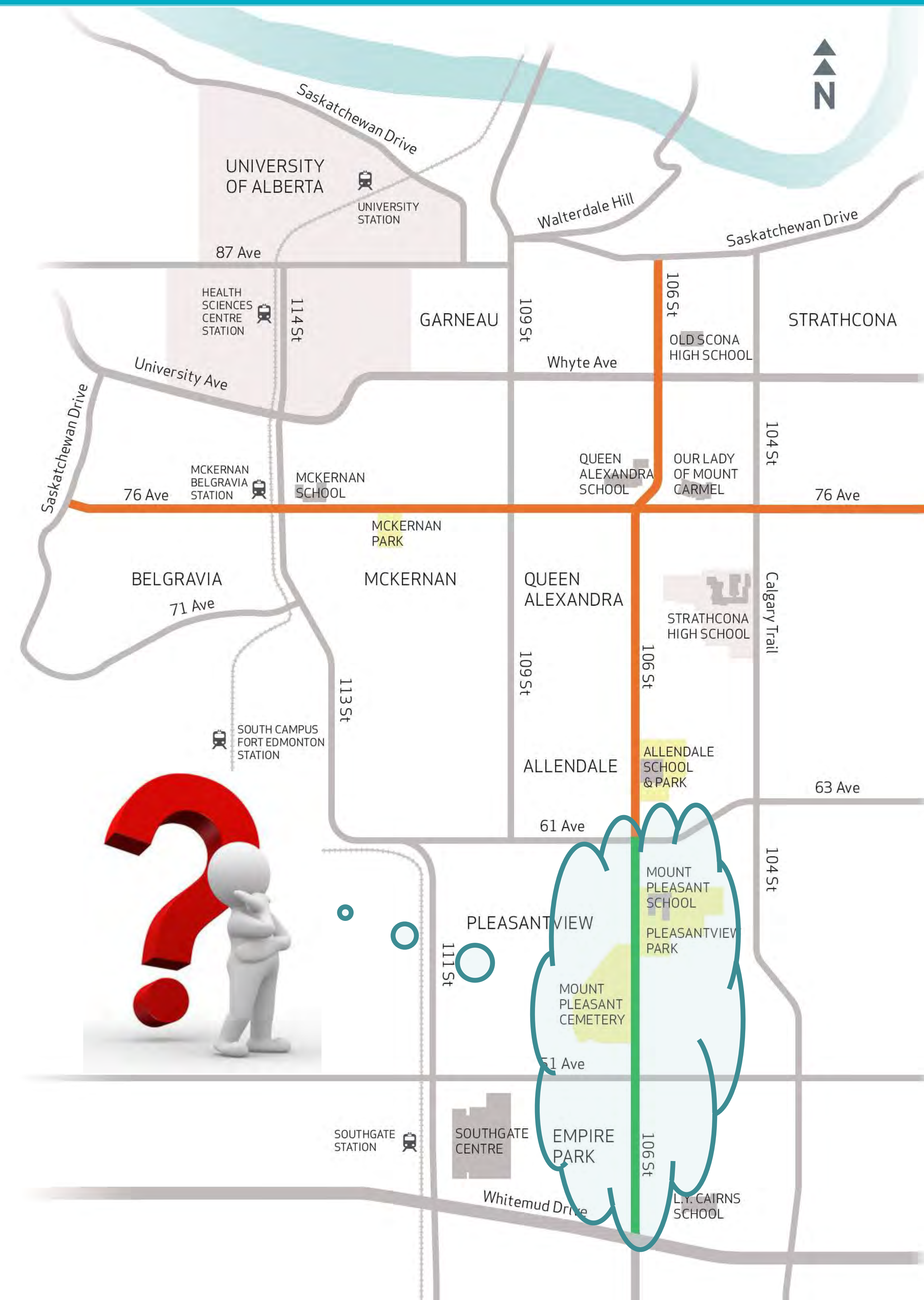
Pleasantview - 2020

Empire Park - 2020



Concept Plan in Pleasantview & Empire Park

- 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





Concept Plan in Belgravia

- Efforts are being coordinated between
 - Urban Transportation's Belgravia Community Traffic Management Plan (CTMP) Project,
 - Belgravia's Neighbourhood Renewal Projects,
 - Engage 106-76to 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

**SPRING
2015**

Develop Engagement Framework

Core team assembly, Vision and Principles, Terms of Engagement

**SUMMER
2015**

Invite broader community & City staff to sign-up as Community Partners

Flyers & letters to residents & property owners, social media, Community Day event

**SUMMER
to FALL
2015**

Understand Community Partners' experiences & local knowledge of the corridors

4 online surveys, 6 community workshops, stakeholder meetings

TODAY

Check-in on how the draft concept plan achieves the Vision & Principles

Feedback will help refine the concept plan

**Spring
2016**

Share Final Recommended Concept Plan



What We Heard

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:

Themes	What We Heard
Separation	When pedestrians, cyclists and drivers are separated from each other, they feel safer and easier to get to their destinations
Visibility & Speed	To allow everyone to see where they are going and to see where others are coming; Reduced vehicles travel speed.
Predictability	Consistent road design so that road users can predict what will happen next
Access	Maintain access to public and private destinations, and maintain two-way travel.



