

June 15 Information Session – Verbatim Feedback

Sixty-four people attended the public information session held Monday, June 15, 2015 at the HeatherGlen Golf Course from 4 – 7 p.m. Attendees were asked to complete a feedback form and 18 forms were collected. The feedback form was also available online at calgary.ca/glenmore100street from June 15 - 22, 2015. An additional 46 forms were completed online for a total of 64 forms. The following are the respondent's verbatim comments to the open-ended questions.

Verbatim Responses

Do you have concerns about this project? Please explain:

Thank-you for hosting the open house and providing us with the information. The most important information to me was why the half interchange when a full interchange should be considered. I understand the conflict with the ramps and the proposed interchange at Range Road 284 and understand the rationale for the half interchange.

Don't want to wait 20-30 years. I use the intersection multiple times a day to access the business parks.

Yes that access to where I work will be limited and a possible longer more costly commute to place of work.

There is a large number of people that commute from Langdon into the industrial area to the north of Glenmore Trail near 100 St. There needs to be access to the area to and from the east.

Yes, especially if you have a plan to develop an interchange the next east road over, why develop this? Also if you wait 20 years, people are going to be killed because traffic already is extremely backed up onto Stoney trail and towards Langdon every single morning. Why not run the roads through to the east of the current industrial areas, develop the Conrich overpass now and close 100 intersection. HeatherGlen traffic can then back track through the connecting road and south down 100st. This way the bridge that is falling apart doesn't need to be upgraded before someone falls through it.

We need access from the East to get to work.

I want a smoother flow of traffic past 100th and I don't want to be blocked off from Stoney trail or the rest of glen more.

Do you have concerns about this project? Please explain:

I exit onto 100 street from Glenmore Trail travelling eastbound. I am hoping that the ramp to exit onto 100 street going northbound will be a double lane as there are a lot of transport trucks in this area. Otherwise, the lineup of traffic turning left onto 100 street could get backed up.

Long waits for left turns onto west bound Glenmore. And backups all directions at rush hours.

It would be great if this road was closed to alleviate the heavy traffic along Glenmore from the city. Stoney Trail is right there and I see many large trucks by-passing it so they can go down 100th. It makes no sense to me. Mind you if the Stoney Trail interchange was built properly with a cloverleaf, then we would have a whole lot less headaches in that area and traffic would flow way better than it does.

This change will cause a significant increase in commute time to get to work coming from Langdon. I work on Wrangler Road.

Yes, I believe this interchange is needed but with traffic volumes already being high, I would like to see a full interchange not just a half. Once the project is started, you might as well do the whole thing because you'll be back in a few years to finish the job properly.

Delays during construction.

This intersection his historically bad around 7am (time when most people start work) I would worry construction in the area would make turning from Glenmore East bound on to 100th North Bound even worse. As it stands it takes about 10 min to make the turn.

Shutdowns in area for upgrade and rerouting.

I turn off Glenmore onto 100th to get to work every day and the opposite to get home. My concern is how much extra time it will take to get through the construction to get to and from work. This will also cause more traffic to use the back roads to get to Peigan. Which is a viable option for people who use Stony Trail but these roads only have 1 lane and get busy as is in the morning and after work.

I'm concerned it will take too long to solidify a solution to what is already a problem. There are drivers making all sorts of illegal compromises to try and get through this intersection – it's amazing that there hasn't been more incidents. This is also a hwy route that is now turned into a busy business area. This is the most dangerous spot of my daily commute.

This intersection is my main access to and from work. In the morning I travel East on Glenmore, and turn left to travel North on 100th St. In the afternoon I travel South on 100th St, and turn right to travel West on Glenmore. I am concerned about a partial interchange not meeting my needs for accessing 100th St and my place of work. There is extremely

Do you have concerns about this project? Please explain:

limited access to that industrial park, and it would be extremely important to me that the proposed interchange improve that access. (The only 2 other routes of access are Peigan and 84th St, and coming South on 100th St from 17th Ave.)

I am hopeful that this interchange will smooth out the flow of the traffic that my co-workers and I have to deal with every morning. While it's under construction though, I am concerned about how it will increase my commute time even more.

In addition to the proposed intersection, it should also be noted that the single lane eastbound traffic on Glenmore is unofficially turned into a 2-3 lane road in the early mornings due to the large volume of traffic. There are vehicles using the shoulders and even driving in the ditch on the south side of the road. This can be confirmed by viewing the usage personally.

None, it will help shorten my commute from east bound Glenmore to North bound 100st.

The length of time it will take to start, why will it take 20 years to address a problem that exists now.

Long term disruption with commute (Langdon - Shepard Park).

