

Welcome

Thank you for coming!

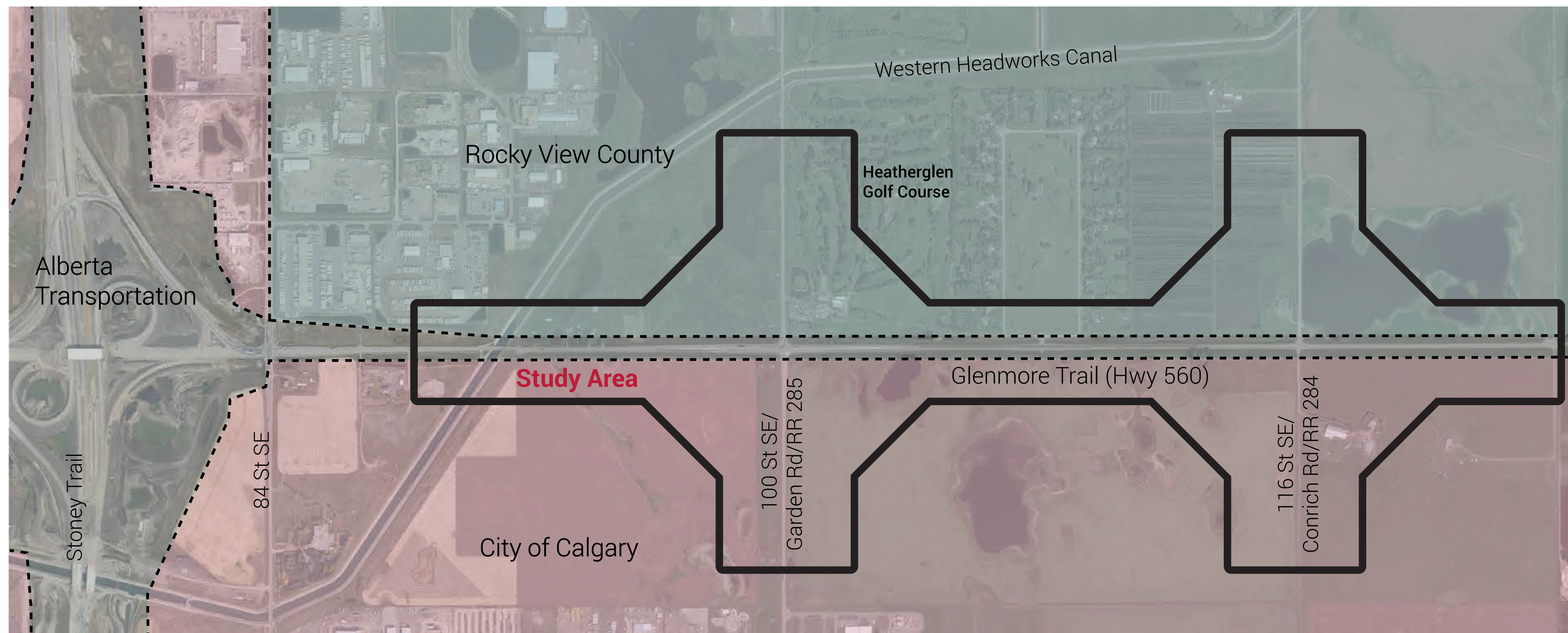
Please come in and have a look at the information boards.
The project team will be happy to answer your questions.

Comment forms are available here and online at
calgary.ca/GlenmoreTrailStudy until **November 23, 2016.**

Study purpose and goals

The City of Calgary, Alberta Transportation and Rocky View County are working together to make joint recommendations for Glenmore Trail at 100 Street S.E. to 116 Street S.E.

This study will identify the interchange layouts, the land required and how access will be provided to the bordering lands. The study will also consider accommodation of high-load trucks, area access, transit priority and active modes.