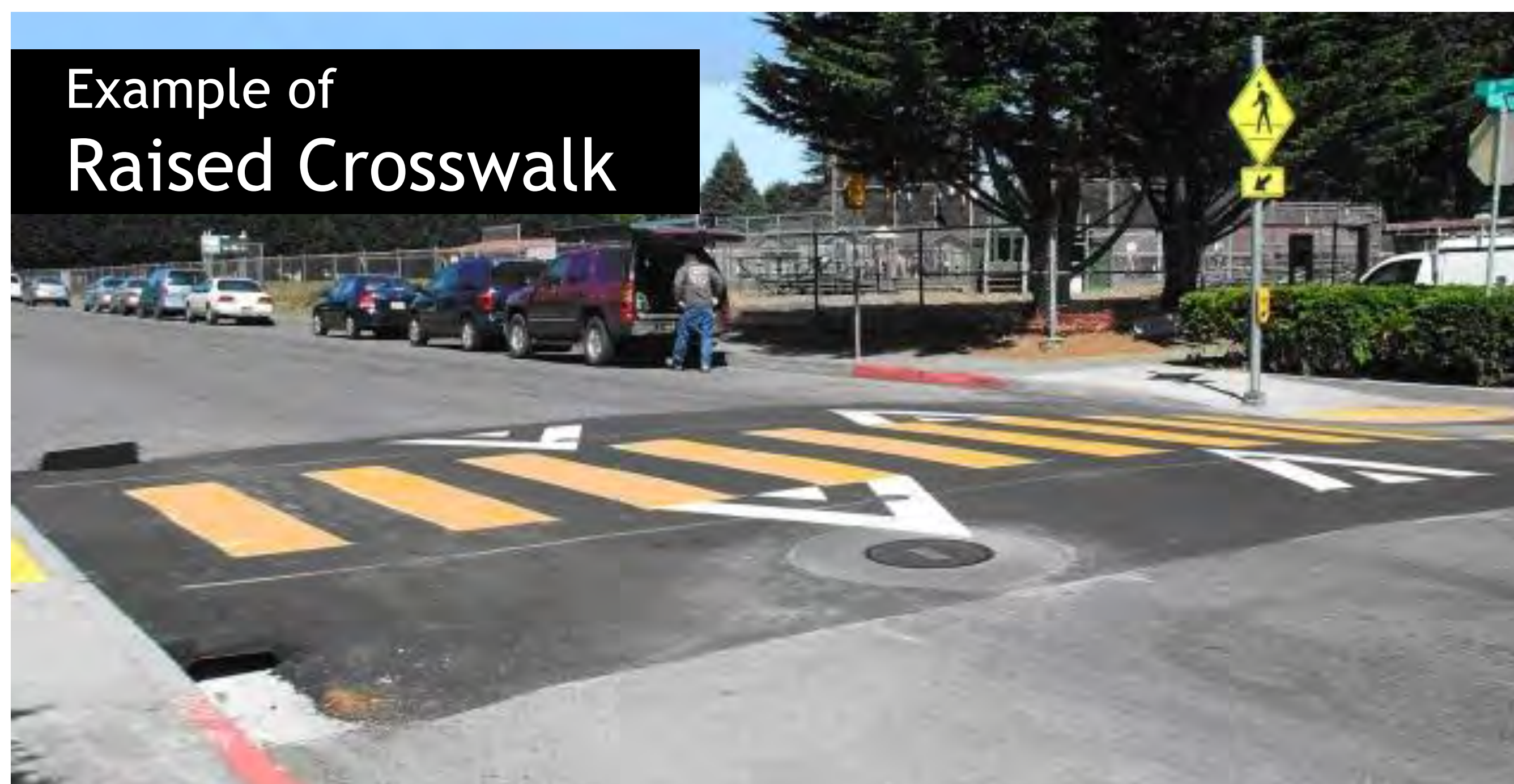
