



17 Avenue S.E. Corridor Study Stoney Trail to the east City Limit (116 Street S.E.) Phase 1: Vision and Context Input Summary

PROJECT OVERVIEW

17 Avenue S.E. provides an important regional connection between Calgary and Chestermere. It is also identified in the [Calgary Transportation Plan](#) as part of the Primary Transit and Primary Cycling Networks. The study is being completed in two sections. The first section, from Deerfoot Trail to Stoney Trail, was completed in 2011. Today, we are conducting the study between Stoney Trail and the east City Limit (116 Street S.E.).



ENGAGEMENT PROCESS

The engagement process focuses on consulting a broad range of stakeholders, including adjacent landowners, nearby community associations, government representatives and special interest groups representing various modes of transportation. The City will host a series of meetings and workshops with key stakeholders to develop options for the corridor, and then ask the broader public to provide feedback on the stakeholder-generated options at a public open house.

Study and Engagement Process



LANDOWNER MEETINGS

The City met with four study area landowners on June 17, 19 and 23, 2015, to discuss the study and future plans. These landowners were generally pleased with the project. They had questions about land acquisition, connectivity, utilities, time frame, access and development strategies. They wanted to ensure that pathways would be connected to the surrounding paths and access to residences and businesses would be maintained. Landowners also asked when the utilities might be installed and gave suggestions for infrastructure locations. These recommendations will be taken into account when developing concepts for the corridor.

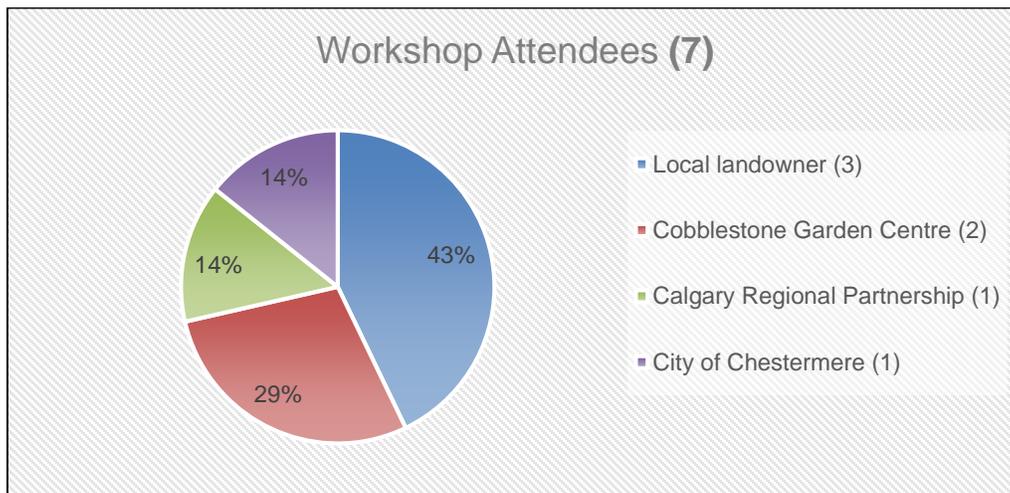
INTERNAL STAKEHOLDER MEETING

The project team met with ten City of Calgary stakeholders on Thursday, June 22, 2015, to discuss the project requirements and development strategies for the corridor. Some of the discussion topics included lane width, pedestrian crossings, street lighting, parking, speed limit and snow removal. City representatives included Fire, Transit, Roads, Transportation Planning, Local Area Planning and Implementation and the Engage Resource Unit.

WORKSHOP AND ONLINE FEEDBACK

Fifty-three stakeholders were invited to attend the Vision and Context Workshop on June 24, 2015. Invitations were emailed when an email address was available. For landowners whose email addresses were not available, phone calls were made to find emails, or registered letters were sent to the address on title.

Seven people attended the Vision and Context workshop held at the Prince of Peace Church & School. Attendees heard a presentation by the project team about the study context and constraints. Participants were asked to share their knowledge of the area, identify issues and concerns and discuss ideas about factors for a successful study. Attendees were asked to complete a feedback form and three forms were collected. A link to an online feedback form and the presentation was emailed to 49 stakeholders. Input was collected from August 6 – 17, 2015, and an additional six forms were submitted.



