

Study Purpose

The City of Calgary plans to upgrade the existing intersection to an interchange to *improve the experience* for all travel modes.

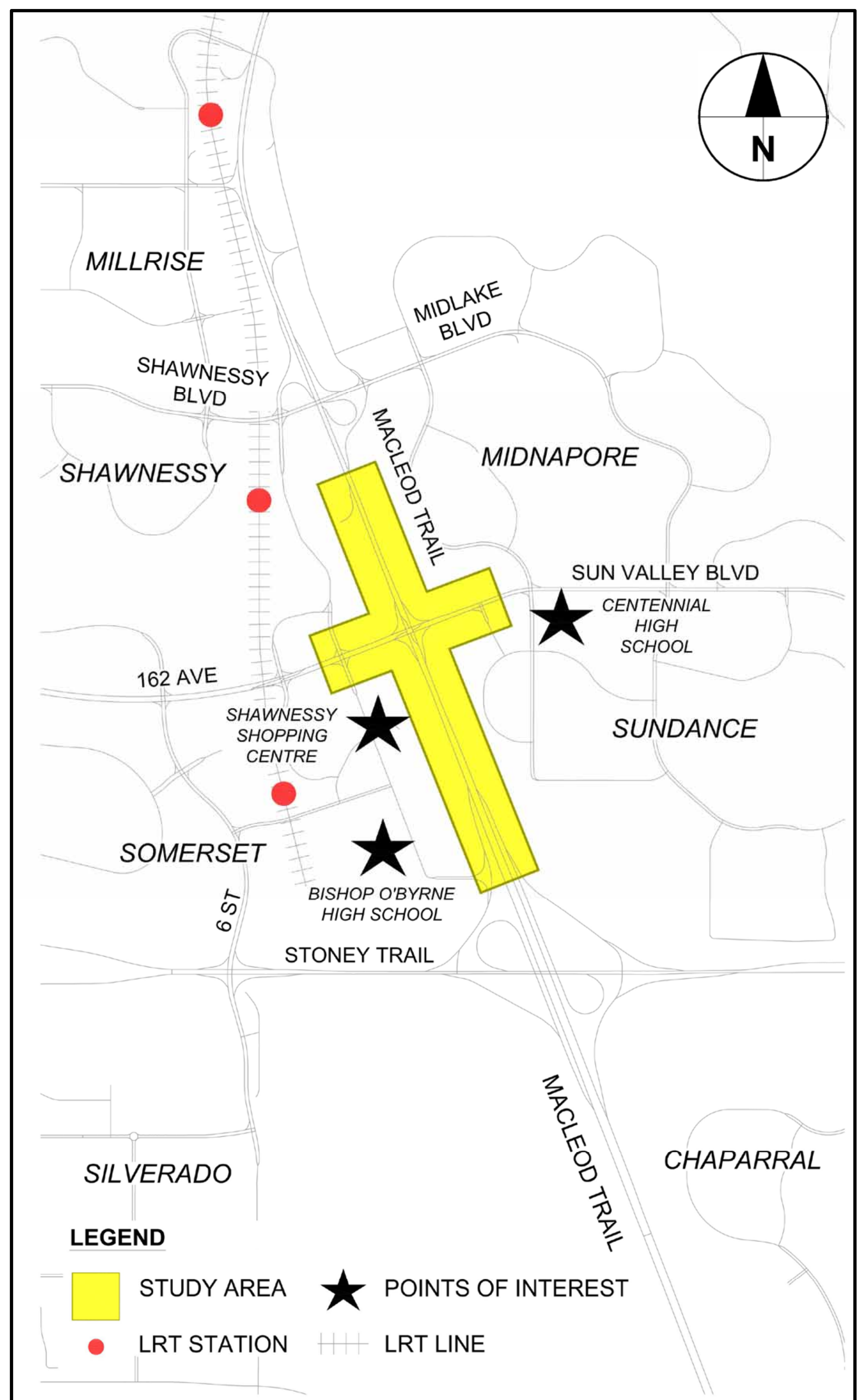
Study Goals:

- Accommodate policy goals of the Calgary Transportation Plan.
- Integrate stakeholder input to the extent possible.
- Develop a cost-effective plan that accommodates all modes of travel.

Purpose of first Open House:

- Provide you with background information on documents that will guide the update to the interchange plan.
- **Listen** and **Learn**, and respond to issues, concerns and perspectives on the project.
- Provide information on next steps.

Location Plan and Key Community Features



Corridor Elements

Below are cross-sectional elements that are under consideration.

What do **you** think of these?

- 1 Sidewalks**
Provides exclusive space for pedestrians



- 2 Multi-use Pathways**
Separates users from vehicle traffic



- 3 Bike Lanes**
Provides exclusive space for cyclists



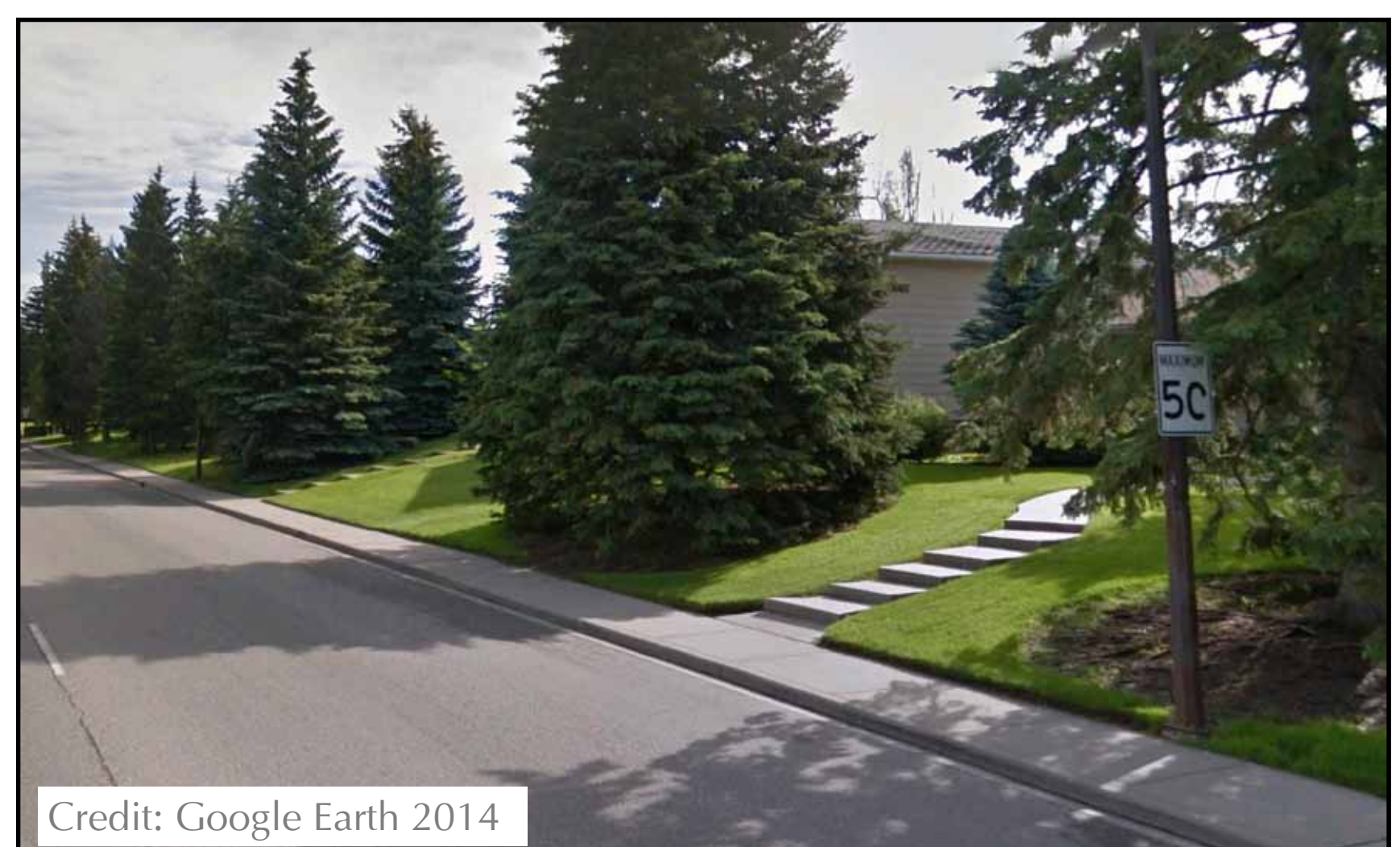
- 4 Protected Cycle Tracks**
Buffers cyclists from vehicle traffic



- 5 High Occupancy Vehicle Lanes**
Encourages car pooling & facilitates transit



- 6 Vehicle Speed Reduction**
Improves pedestrian and cyclist safety



Intersection Elements

Below are intersection elements that are under consideration.

What do you think of these?