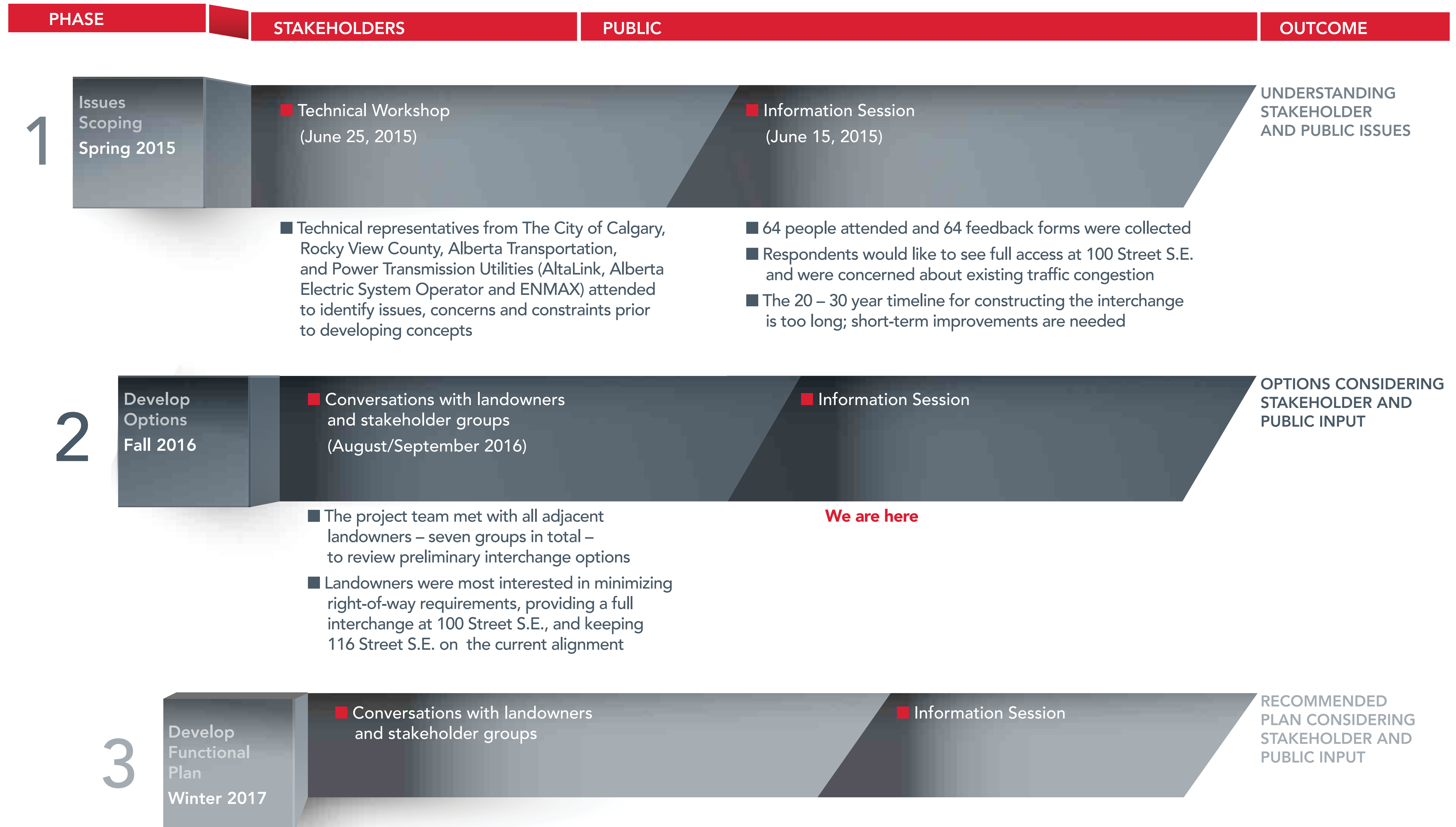
Legend

- Rocky View County
- Alberta Transportation
- City of Calgary
- Jurisdictional Boundary
- Study Area

**Glenmore Trail East Study
100 Street S.E. to 116 Street S.E.**

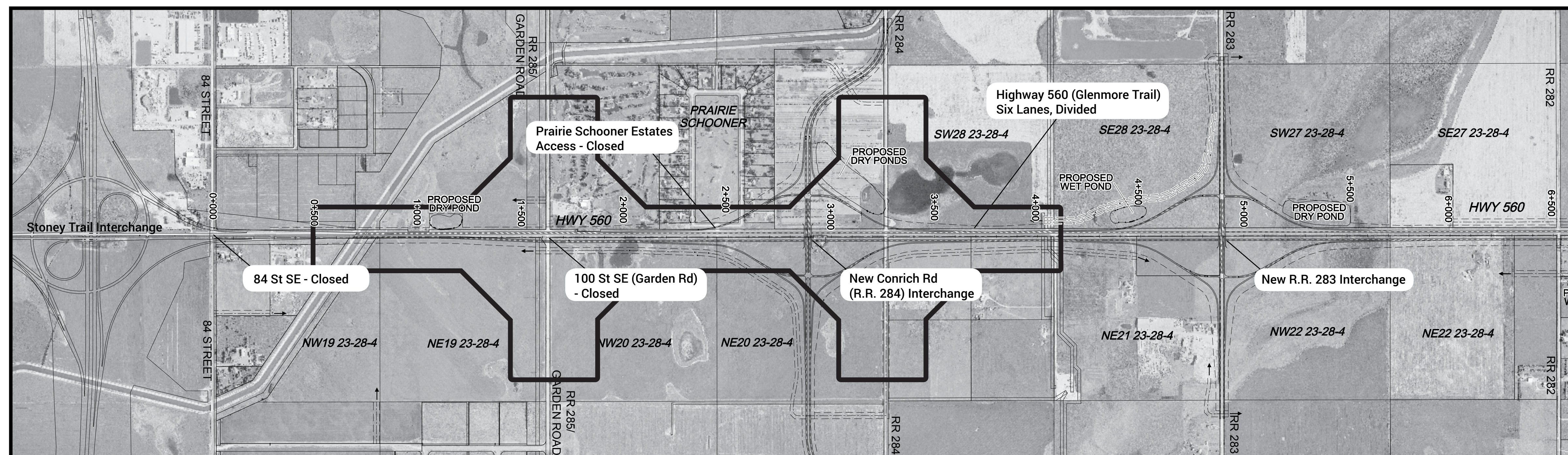


What we heard



From 2007 to now - what has changed

Current Highway 560 Functional Plan (2007)



2007
Highway 560
Functional Planning Study

The Highway 560 Functional Planning Study completed by Alberta Transportation. Includes upgrading Highway 560 to a high-speed, six-lane divided highway. Local access will be via grade-separated interchanges. 84 Street S.E., the Prairie Schooner Estates access and 100 Street S.E. are to be closed. This is the current long-term plan for the corridor.

2013
Southeast Stoney Trail
Ring Road

84 Street S.E. access was closed when the southeast leg of Stoney Trail opened, resulting in additional traffic on 100 Street S.E.