What we heard

The feedback received at the workshop and online is summarized below. Detailed feedback is provided in the remainder of the report.

Respondents were asked to rank several factors as “high” or “low” importance.

- The top two factors of high importance were public transit and business/residential access.
- Goods movement was ranked as the least important factor for the corridor by all but one respondent.

Respondents were asked if the proposed engagement was satisfactory.

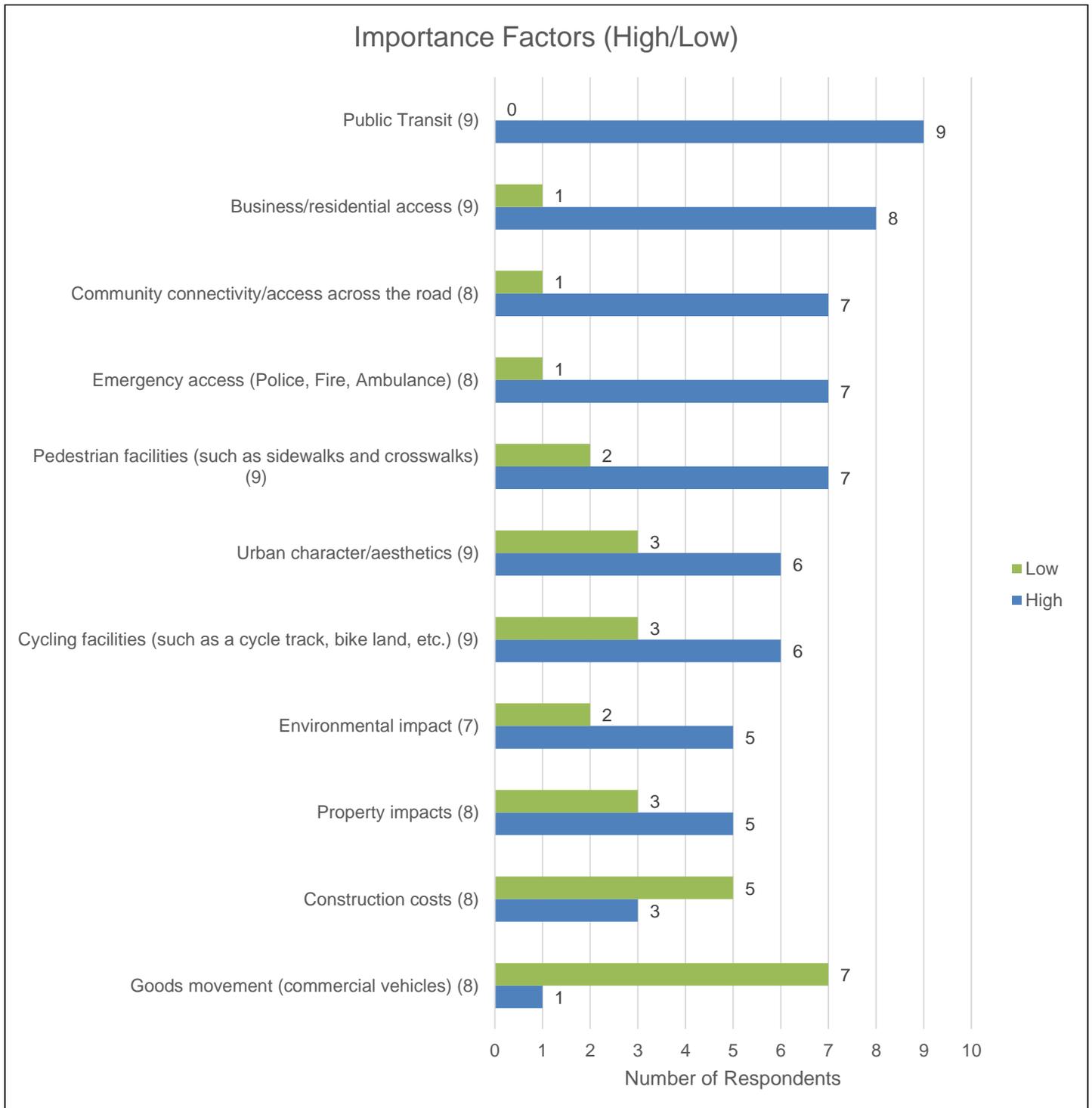
- 100% of respondents *agreed* or *strongly agreed* the public engagement process was satisfactory.