7 Tighter Curb Corners

Encourages drivers to slow down on turns



8 Traffic Signals

Improves mobility for heavy traffic movements



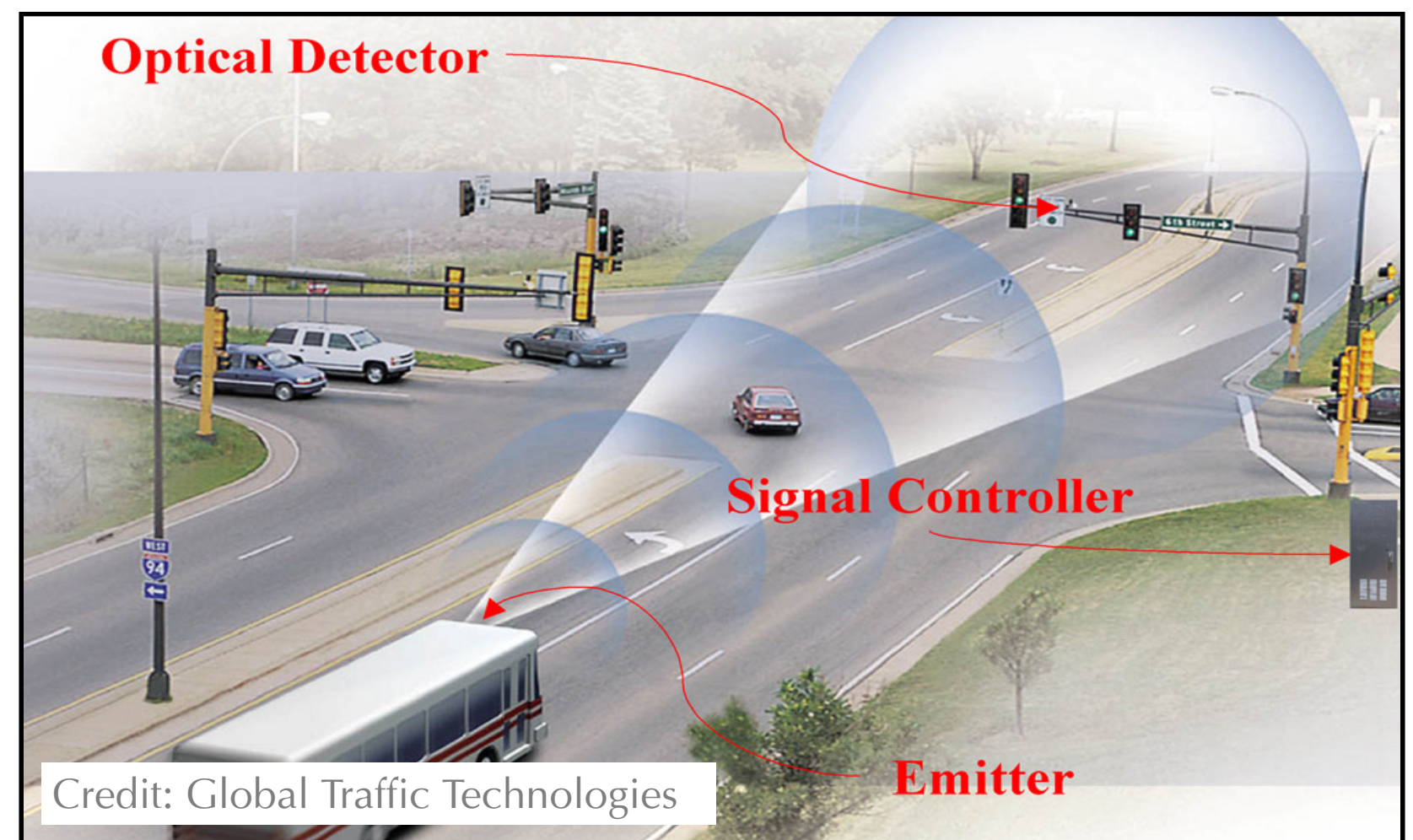
9 Traffic Roundabouts

Allows freer movement of vehicles



10 Transit Signal Pre-emption

Improves transit travel time



11 Transit Queue Jump

Improves transit travel time



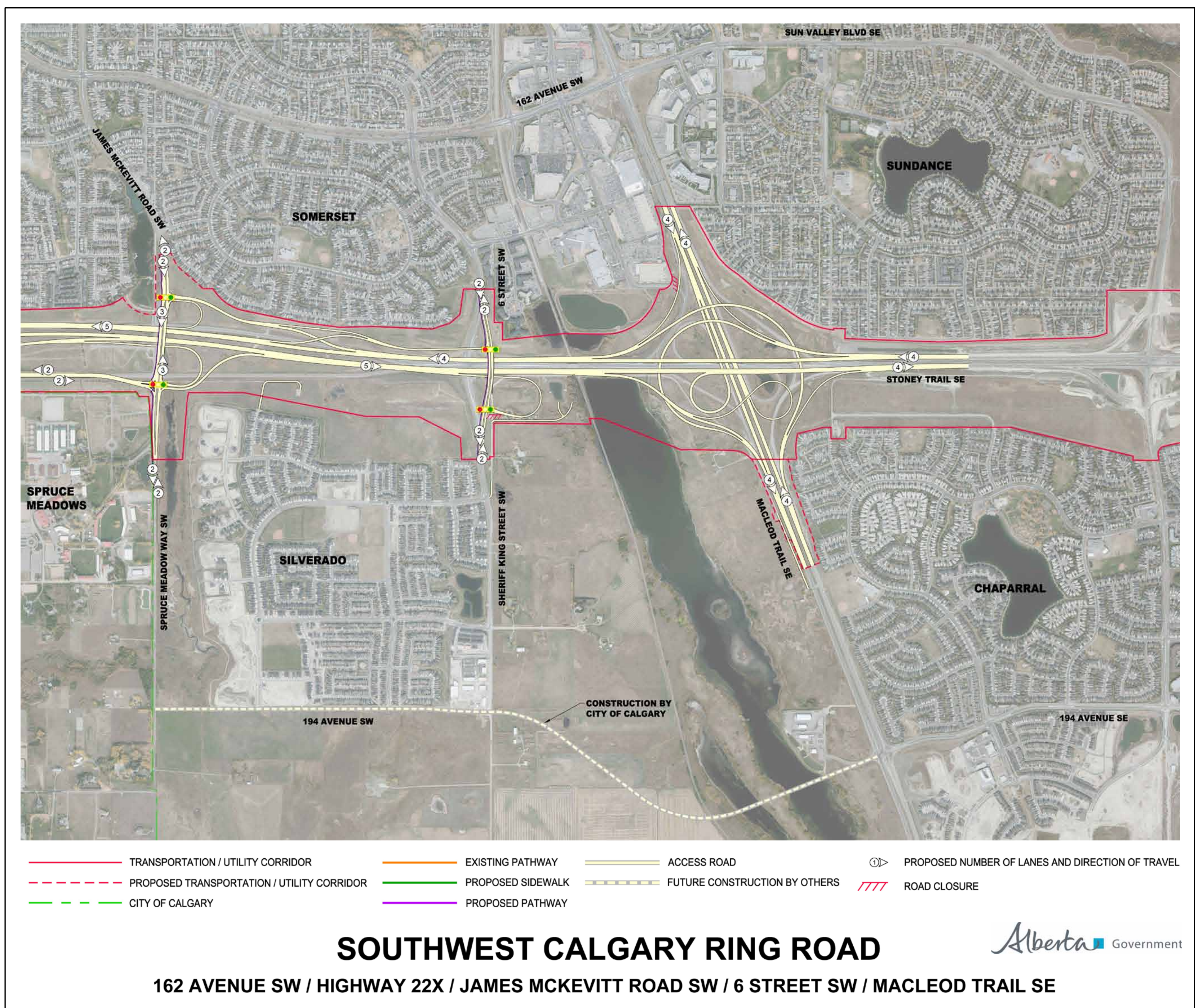
12 Emergency Signal Control

Improves emergency vehicle response time



Southwest Calgary Ring Road

- The southwest portion of Alberta Transportation's Calgary Ring Road is scheduled to begin construction in 2016.
- The ring road is in the vicinity of Macleod/162 Avenue. The City of Calgary will coordinate design and construction with Alberta Transportation.
- Separate public engagement is being held by the province for the ring road project.
- Visit provincial website for more information: www.sw-crr.ca



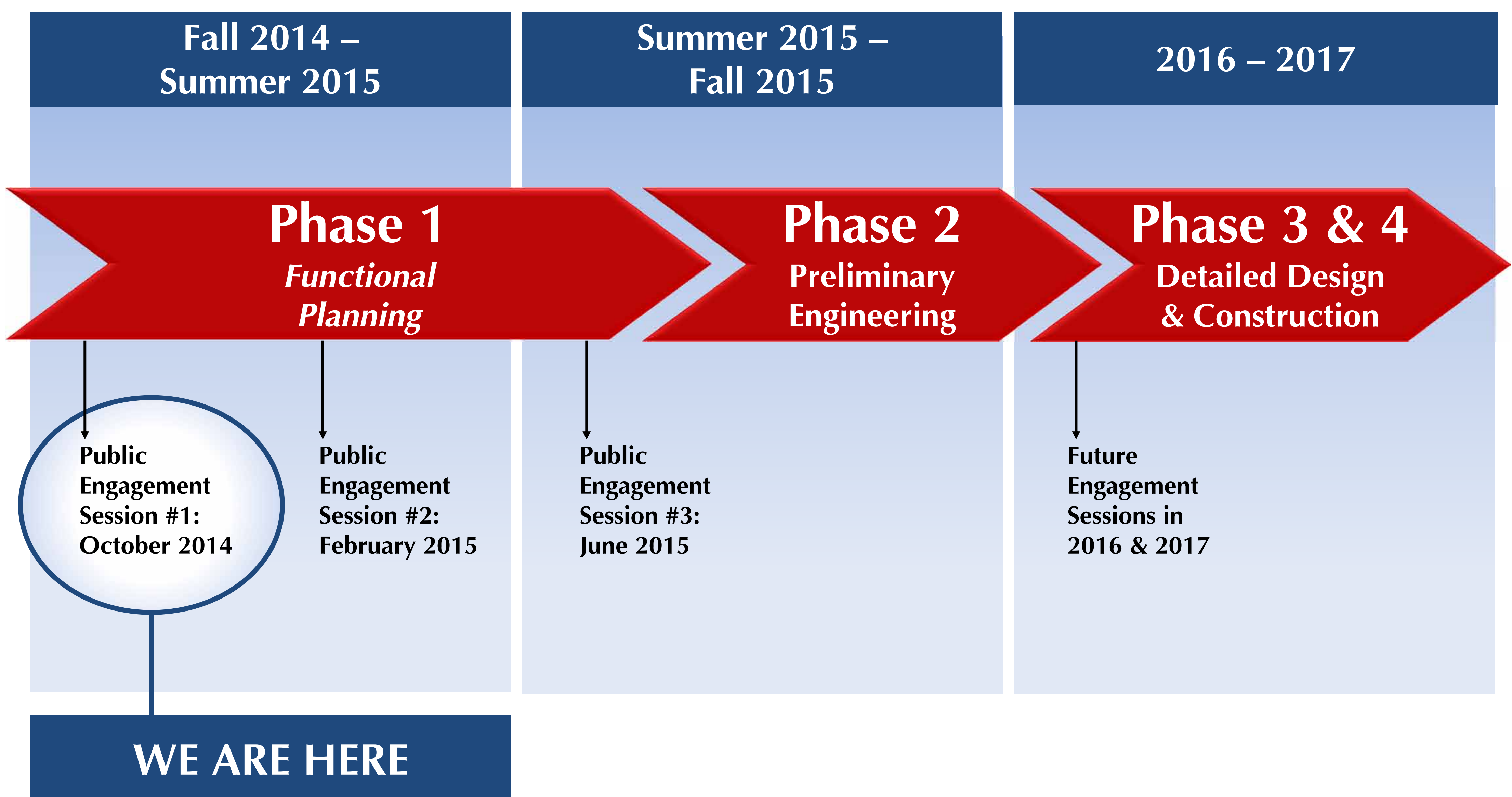
Moving Forward

Next Steps

The City will:

- Review stakeholder input from this open house and social media
- Complete further analysis and evaluation of the options
- Hold Public Engagement Session #2: Review Interchange Options
- Hold Public Engagement Session #3: Review Recommended Plan
- Finalize Functional Planning Study (Summer 2015)
- Proceed with Engineering Design and Construction

Project Schedule



Seeking your input

The City is seeking feedback to confirm priority areas for the proposed interchange.