We ship up to 100 large 100 to 150 ton loads per year out of our plants at 112 Ave & 68th street. Since 2002 we continue to be boxed in and have more and more difficulty moving said loads in any direction as the high load corridor is getting more and more complicated for us. This intersection may help us when it is done but we have to back track to Barlow before we can start heading east toward a north/south high load corridor. The costs are huge just getting to Glenmore and 100 street. Thus, I hope we don't have an issue heading east while this interchange is being constructed, road ban free etc.

My concern is that the intention to build the half interchange soon, as a short-term solution, opens the possibility of changing the long-term plan to that of developing this to a full interchange instead of the Conrich Road interchange.

The timeline is excessive. Traffic congestion is already a problem, with the continuing development it is only going to get worse.

Don't want 100 Street shut down, need limited access.

Is the intersection at 100 Street & Glenmore closing, and if open will 100th be widened?

Access from Shepard Industrial park to east bound Glenmore.

We require access to Glenmore Trail to sustain profitable business.

No north access to 100 St from Glenmore Trail west.

Do you have concerns about this project? Please explain:

Project looks OK. Stoney was badly done at Glenmore. The Conrich interchange seems like it could be done a 100 St to better effect. City plan ok, Province plan not ok.

Yes, what is proposed will help but timeline is too long.

Will higher speed traffic at 100th and the canal pose a risk to cyclist cross-traffic?

It is definitely long term; I do plan to continue to live in the area.

Need to be done sooner.

Will this (Glenmore Trail) remain a high load Corridor, How far east is it planned to "Twin" Glenmore.

None at this time.

If yes, what steps do you believe can be taken to alleviate your concerns?

We have created challenges when 84th was closed as a result of Stoney. To also limit 100th again constrains traffic, particularly commercial traffic. In my opinion, the area would be better served by closing the interchange at range road 284 and make 100th a full interchange. I recognize that Peigan extension is planned as well and may be better served with a full interchange to support a large existing are development.

Build it ASAP.

To have access to Glenmore and 100th street enhance rather than closed.

Make sure the area is accessible from the East.

Why not run the roads through to the east of the current industrial areas, develop the Conrich overpass now and close 100 intersection. HeatherGlen traffic can then back track through the connecting road and south down 100st. This way the bridge that is falling apart doesn't need to be upgraded before someone falls through it.

As stated above, having a dual turning lane onto 100 Street would be the best to alleviate heavy traffic flow.

Dual left turns combined with longer turn lanes for both left and right turns. Motorists are using the shoulder to get past vehicles that are waiting at the lights to go straight through or turn left. So just make it wider. Open 84 street for right turns.

Do not change the east access to 100 street.

If yes, what steps do you believe can be taken to alleviate your concerns?

Build a full interchange. Proper cloverleaf style like the Hwy 1 & 797 overpass without lights. Please do not waste tax payers' money by putting lights up and building interchanges like Glenmore Trail and Stoney Trail. Lights only hold up traffic and there is no need for them if the planners do their job correctly the first time.

Adequate pre-planning to minimize impact, a dual turn-lane and extended advance lights during certain times in the morning.

The traffic light timing could be modified, as it currently stands I believe it is only working off a timer and does not provide optimal traffic flow. More often than not traffic headed westbound on 100th is given the same intersection time as traffic headed in the other three directions, however no vehicles are normal on this section of road. I would suggest modifying these traffic timers during any construction present.

Open up 61st and Glenmore for the duration.

I am not sure. Somehow keep the roads open during the day and not closing any lanes from 6:00am - 8:00am and the same for 3:00pm to 5:00pm. I find most people start early and finish work early. Another option would be to work through the night. A lot of big trucks use Glenmore and 100th.

Speed of a change/modification to the intersection; also a full-fledged Bike path. It has so many interruptions and dead spots coming in from Shepard. I don't dare change my footprint by biking - I'll get run over by a transport or garbage truck.

Clearly indicate how this partial interchange will facilitate traffic into and out of the industrial area centered around the intersection.

Keeping us up-to-date on the project as it proceeds, and what changes in traffic flow will result for each stage of the project.

At least double lane traffic from Stoney Trail East bound past Range Rd. 285 as well as the proposed intersection.

Start the project sooner.

Just make sure we can go east around this intersection during construction easily with O/S loads ban free. Right now there are so many turns to get out of town with an O/S load it is very difficult and costly. The route should be straight as an arrow like 84th was.

Could the Conrich road interchange be proposed as the half-interchange with the view of dovetailing with the long-term plan?