FEEDBACK FORM QUESTIONS AND RESPONSES

The stakeholder input from both the workshop and online feedback forms is summarized in the sections that follow. *This summary is not a representative sample of the population; it reflects the input from voluntary participants.*

Feedback about factors of importance

Respondents were asked to rank several factors as “high” or “low” importance. The numbers after each factor represent the total number of respondents that answered for each factor.



Respondents were asked to explain their selection:

Cycling facilities (such as a cycle track, bike lane, etc.), please explain:

Verbatim responses
All factors are important. Ideally we develop a multi-use, attractive, multifarious transportation/living network. While we didn't specifically address business/residential access, we would also like to post that maintaining easy access to our garden centre is "personal" priority for our business.
Provide safety and transportation options for people.
More commercial, retail space will need for some more frequent access.
I am blind and need it to be walkable.
Close enough to cycle to work or for leisure cycling to complement existing Bike Path along Western Irrigation District Canal.
Should be separated facilities.

Public transit, please explain:

Verbatim responses
Provide safety and transportation options for people.
More commercial, retail space will need for some more frequent access.
Calgary could be a world class city with excellent public transit.
Blind transit user.
Short distance to Calgary facilities public transit as major transportation mode.
Need BRT to connect to Chestermere and reduce traffic.

Pedestrian facilities (such as sidewalks and crosswalks), please explain:

Verbatim responses
Provide safety and transportation options for people.
More commercial, retail space will need for some more frequent access.
Blind user.
Pedestrians & high traffic volumes do not mix well.
Need to connect so that people can walk.

Emergency access (Police, Fire, and Ambulance), please explain:

Verbatim responses
Needs to be considered along with increased density and population.
If there is high density of people these services will be required.
Quick access for Emergency vehicles is important.
All design should comply with City Standards.

Construction costs, please explain:

Verbatim responses
The cost is less of an issue than the value is. If planned properly and adhering to best fit for the community and travelling public, we would support a higher final bill. Basically, I think the oversight to being both effective and efficient is pretty critical.
Not to worry about cost. Good neighbours, cost should be no object.
Don't rubber stamp things and get them right the first time and in accordance to design policies the city has in place - ask ACA.
Recessions provide opportunities for more competitive construction bidding for contracts and perhaps new construction companies that will also perform at a higher standard than sub-contractors used to winning city contracts.
Cheaper to do it right the first time than to reconstruct later.

Environmental impact, please explain:

Verbatim responses
Good transit will minimize impact though.
Green House Gas reduction is a major goal of Alberta.

Property impacts, please explain:

Verbatim responses
TOD focus and direct / fast access for multimodal transportation with town focused on walkability for pedestrians more in the town itself than facing this SE or SW faster transportation corridor.
We would like to ensure the continued, easy access to our property.

Business/residential access, please explain:

Verbatim responses
Provide more housing and retail options.
In order to facilitate and work with small business you need good access.
Business & residents alike want faster / quicker access with separate bike, transit & car lines.

Urban character/aesthetics, please explain:

Verbatim responses
Makes people want to live, work and visit here.
Urban character important for town & aesthetics of site from road.

Community connectivity, please explain:

Verbatim responses
Blind user.
Certain areas require coordinated access across 17 Avenue SE but street facing not vital when towns are inwardly connecting.

Are there other important factors that were not listed above? Please list and explain:

Verbatim responses
Ensuring continuity from Deerfoot Trail to Chestermere.
Just remember universal design principles as you move forward in this project!
Sound mitigation; Trolley or street car should be ground level to accommodate handicapped, small children & aging, bike & ride transportation.
Accessibility for people with disabilities.
What the intersections look like will really affect the character of the corridor - will there be left turn lanes and right turn lanes that make it wider / harder for people to cross the street?
The project will not be inexpensive and the results should help to enhance the quality of life of anyone utilizing the system; the best practice is to make sure the money invested in the upgrade is spent wisely. Stressing value-oriented planning and execution of the transportation/travel considerations is key to a successful outcome. Moving forward I would suggest this be kept top of mind. It is so much better to spend a few extra dollars up front than try to go back and retrofit or fix mistakes after they have been made.