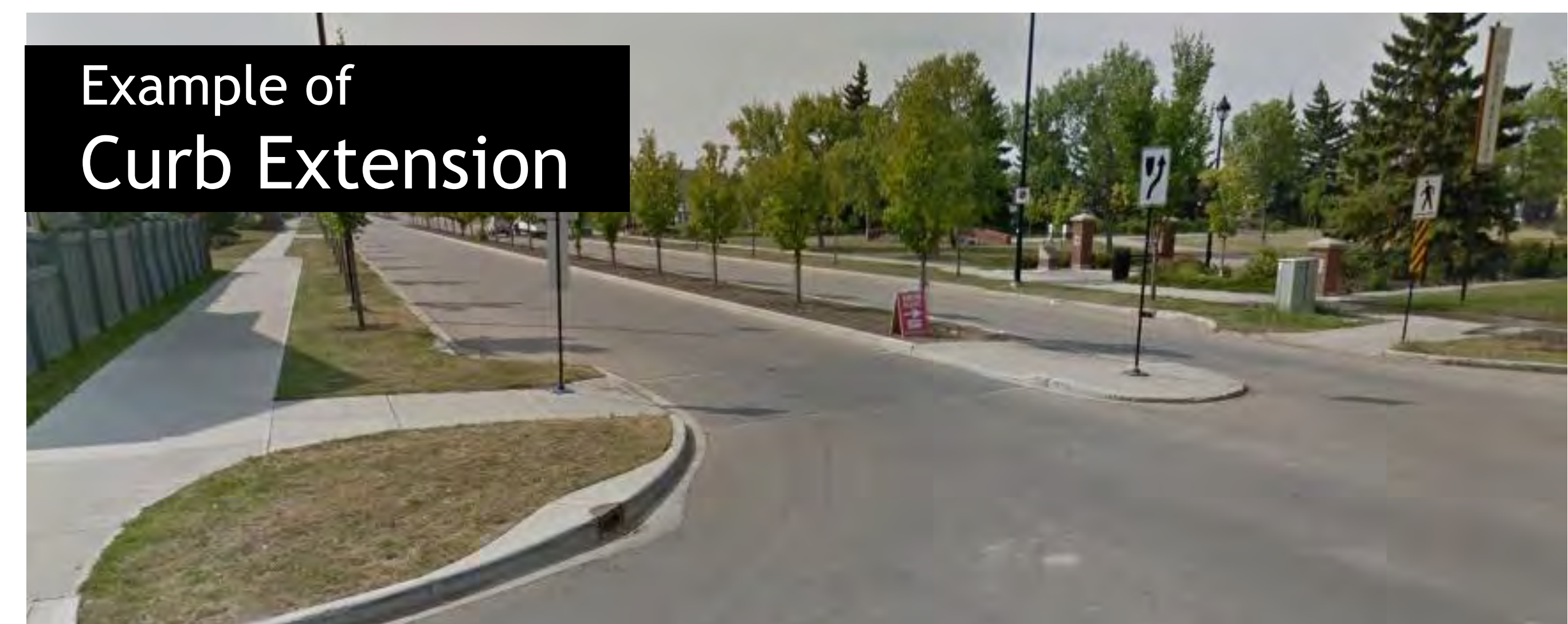
Design Considerations