2013
Shepard Industrial Area
Structure Plan approved

Plan outlines expanded business/commercial area and increased industrial land use south of Glenmore Trail. Approved by Calgary City Council.

2014
Janet Area
Structure Plan approved

Plan outlines increased industrial and commercial land uses, as well as long-term plans for a regional business centre north and east of the study area. Approved by Rocky View County Council.

2015
Glenmore Trail &
100 Street S.E.
Functional Planning Study

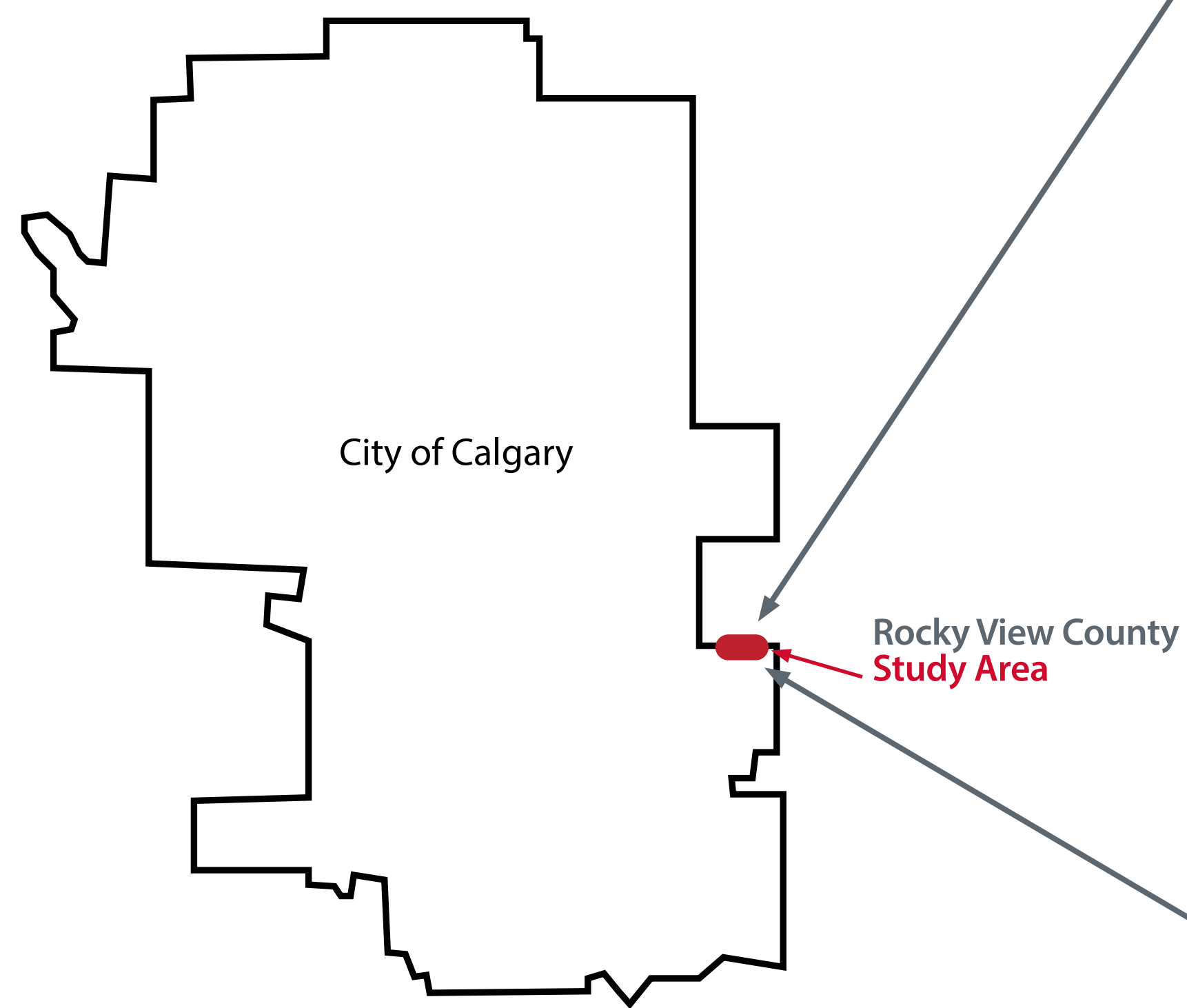
The City of Calgary, Province of Alberta and Rocky View County started working on joint recommendations for a future half interchange at Glenmore Trail and 100 Street S.E.