Do you have any questions or concerns about the project?

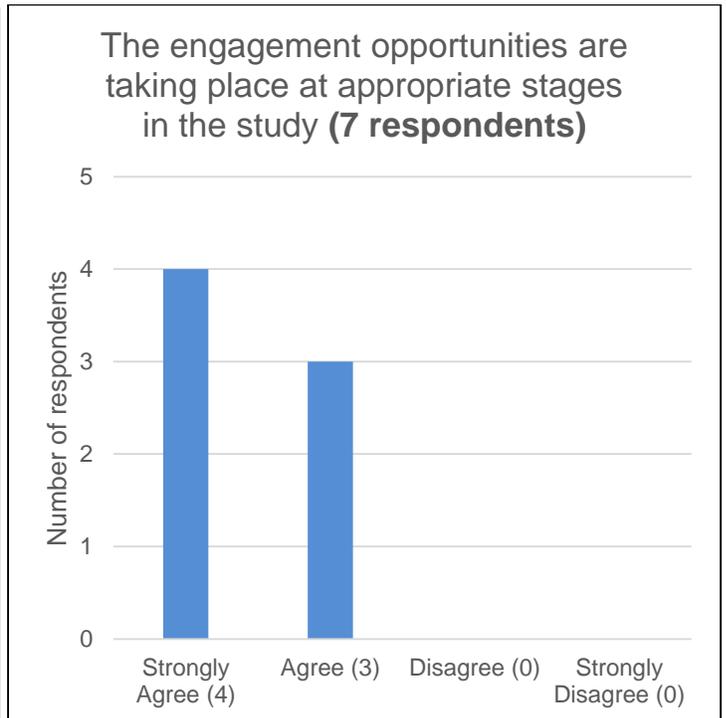
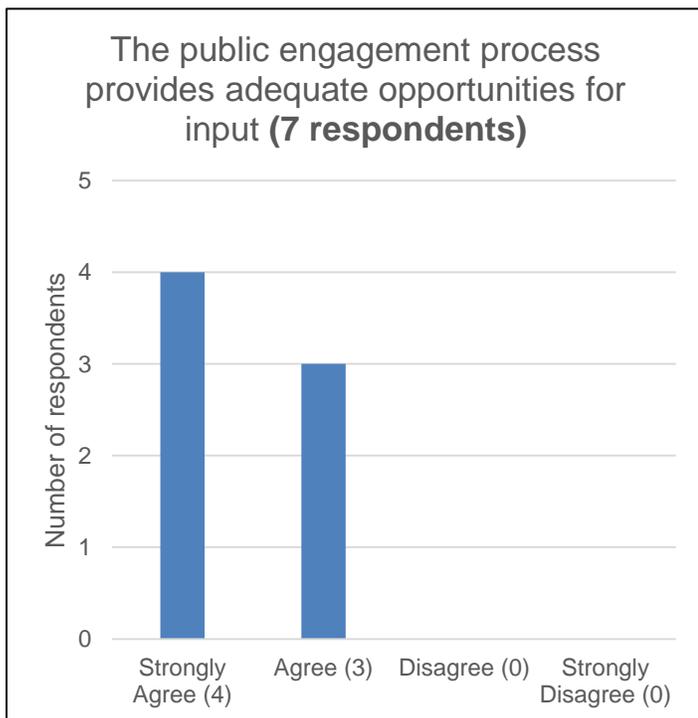
Verbatim responses
Has Chestermere provided feedback on this plan?
Have you consulted with the City's ACA?
Require updates.
The ability for people with disabilities to access all locations along the route via public transit and Access Calgary - loading zones needed and ramps.
How will the corridor be integrated with what is east and west of the study area?

Is there anything we should know about the study area?

Verbatim responses
Growing area inter-municipally.

Feedback about the public engagement process

Respondents were asked if the proposed engagement was satisfactory.



100% of respondents *agreed* or *strongly agreed* the public engagement process was satisfactory.

Are there other ways you would like to provide input?

Verbatim responses
Provide all plans to ACA for approval.
Private meetings with those most impacted. Project and lose requirements.
Website.