A number of elements needed to be considered in the concept plan development, including:

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

Walkability & Liveability Improvements

- Add missing sidewalks
- Curb ramps
- Narrower travel lanes
- Curb extensions
- Medians
- Signage placement
- Raised crosswalks/Speed humps



Bikeability Improvements

A **CYCLE TRACK** is the recommended cycling facility for the majority of 106 Street and 76 Avenue.

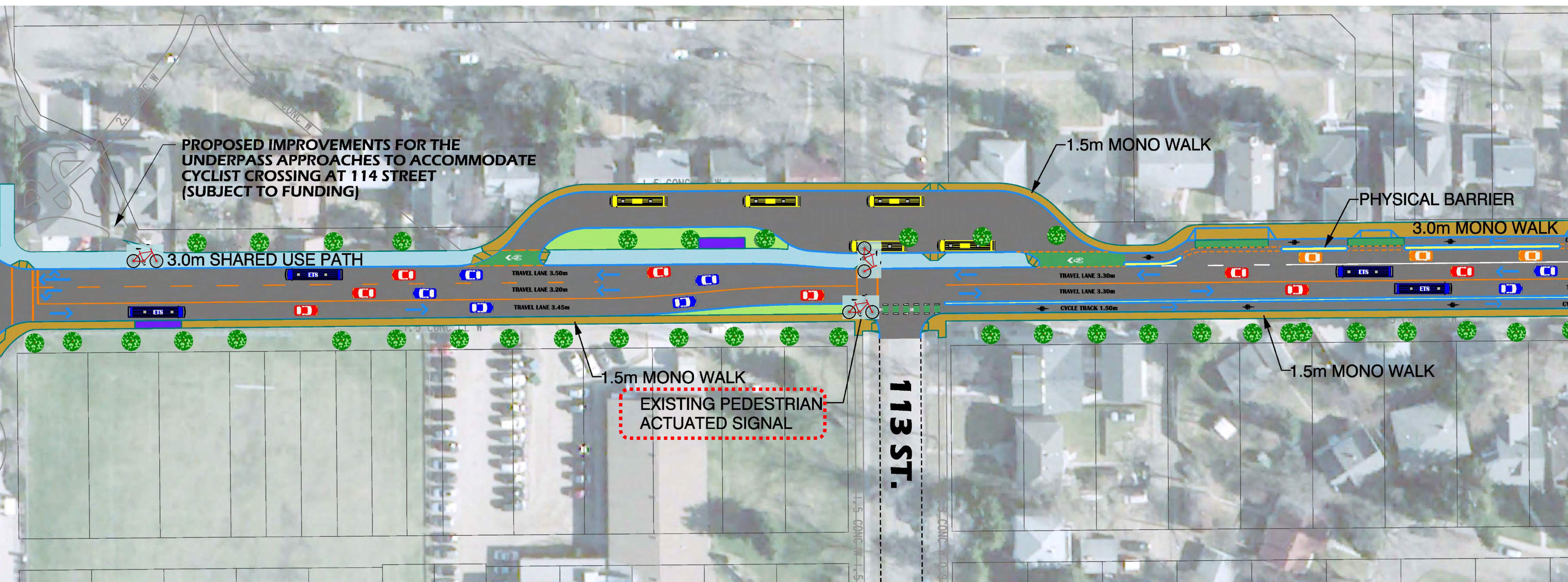
- Participants indicated they are comfortable sharing 106/76 with the presence of a bike facility that is physically separated from the travel lane (e.g. cycle track)
- It reduces conflicts between cyclists, pedestrians and motor vehicles