2016
Glenmore Trail
East Study (Now)

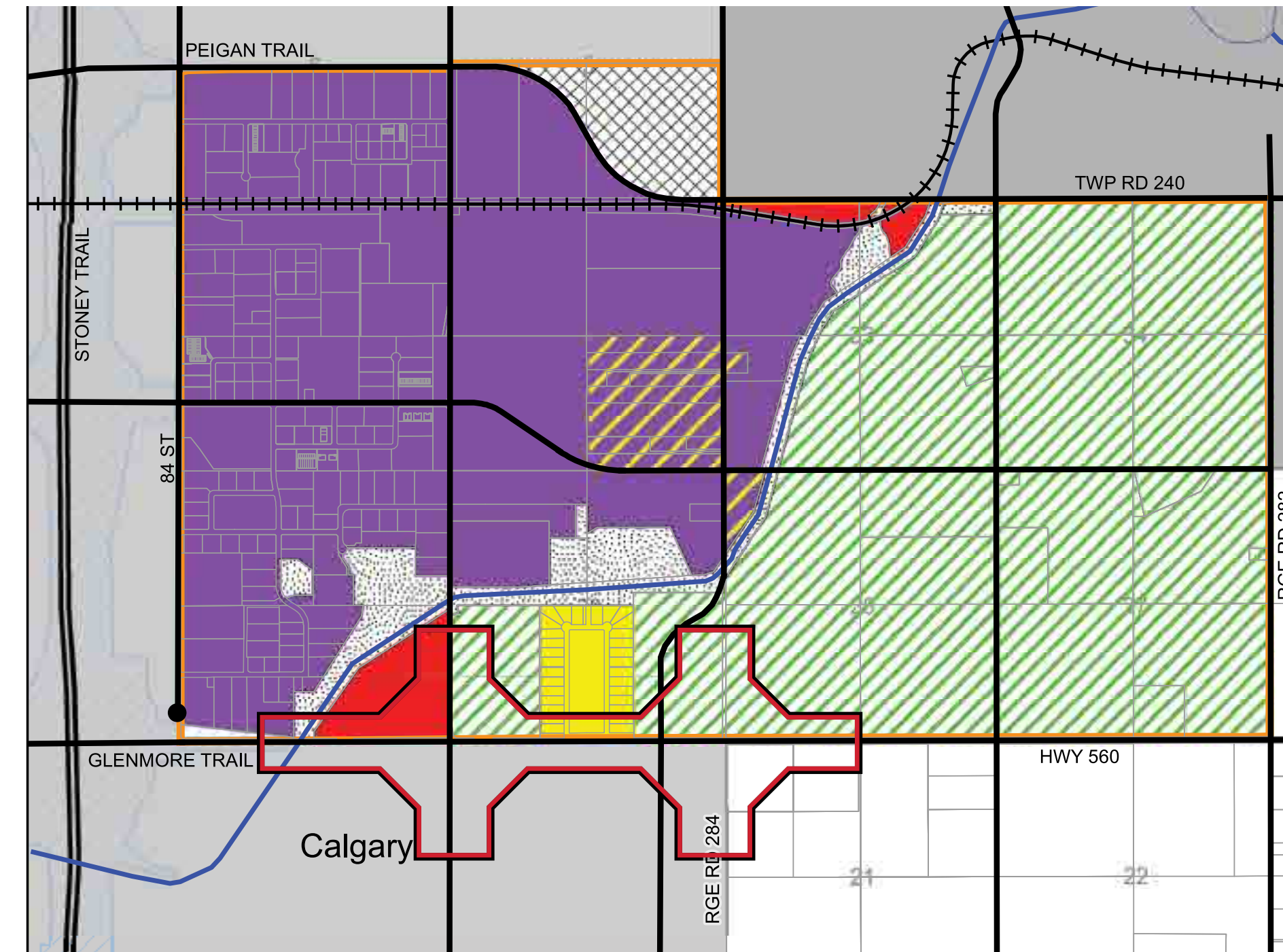
Based on several factors, including public input, planned development in the area and the shifting role and function of 116 Street S.E. in the transportation network, Alberta Transportation has agreed to expand the study area to include 116 Street S.E. The two interchanges are now being reviewed together to identify the best long-term access.

Future land use

Today this area is largely undeveloped, but the Shepard Industrial and Janet Area Structure Plans confirm this will be a major business and industrial area in the future.