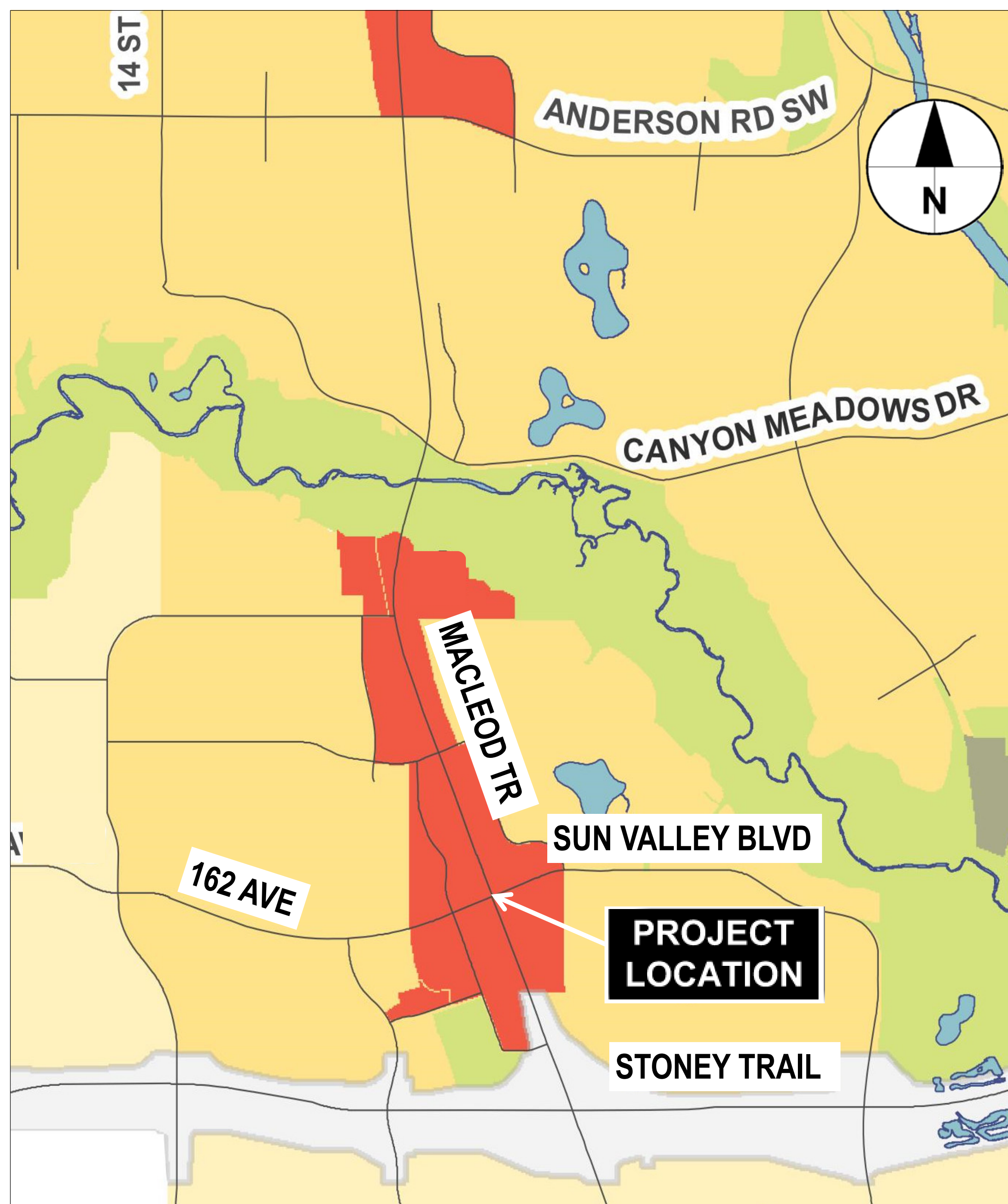
What's important to you?



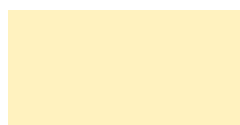

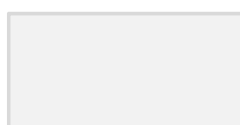
Help us with improving the design by selecting criteria that you feel are important by placing a dot in that space. Your selections will be used to rank the importance of criteria. Ranked criteria will be used to help evaluate design options.

Shopping/Business Access	Pedestrian Accommodation
Bicycle Accommodation	Traffic Safety
Public Transit	Emergency Access (Police, Fire, Ambulance)
Car Pooling	Goods Movement (Commercial Vehicles)
Vehicle Travel Times	Environmental Sustainability
Urban Character / Aesthetics	Community Connectivity
Construction Costs	Other Criteria

Land Use Policy

The Calgary Municipal Development Plan (MDP) envisions:



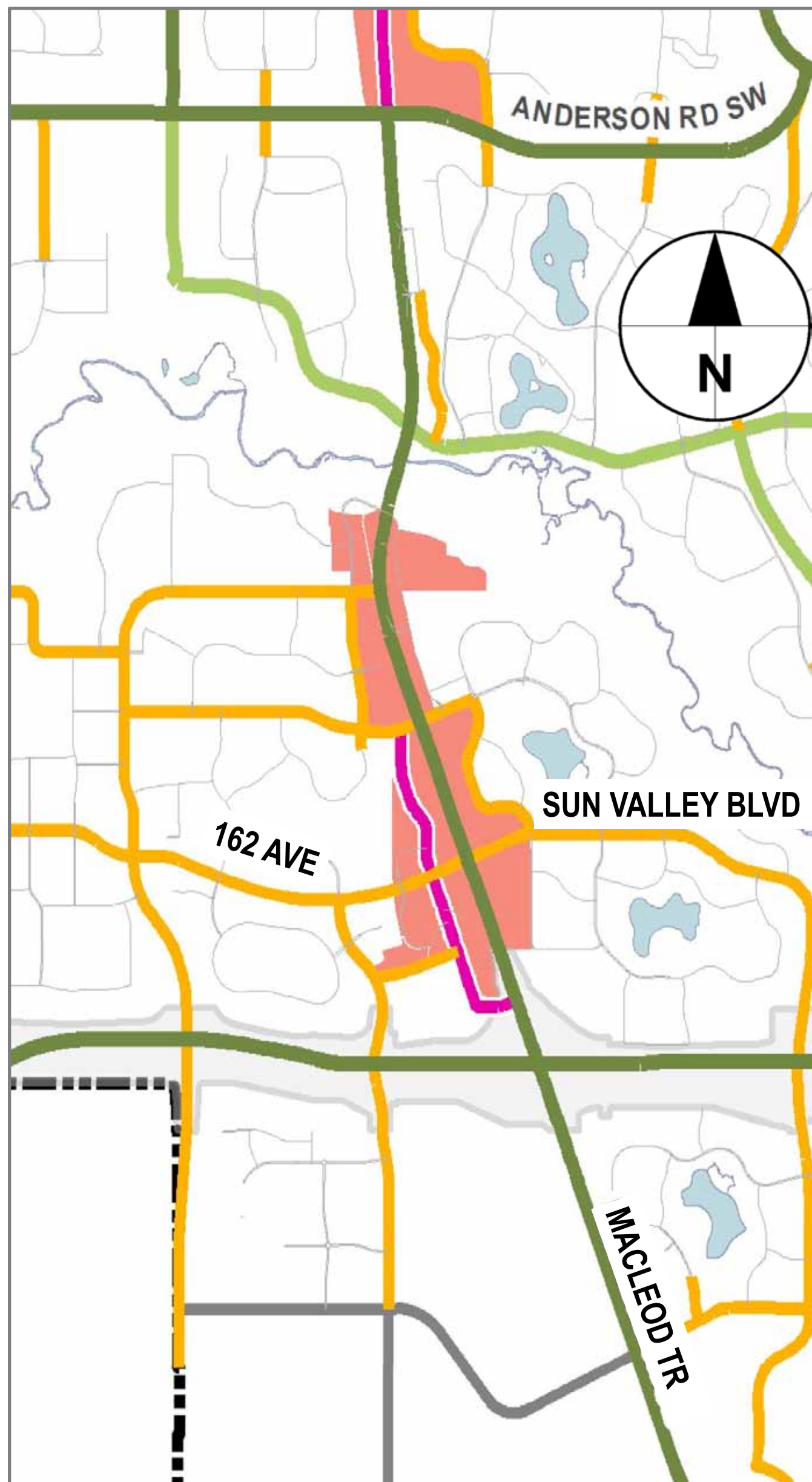
-  Major Activity Center
-  Developed / Established Residential Area
-  Developing / Planned Residential Area – Greenfield with Area Structure Plan (ASP)
-  Major Public Open Space
-  Transportation / Utility Corridor




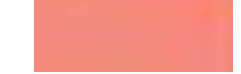
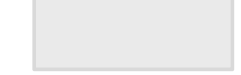



- A Major Activity Center (MAC) along Macleod Trail.
- Transit-Oriented Development (TOD) with greater density around the Light Rail Transit (LRT) stations.
- An increase in the number of jobs in the surrounding area.
- A multi-modal transportation system to support land use.

Transportation Policy

The Calgary Transportation Plan (CTP) envisions:

Road and Street Network



-  Skeletal Road
-  Arterial Street
-  Urban Boulevard
-  Major Activity Centre
-  Transportation / Utility Corridor
-  Parkway
-  Roadway to be classified
-  City Limits

Skeletal Road:

- High speed, high volume roads that facilitate long distance travel.

Arterial Street:

- Connects multiple communities and major destinations.

Urban Boulevard:

- Forms the backbone of higher density corridors and activity centers.