100 Street should be 4 lane and paved to 17 Ave, 84 St should be 4 lanes and better access onto Peigan Trail and 17 Ave... Dual turn lanes east bound Glenmore to North

If yes, what steps do you believe can be taken to alleviate your concerns?

bound 100 Street.

Provide limited access.

Widen 100th St South and North.

Access roads, plans need to be built before Glenmore east is shut down for access.

Plan construction to eliminate any issues at access to Glenmore Trail.

Put an off ramp on to 100 St from Glenmore west.

Need interim improvement for N/B left-turn o W/B traffic; urgently.

Signage on 100th.

Please contact those who can adjust the traffic lights so that they are more Glenmore friendly on WEEKENDS! Weekdays I can understand the traffic on 100 St S.E.

Short term, additional lanes on Glenmore (EB and WB) will help alleviate congestion.

All alternative routes replacing 100 St access must be accessible to large trucks year round without bans.

Do you have comments or questions about the Glenmore Trail & 100 Street S.E. Interchange Functional Planning Study?

Land development takes place long before road development.

I don't think it provides for business using 100 Street.

Listen to our concerns we live here, you don't.

Our company supports the half interchange.

Need to upgrade the level of urgently/importance for this project.

Fine.

Glad it's not happening for 20-30 years.

I was unaware of the long-term Conrich road interchange plans.

I was hoping for a pamphlet or handout that I can take back to my business to discuss

Do you have comments or questions about the Glenmore Trail & 100 Street S.E. Interchange Functional Planning Study?

with others at work.

The sooner the better.

I appreciate the opportunity to view and understand, the people presenting did a very good job of presenting the facts and answering questions.

Nope I understand the study.

Seems like a waste if you are waiting 20 years, the road is already at capacity and overburdened by the heavy truck traffic.

A lot of people work out here. Access from the East is essential.

Busy people probably don't have time to find this survey online or anywhere else. I missed the "roads" presentation at the golf course because a job went late. I hope that there is a sensible improvement to this intersection after the eight or so years of construction and closure of 84 street. Unfortunately, there probably isn't much confidence in the big road design brains after seeing the afternoon lineups at Stony trail and Glenmore and the traffic jams on northbound Stony trail as soon as it opened.

I'm glad you're taking the time to ask. Please build a full interchange.

It's long overdue, and there are significant hazards created due to long wait times in the morning. A cursory look would reveal that the single, eastbound lane approaching the intersection becomes extremely dangerous as cars and trucks alike use the shoulder to pass.

Long delays incite hurried vehicles to turn right at 100 St, only to pull a U-turn and cross the intersection in a north-bound direction.

What are the traffic priorities in this area? The industrial section continues to grow, and for the sake of everyone now working in that area, we would really appreciate consideration in this planning.

What is the finished project going to look like? And what will be the stages of construction?

See notes above.

Is 100 street going to be a high load corridor all the way to Balzac or is 116th street through Conrich going to be the only north/south choice? If so will it go all the way to 22X as well.

Do you have comments or questions about the Glenmore Trail & 100 Street S.E. Interchange Functional Planning Study?

My question would be whether the Conrich Road half-intersection was ever considered?

Will there be easy access into the Industrial Area from /to Langdon?

Is there other information you would have been interested in?

Why east bound Glenmore to north bound Stoney was developed as a turn signal. A lot of congestion as a result with at times long delays waiting to get through the area.

When is something going to be done about how long it takes to get through this intersection? From the online presentation it appears nothing for 30 years.

No.

I'd like to know why the timeline seems to indicate 20-30 years for construction.

Length of time the construction will take and when shutdowns will be.

Will 100th St North of the intersection also be improved to facilitate traffic in the area? This road is minimally used coming from 17th Ave in the North because of the terrible condition of the gravel sections. If this area was improved it would provide better access to the industrial area around the intersection, and could potentially relieve some of the traffic from 100th St and Glenmore intersection.

Would like to know the general plan for the interchange: final design, and stages of development.

Proposed timeline. Clearly marked High Load corridor throughout the City on a map.

Alternatives that were considered. The cost/benefit studies to confirm the various solutions in the long term.

Other options.

Would have liked to the province here as well.

Development of interim solutions to alleviate current traffic issue.

Intersection lights adjusted for weekend traffic to make Glenmore Trail lights longer.

Additional comments about the information session?

Informed polite staff, we need a solution and to be operational in 2 years.

I think I was expecting some changes to take place sooner than the proposed 20-30 year timeline.

Well done, good location, great presenters.

There needs to be access to the area from the east.

Couldn't make it to the one session. Was it four hours?

No.

Please get this interchange done soon!

The information session isn't really clear about how traffic access to the industrial areas around the intersection will be managed. It is mentioned, but I couldn't find much specifics.