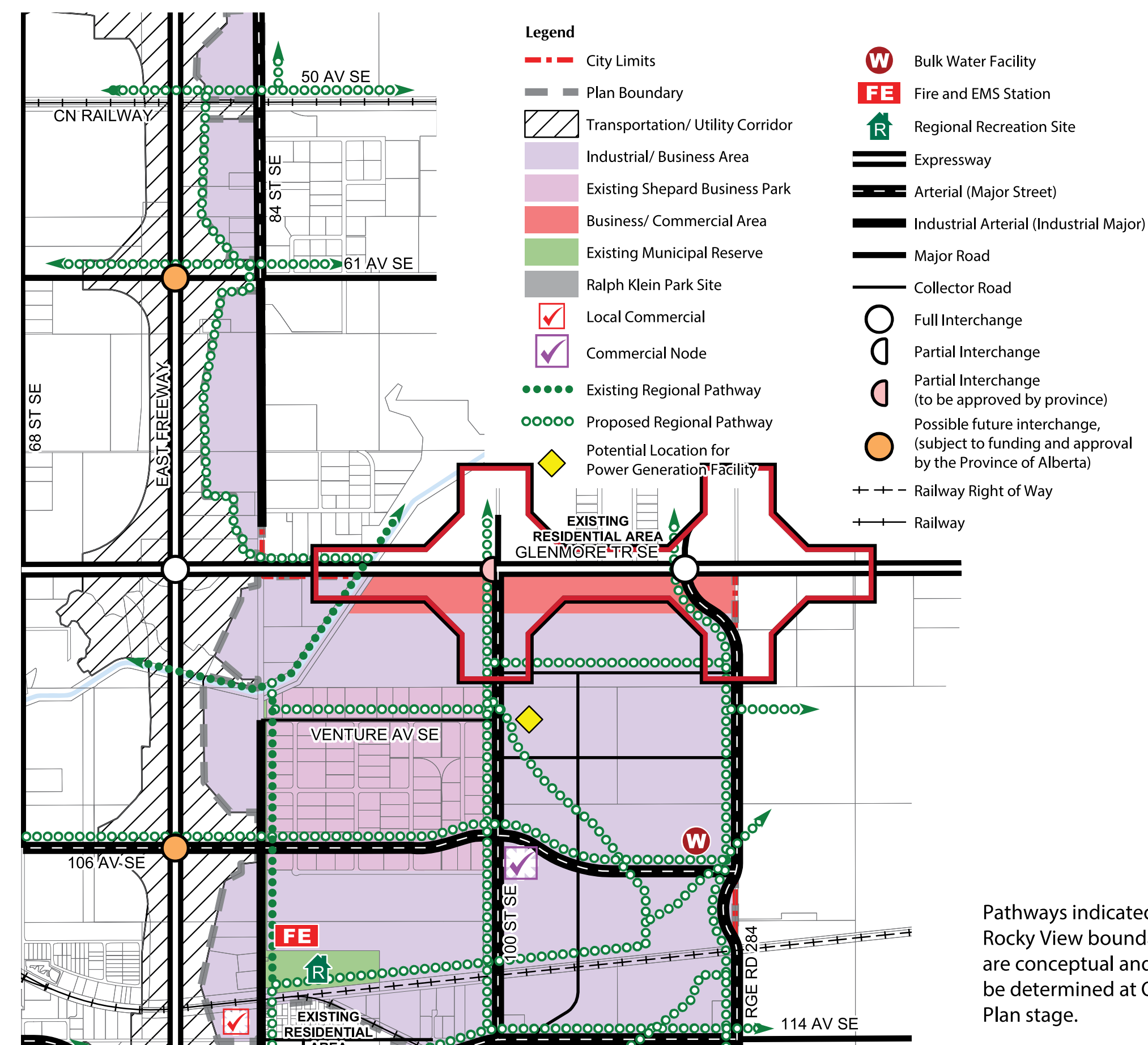
2014 Rocky View County approved Janet Area Structure Plan - Land Use Strategy



- ASP Boundary
- Country Residential
- Industrial
- Commercial
- Long Term Development (Regional Business Centre)
- Residential Transition
- Special Policy
- Crown
- Transportation and Utility Corridor
- Roads
- Western Headworks Canal
- CN Railway