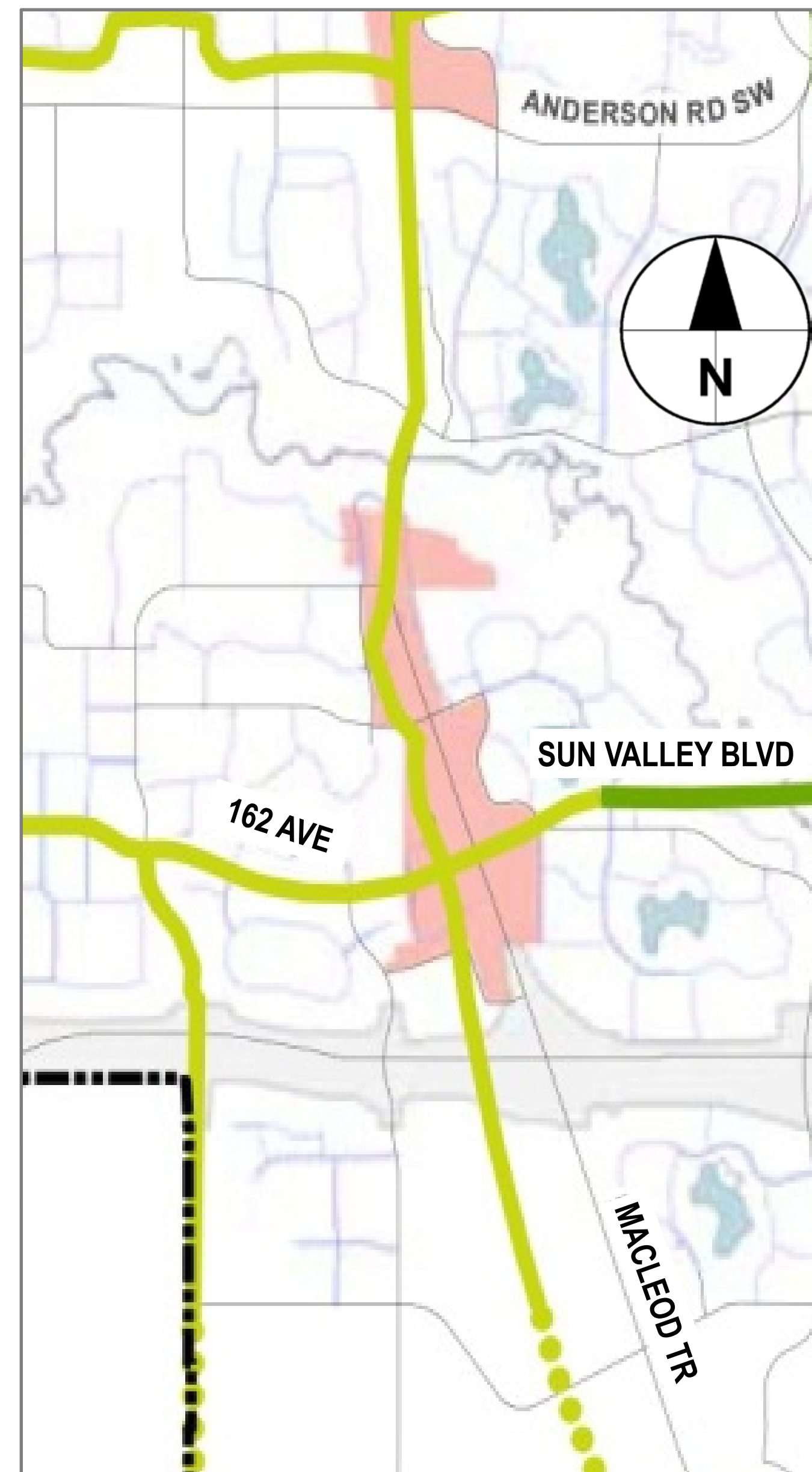
Parkway:





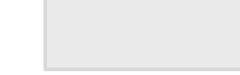

- Focus on integration with natural areas

Roadway to be classified:

- Determined by future Local Area Plans.

Primary Cycling Network



-  Primary Bike Route
-  Primary Bike Route dependent on land use
-  Regional Multi-Use Pathway Route
-  Major Activity Centre
-  Transportation / Utility Corridor
-  City Limits

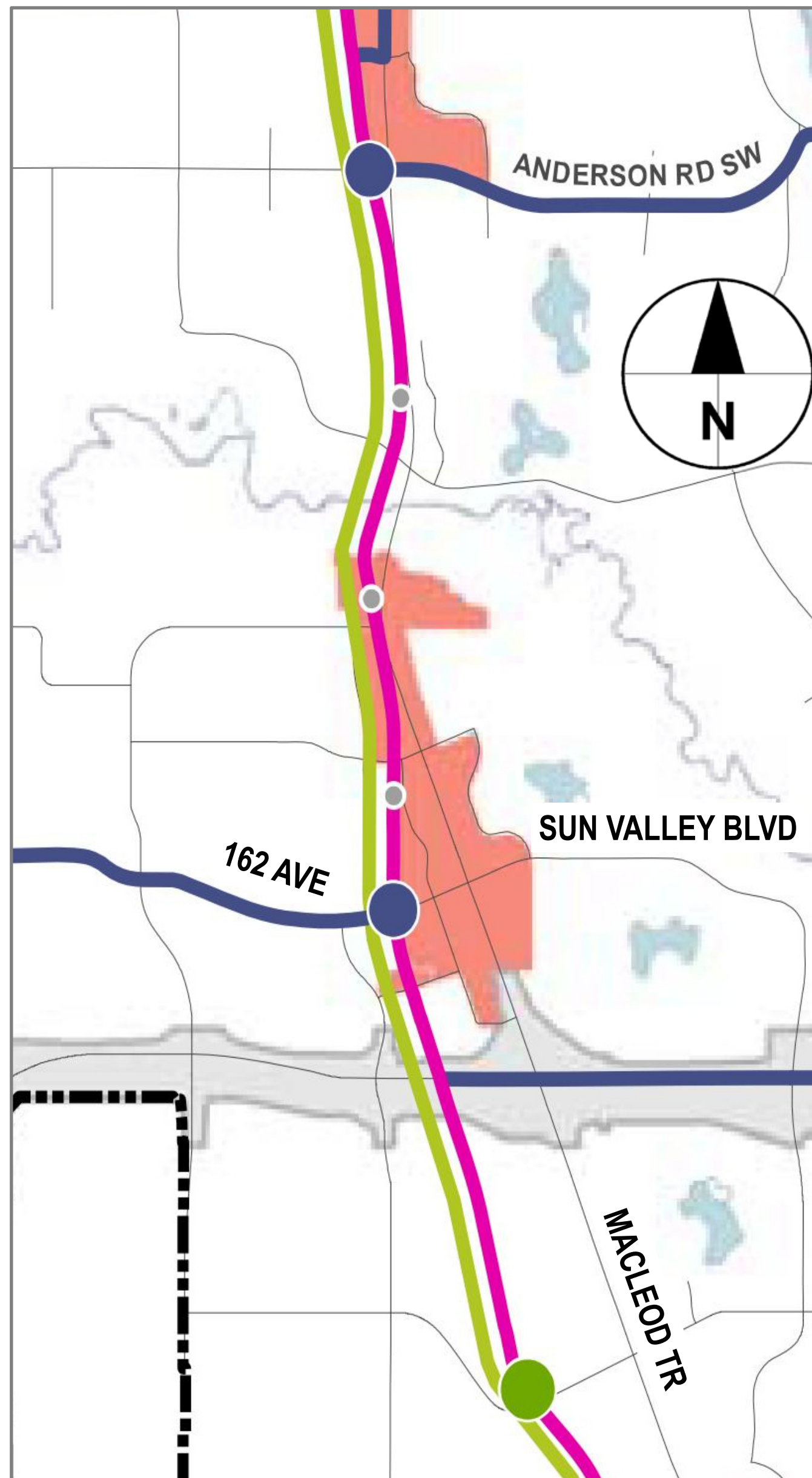
Primary Cycling Network:

- Connects major activity centers, corridors and institutions.
- Can be used for commuting and recreation.
- Kept clear of snow, ice and debris.
- Extends existing pathway systems.

Transportation Policy

The Calgary Transportation Plan (CTP) envisions:

Primary Transit Network



-  Primary Transit Network
-  Skeletal Light Rail Transit (LRT) Network
-  Primary Transit Hub
-  Regional / Inter City Gateway Hub
-  Transit Centres
-  Regional Commuter Rail Corridor
-  Major Activity Centre
-  Transportation / Utility Corridor
-  City Limits

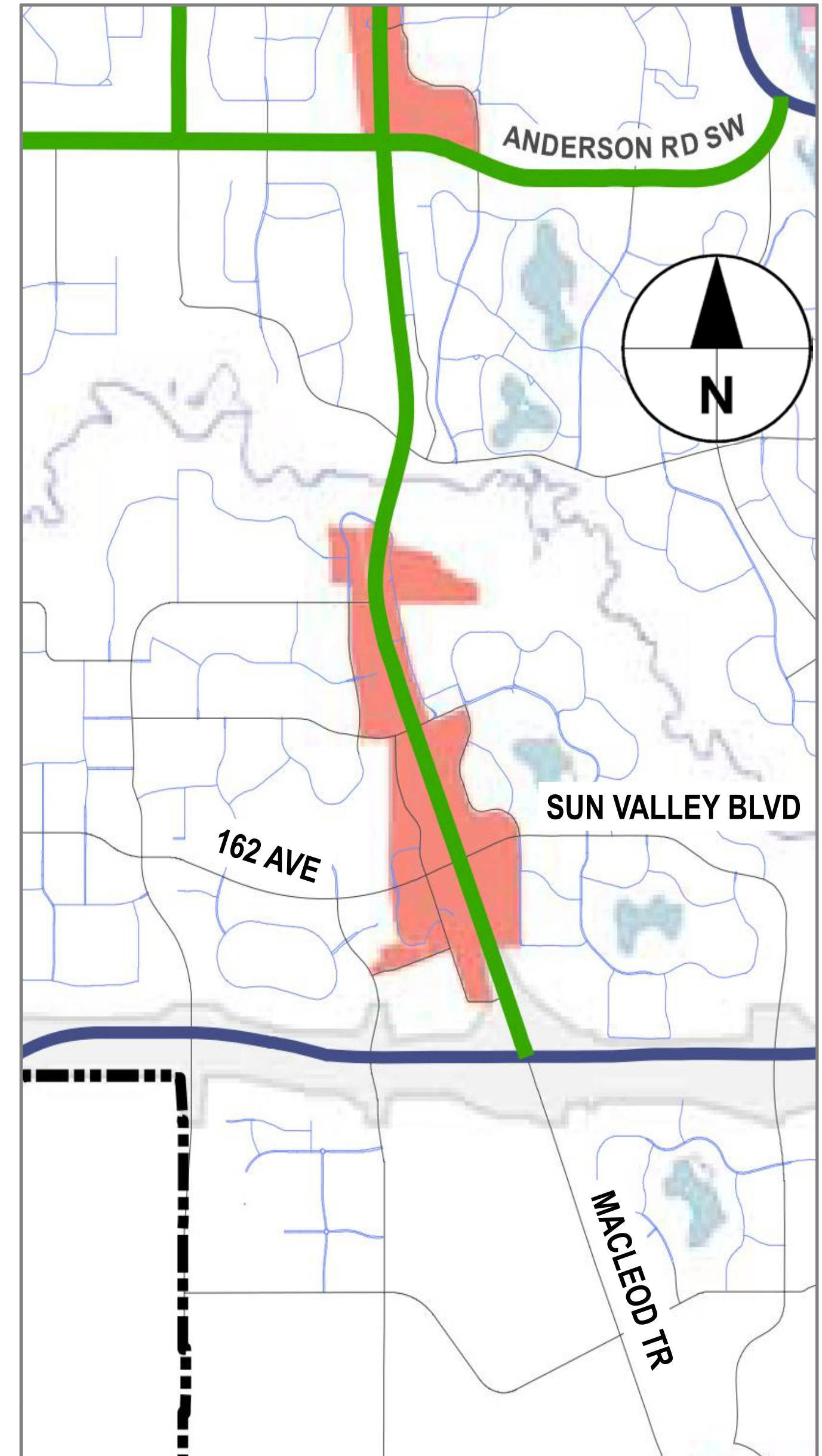
Primary Transit Network:





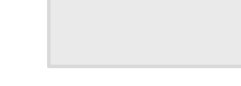
- Provides a network of transit service comprising of LRT, express buses and supporting bus routes.
- Provides high-frequency transit services (at least every 10 minutes during the day).