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



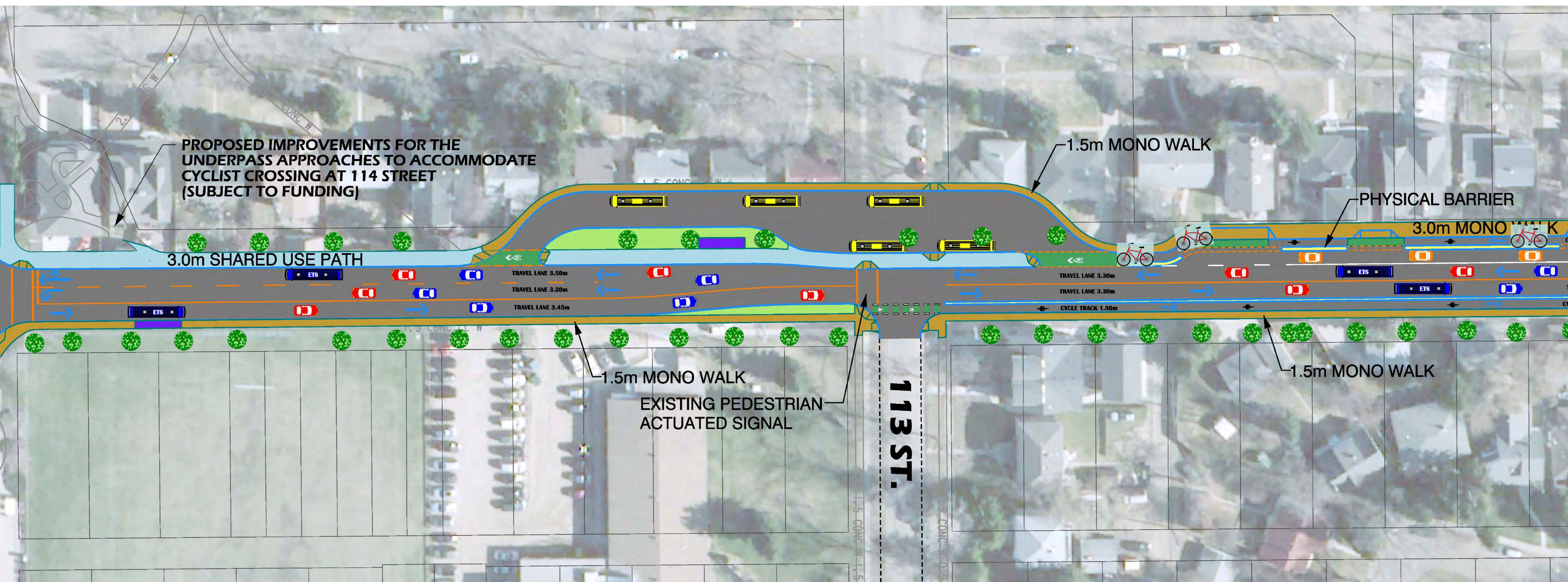
Bike Facility Transition at 113 Street

Eastbound Traveling Cyclists



Bike Facility Transition at 113 Street

Westbound Traveling Cyclists

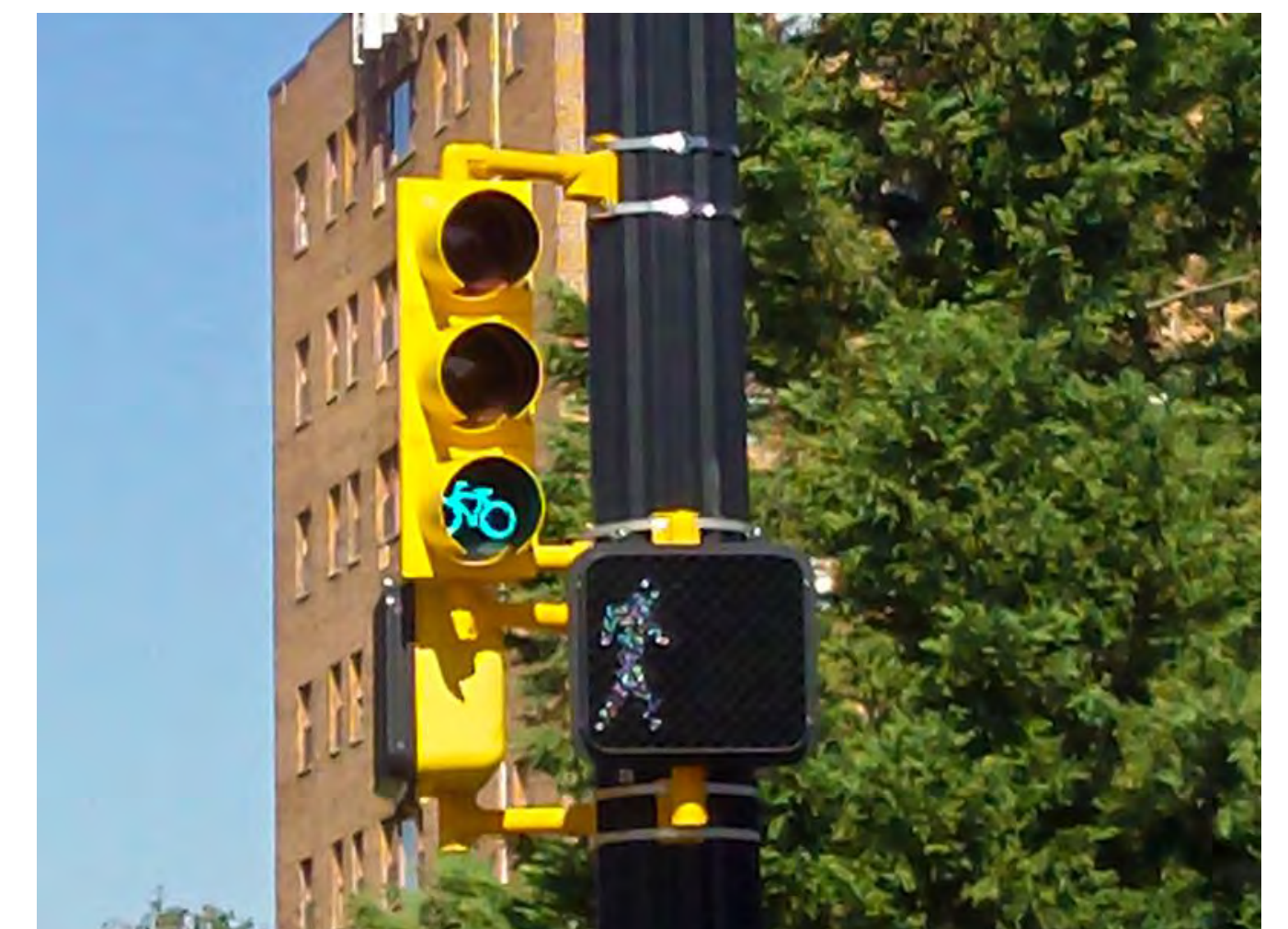


Cycle Track Barrier Design Examples



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





THANK YOU

Questions