2013 City of Calgary approved Shepard Area Structure Plan - Land Use Concept



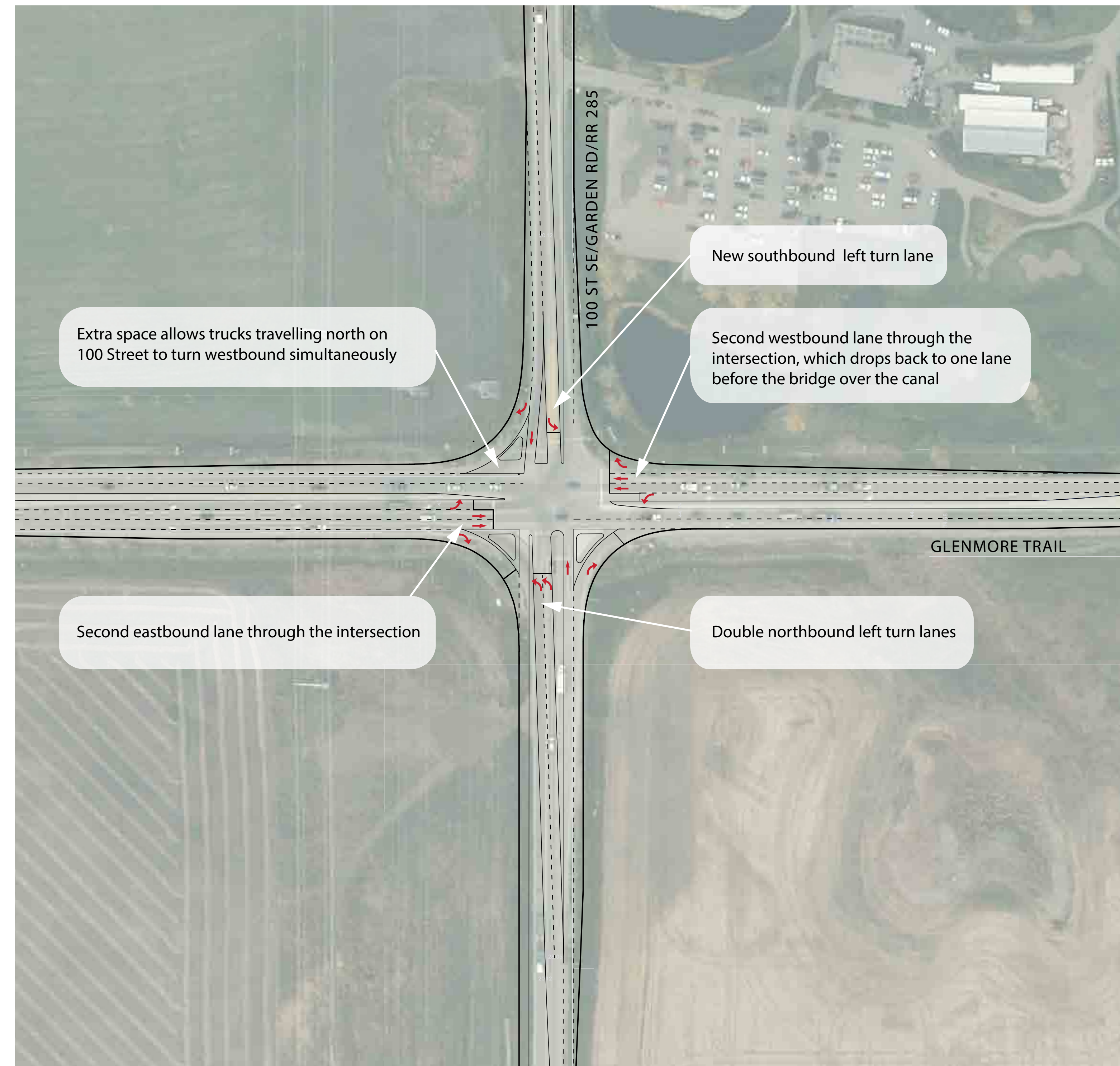
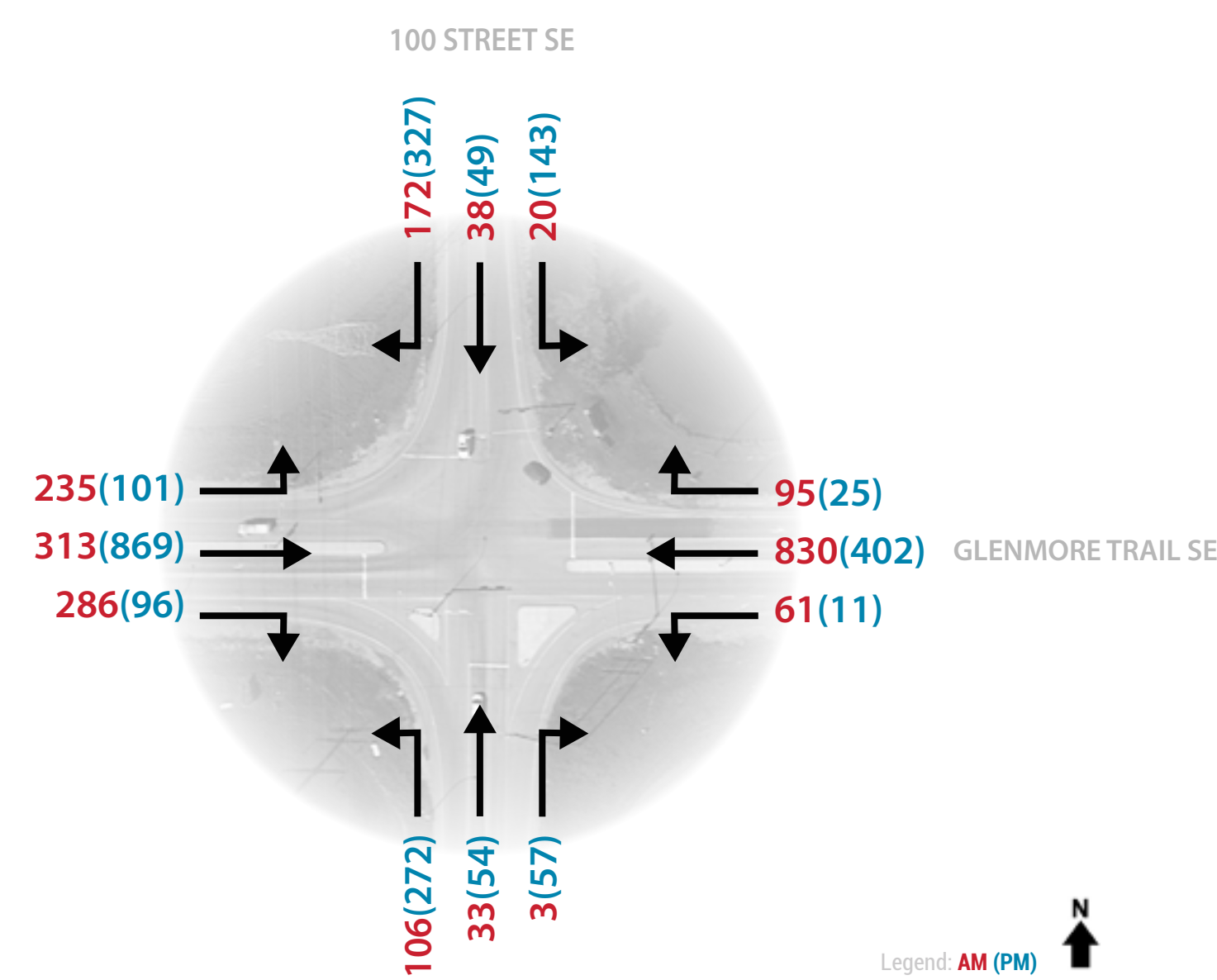
- City Limits
- Plan Boundary
- Transportation/ Utility Corridor
- Industrial/ Business Area
- Existing Shepard Business Park
- Business/ Commercial Area
- Existing Municipal Reserve
- Ralph Klein Park Site
- Local Commercial
- Commercial Node
- Existing Regional Pathway
- Proposed Regional Pathway
- Potential Location for Power Generation Facility
- Bulk Water Facility
- Fire and EMS Station
- Regional Recreation Site
- Expressway
- Arterial (Major Street)
- Industrial Arterial (Industrial Major)
- Major Road
- Collector Road
- Full Interchange
- Partial Interchange
- Partial Interchange (to be approved by province)
- Possible future interchange, (subject to funding and approval by the Province of Alberta)
- Railway Right of Way
- Railway

Pathways indicated within Rocky View boundaries are conceptual and will be determined at Outline Plan stage.