Primary Transit Hub:

- Accommodates connections to the transit bus and/or LRT between transportation modes.

Primary HOV Network



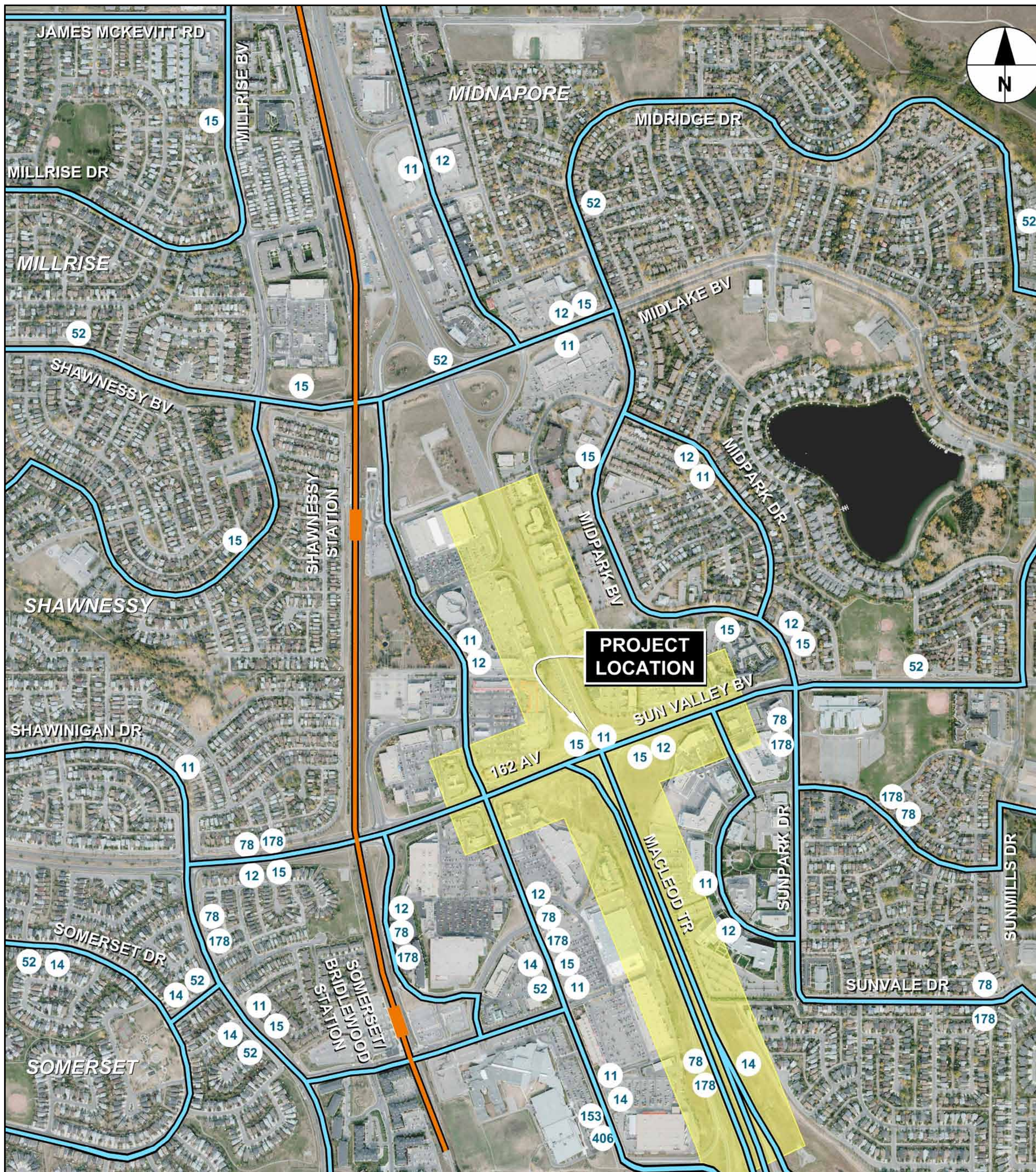
-  HOV Network (Auto and / or Transit Focus)
-  Provincial HOV Network (to be confirmed with Province)
-  Major Activity Centre
-  Transportation / Utility Corridor
-  City Limits

Primary High Occupancy Vehicle (HOV) Network:

- Reduces reliance on single-occupancy (driver-only) vehicles.
- Can increase people-moving capacity of existing road infrastructure.
- HOV may include transit vehicles, vehicles with passengers, taxis, etc.

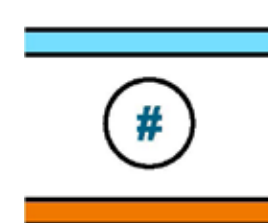
Transit Network

This map shows the existing transit network.



LEGEND

Existing Bus Route
Route Number
LRT Route

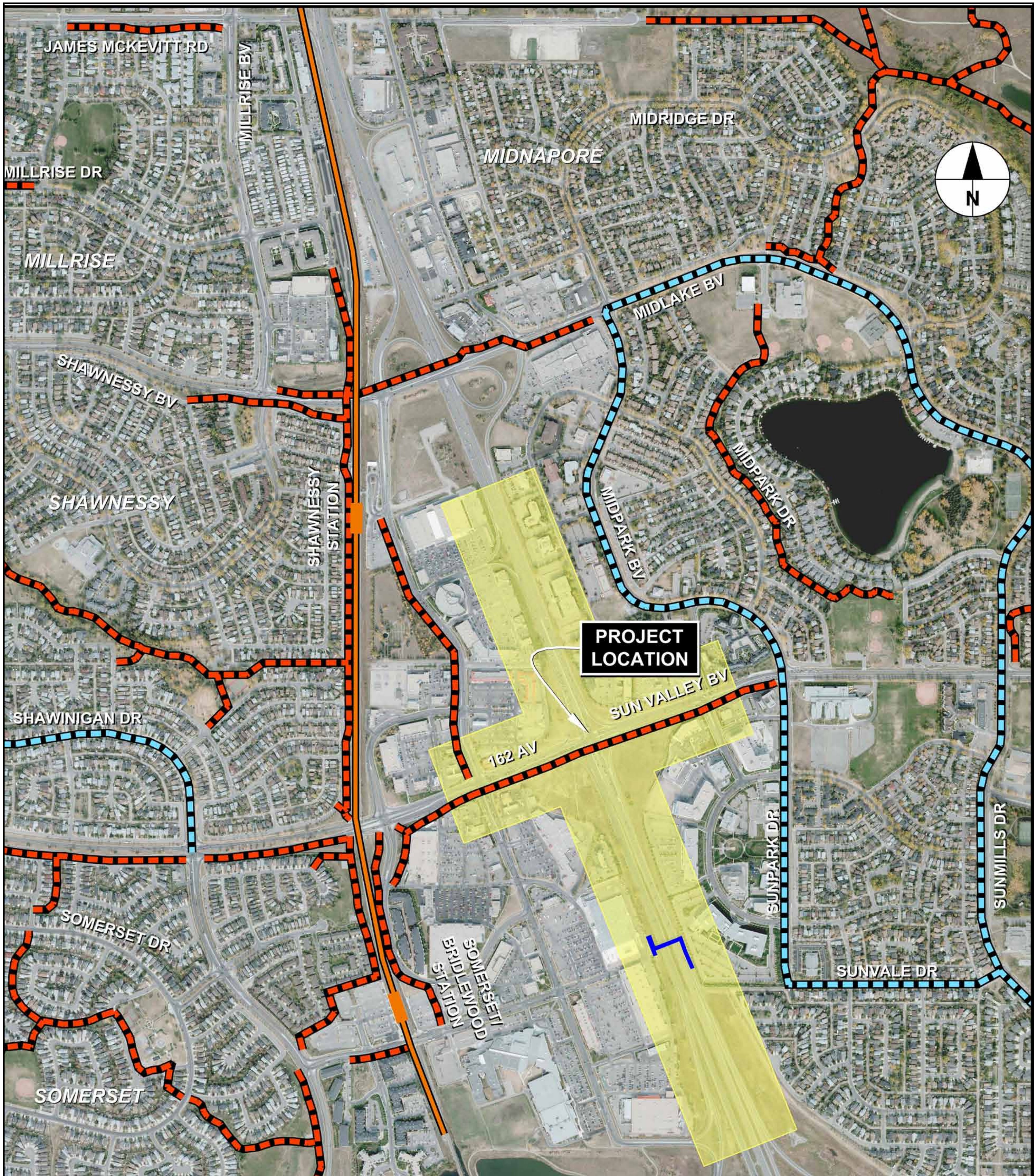


LRT Station
Study Area






Pedestrian and Cycling Network

This map shows the existing bikeway and pathway network.



LEGEND

Existing Bikeway
 Existing Regional Pathway
 Existing Pedestrian Overpass

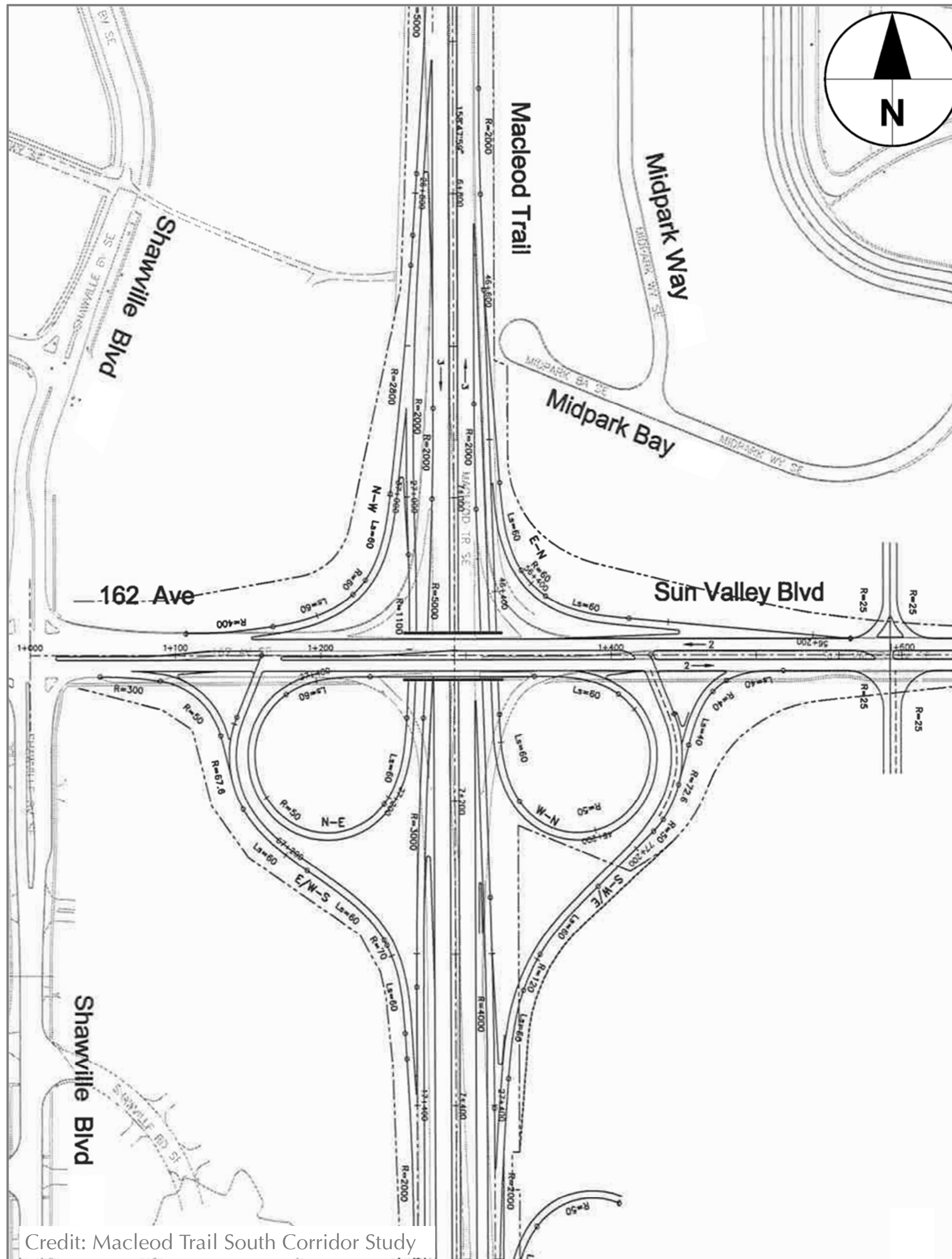
 LRT Route
 LRT Station
 Study Area





Current Approved Plan

The Macleod Trail corridor was most recently studied in 1999. The plan approved at that time is shown below.



The City is revisiting this plan now to incorporate the following changes:

- New City policies.
- Updated land use forecasts and transportation network.
- Improved accommodations for pedestrians and cyclists.
- Improvements for transit service.



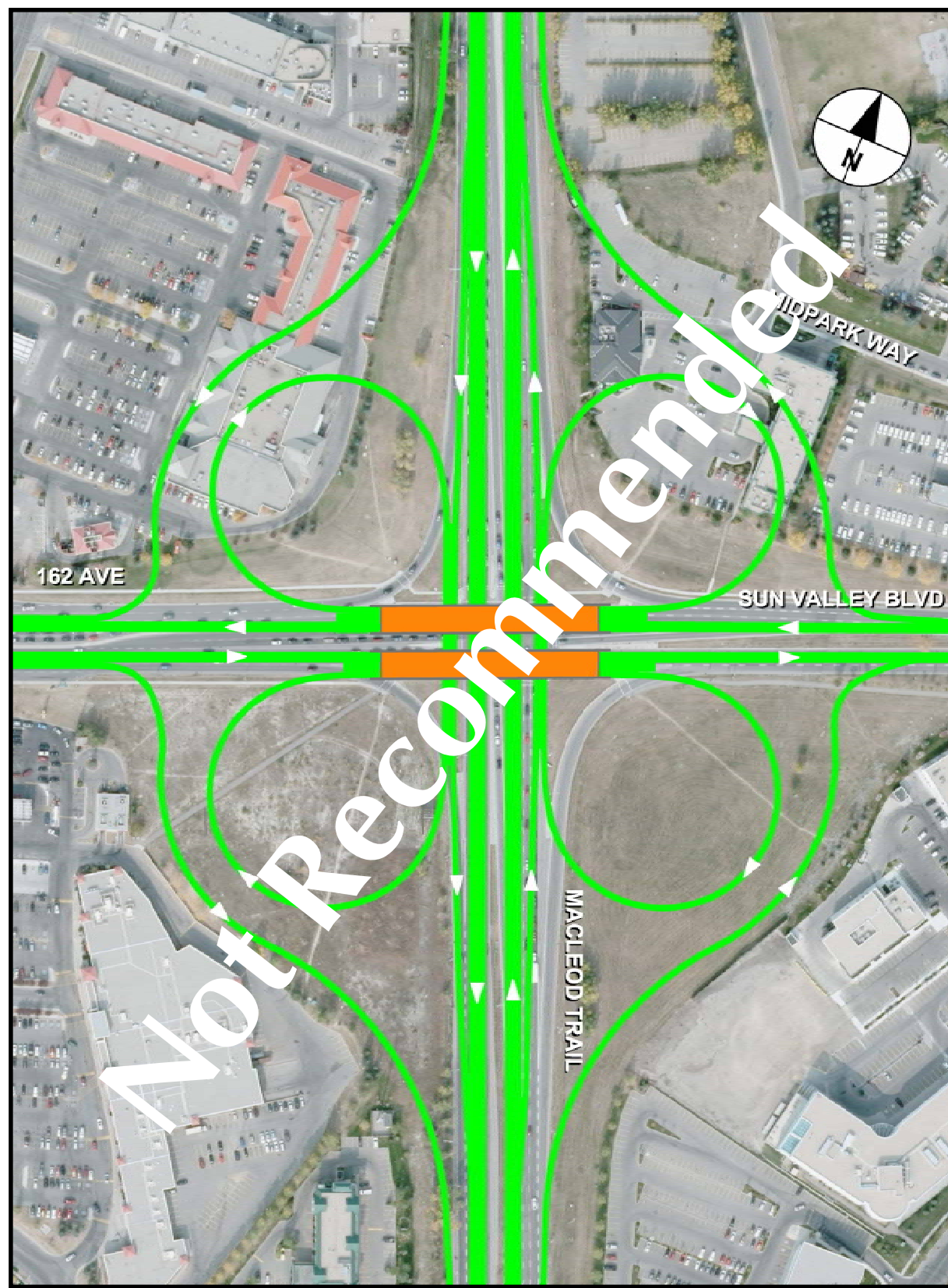
Possible Interchange Configurations

The next two boards show the interchange types being considered.

Loop Type Interchanges

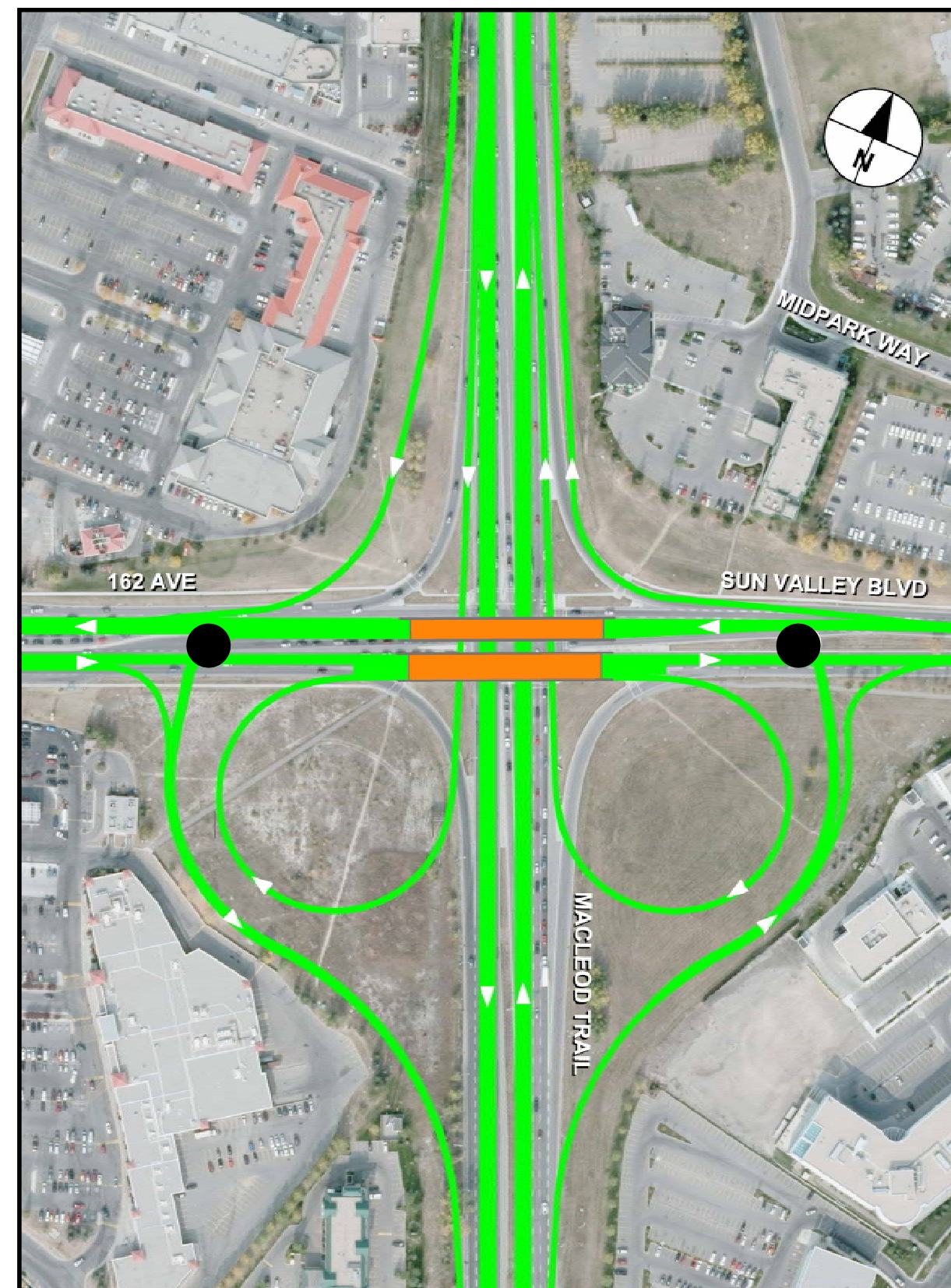
1 Cloverleaf

Loop ramps in all quadrants.
Right-of-way not available for this interchange.
Example: 16 Avenue / Barlow Trail