Short-term improvements at 100 Street S.E.

Considerations:

- Support high truck volumes;
- Provide additional capacity to reduce existing delays at the intersection;
- More through capacity needed on Glenmore Trail; westbound in the morning, eastbound in the afternoon;
- Signal optimization to reduce unnecessary delays;
- Consider future traffic growth to 2028:



Interchange options considered but not moving forward

100 Street S.E.

	<p>Half Diamond</p> <ul style="list-style-type: none"> • Access only provided to and from the west • Requires “high-load” ramps to the east • Traffic from the east will need to use alternative routes to access 100 Street S.E. • With reconfiguration and realignment at 116 Street S.E., full movements at 100 Street S.E. are now possible
	<p>Partial Cloverleaf/ Partial Diamond</p> <ul style="list-style-type: none"> • Significant impact on the golf course • The loop for northbound to westbound traffic does not have enough capacity and causes congestion on 100 Street S.E.
	<p>Partial Cloverleaf (Parclo AB)</p> <ul style="list-style-type: none"> • Significant impact on the golf course and developable land to the south • Impacts to major wetlands on N.E. quadrant at 116 Street S.E. and Glenmore Trail • The loop for northbound to westbound traffic does not have enough capacity and causes congestion on 100 Street S.E.

Several possibilities were considered for future interchanges at 100 Street S.E. and at 116 Street S.E. The options that will not allow for movements in all directions at 100 Street S.E. were removed from further consideration. In addition, those options that could not adequately service future traffic volumes, or had significant property or environmental concerns were also removed.

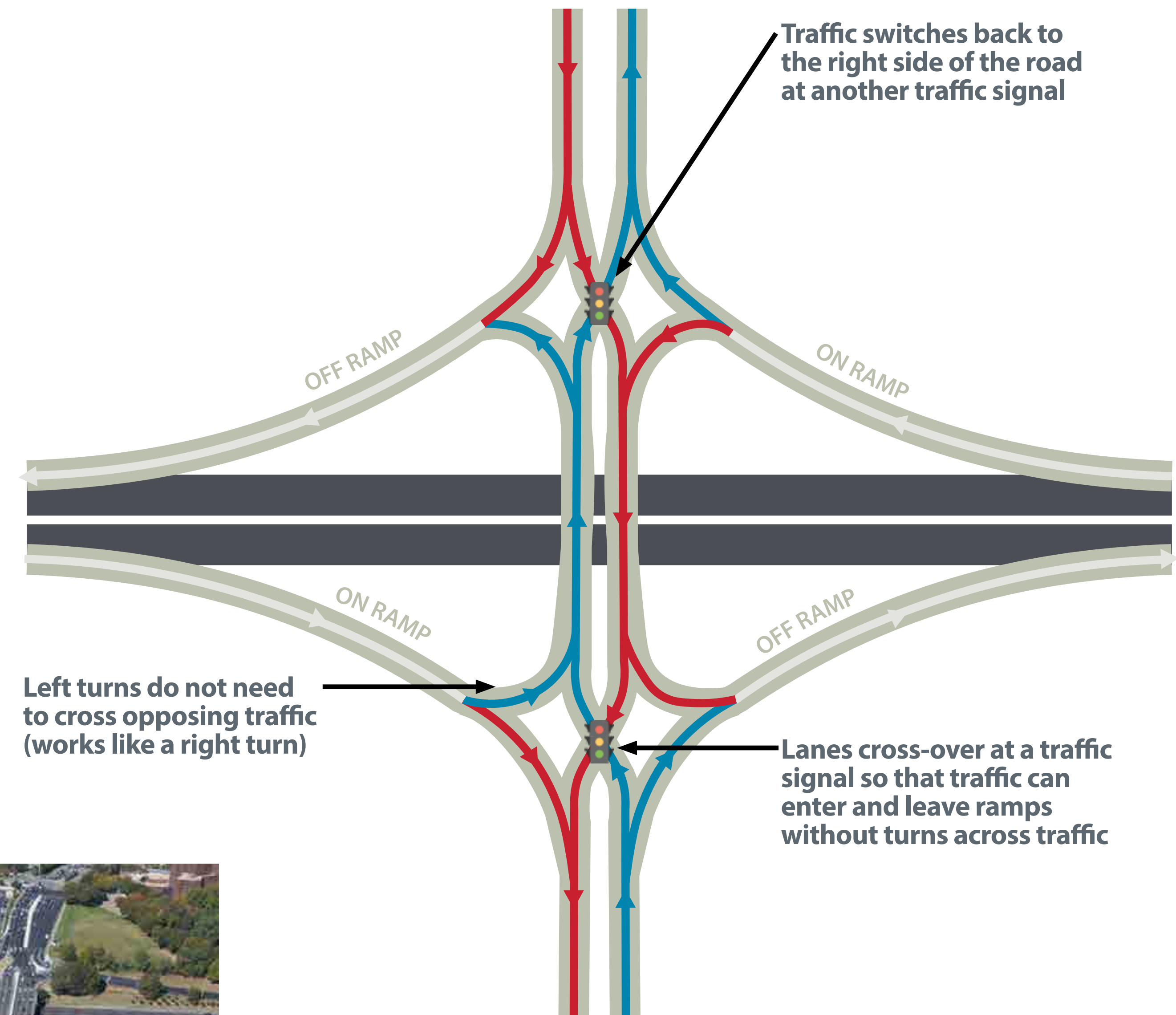
116 Street S.E.