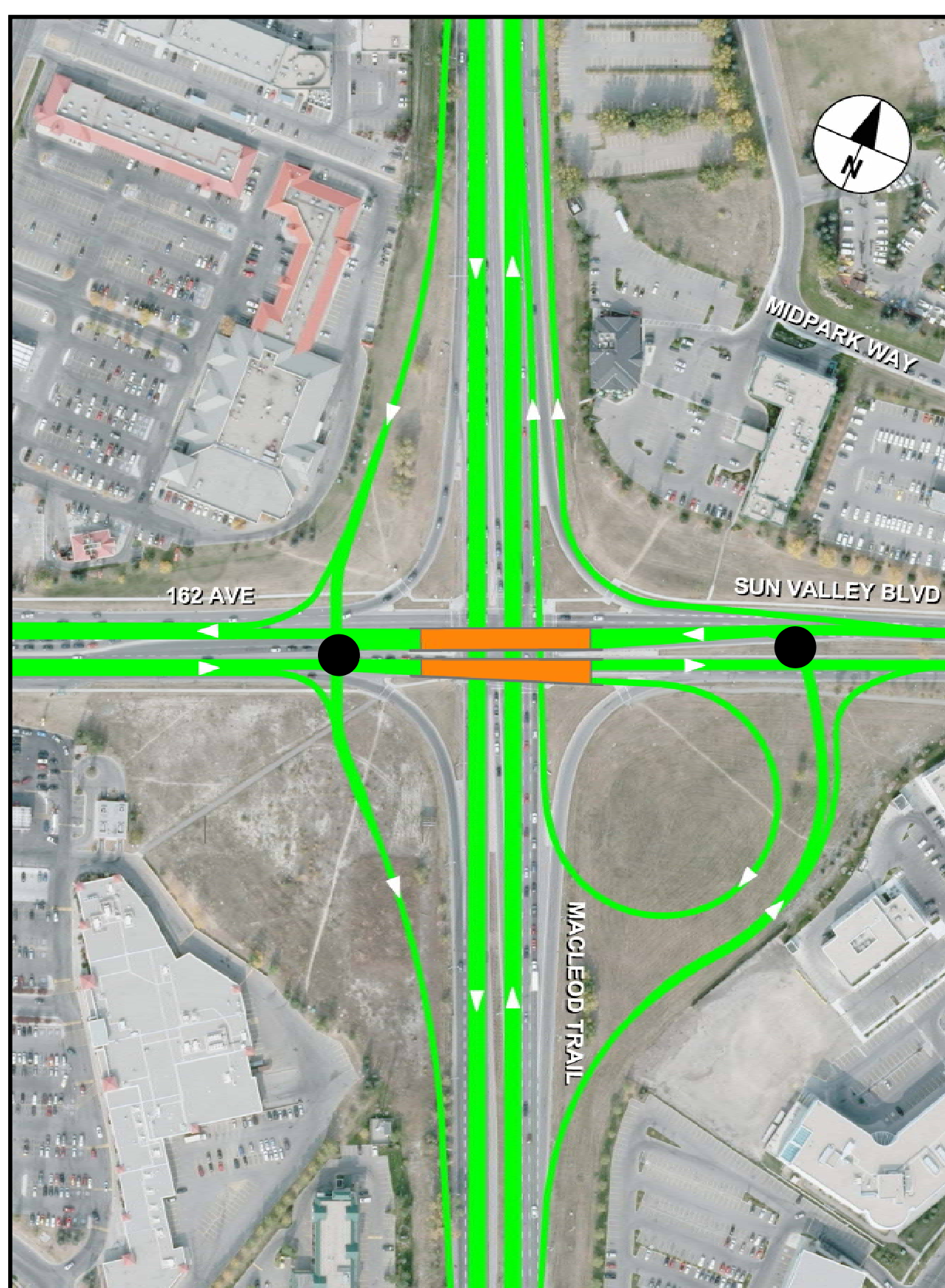
2 Partial Cloverleaf (Parclo AB)

Loop ramps in SE and SW quadrants.
Example: Glenmore Trail / 18 Street SE



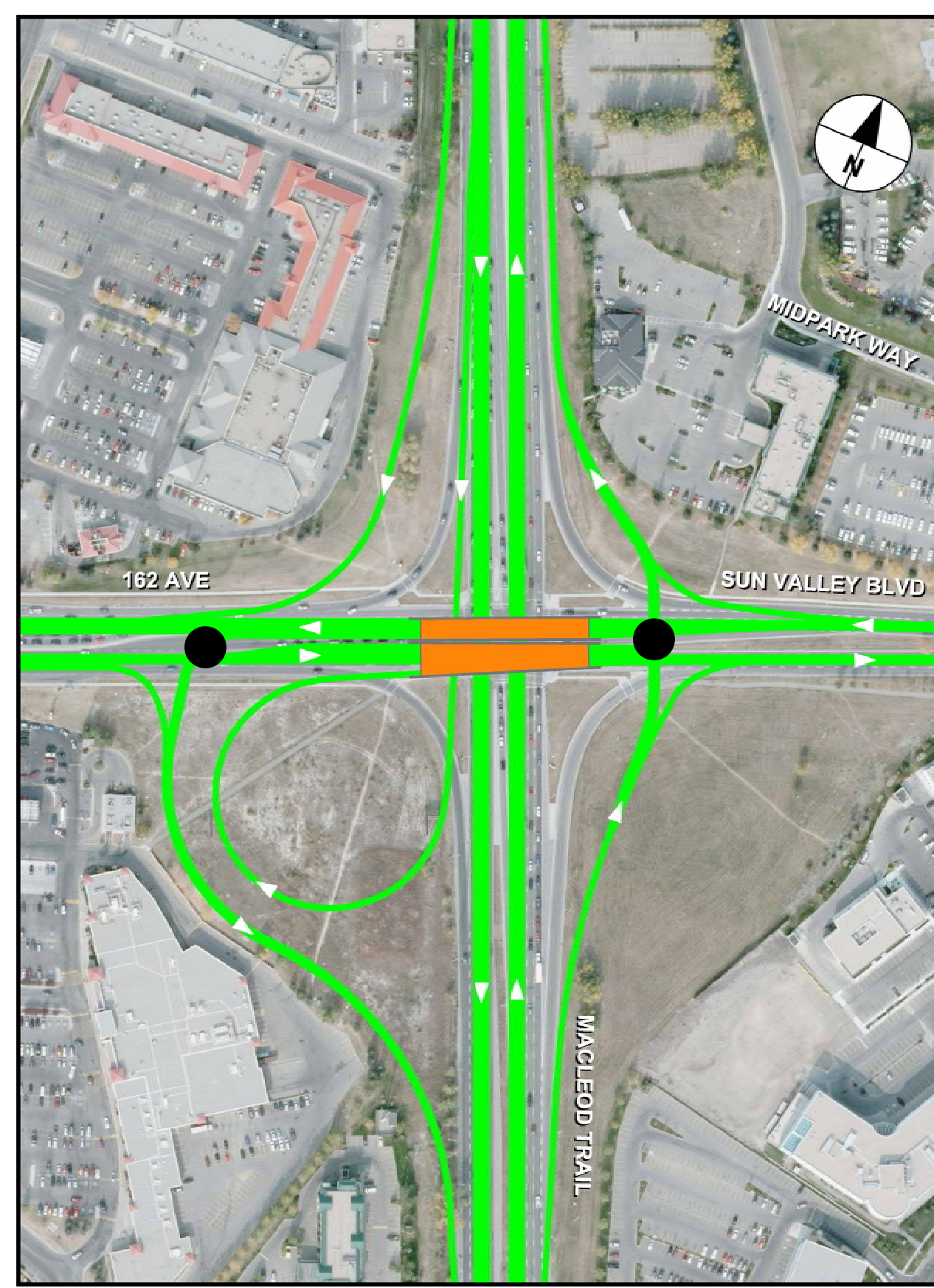
3 Partial Cloverleaf (Parclo A)

Loop ramp in SE quadrant only.
Example: Macleod Trail / Canyon Meadows Drive



4 Partial Cloverleaf (Parclo B)

Loop ramp in SW quadrant only.
Example: Deerfoot Trail / 64 Avenue NE



LEGEND

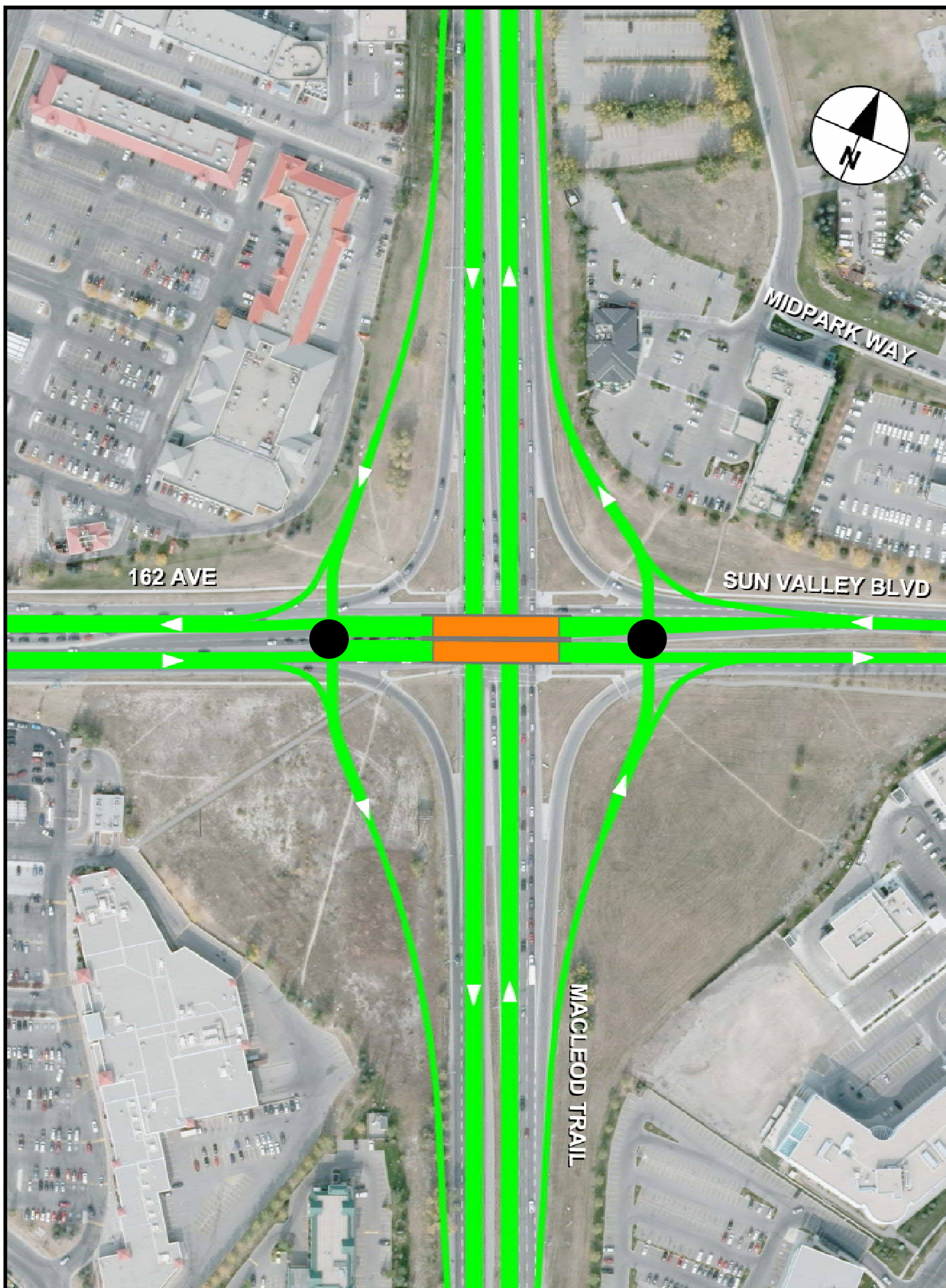
- Potential Intersection
- ◁ Traffic Direction
- ▬ Proposed Bridge
- ▬ Proposed Roadway

Possible Interchange Configurations

Diamond Type Interchanges

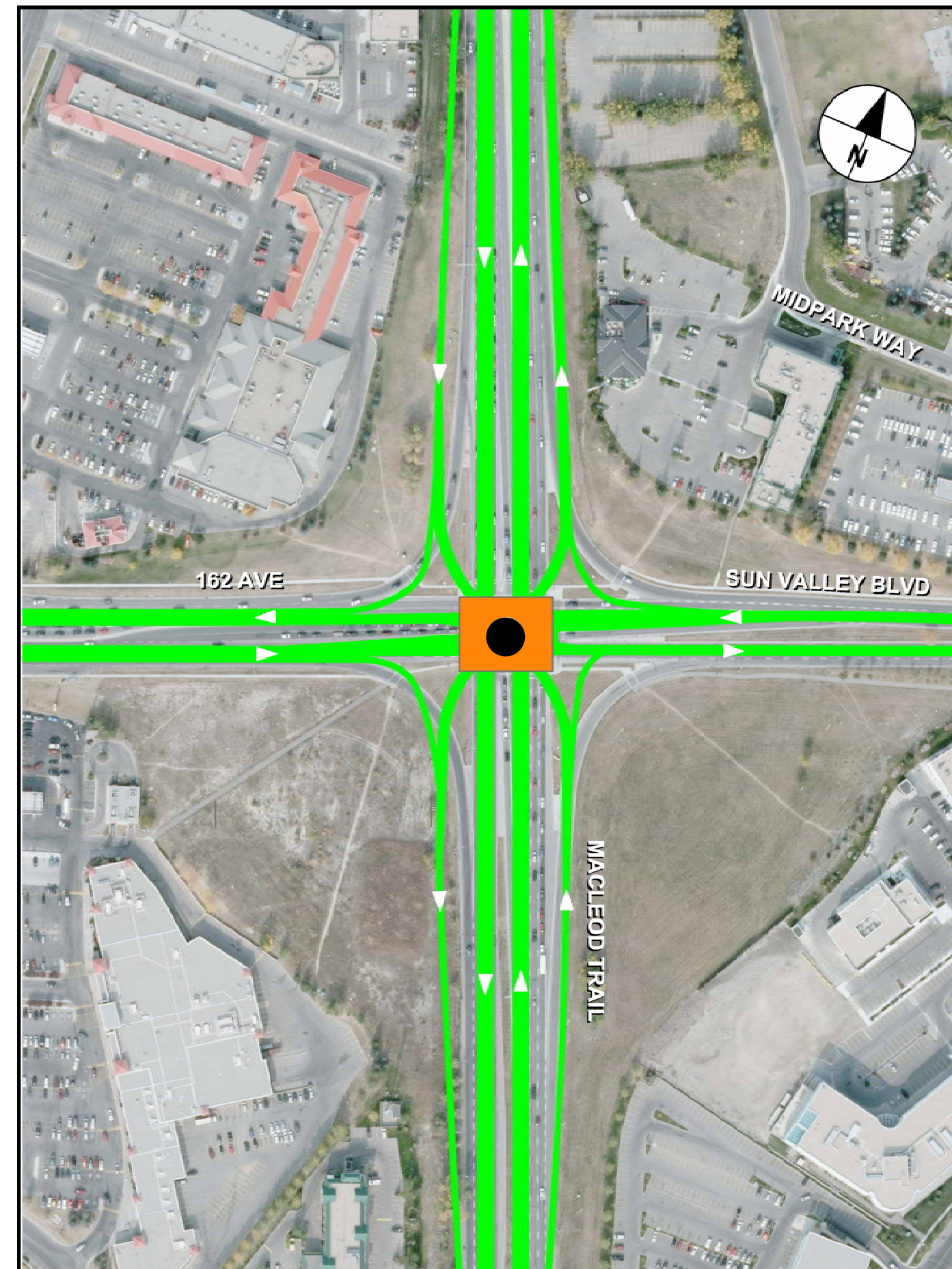
5 Diamond

Left turn movements occur at two intersections.
Example: Deerfoot Trail / 32 Avenue NE



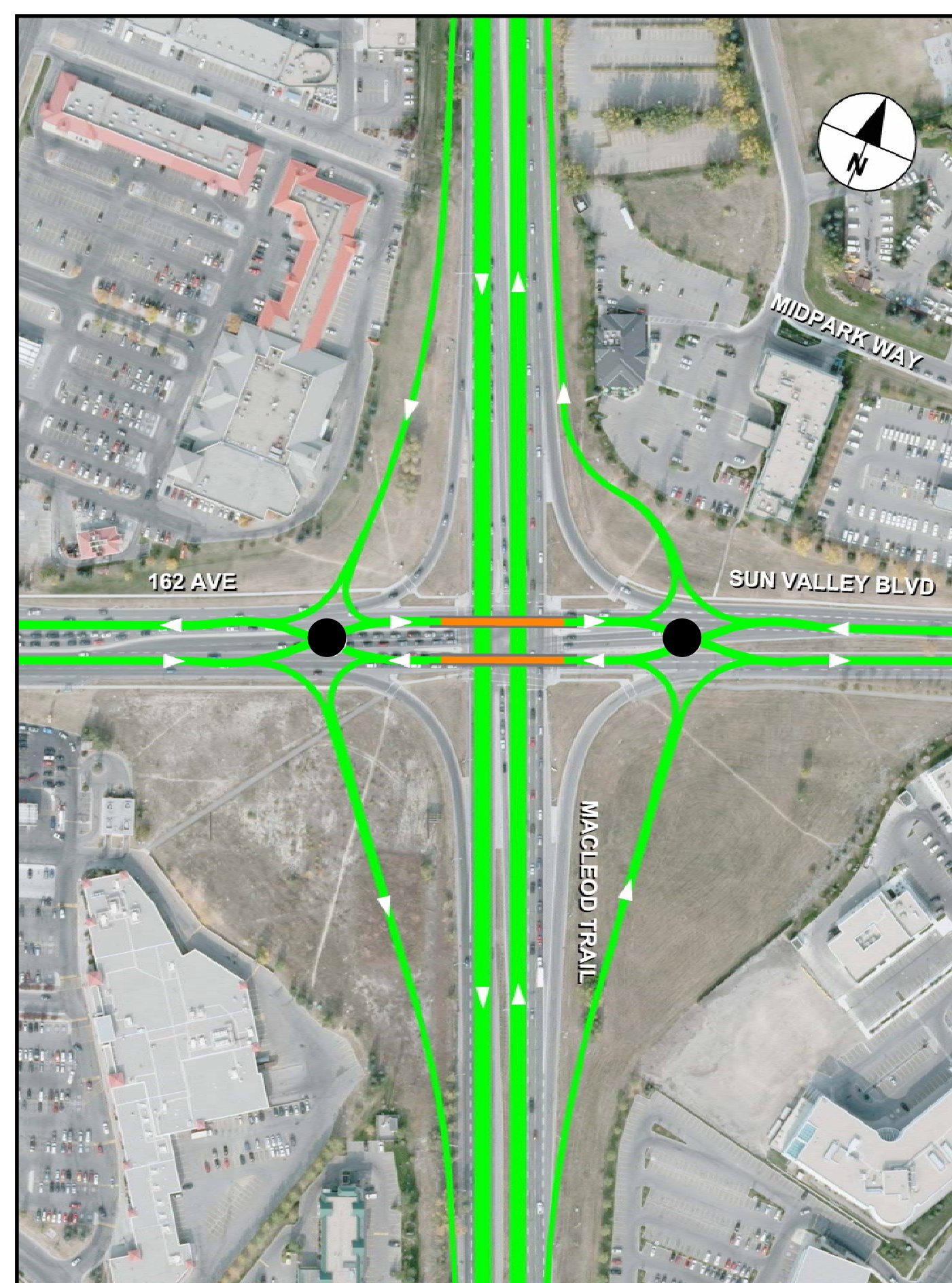
6 Single Point Diamond

Left turn movements occur at single intersection.
Example: Glenmore Trail / Macleod Trail



7 Diverging Diamond

On 162 Avenue, traffic flow changes to the left side through the interchange to facilitate left turns.
There is no local example of this concept that is gaining use in North America.



LEGEND

- Potential Intersection
- ◁ Traffic Direction
- ▬ Proposed Bridge
- ▬ Proposed Roadway