	<p>Diamond</p> <ul style="list-style-type: none"> • Realignment causes problems with vehicles weaving between 116 Street S.E. and 100 Street S.E. • Does not allow for full access at 100 Street S.E.
	<p>Partial Cloverleaf (Parclo AB)</p> <ul style="list-style-type: none"> • Considered with and without 116 Street S.E. realignment • In both cases, there is not enough space to allow for full access at 100 Street S.E.

Diverging Diamond Interchange

Features

- New type of interchange that removes the need for left turns across opposing traffic
- Traffic crosses over so that left turns do not need signals
- Works best when the left turn volumes onto and off of the highway are high, and the through volumes on the cross street are also high
- Signals only have to accommodate through movements, not left turns
- Can appear confusing due to cross-over
- Truck left turns require more space than other interchange types
- Difficult for pedestrians and cyclists to cross free flow turn movements



Example: Macleod Trail & 162 Ave
Source: ISL Engineering

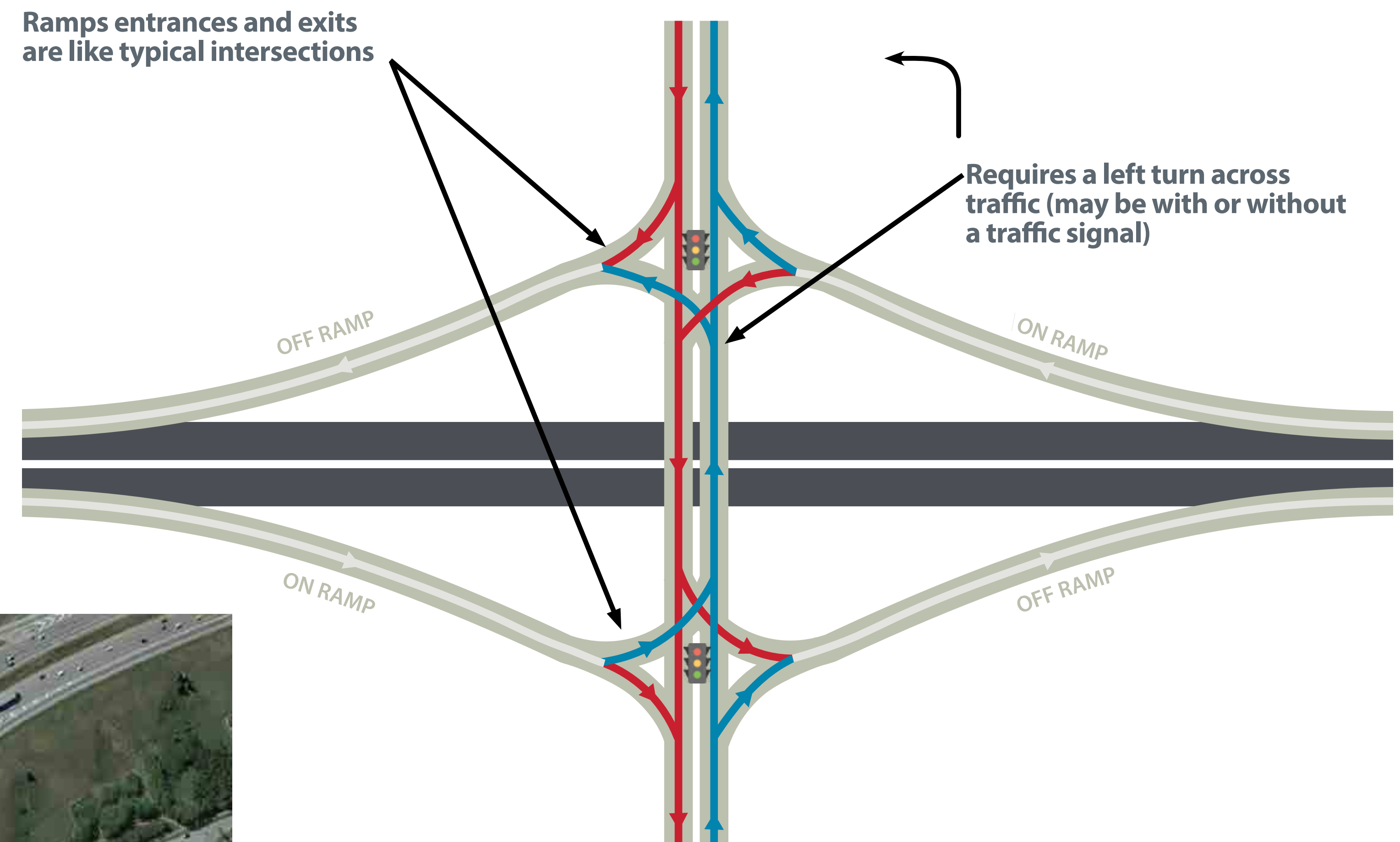


Example: I-285/Ashford Dunwoody Interchange
Source: America's Transportation Awards

Conventional Diamond Interchange

Features

- Common interchange type
- Uses less space than most types of freeway interchanges
- Easier and more comfortable than other interchange types for pedestrians and cyclists
- Usually more efficient and less costly than other interchange types
- Requires left turns across opposing traffic



Caption: Deerfoot Trail at 32 Avenue N.E. is a local example of a conventional diamond interchange.

Source: Google Earth

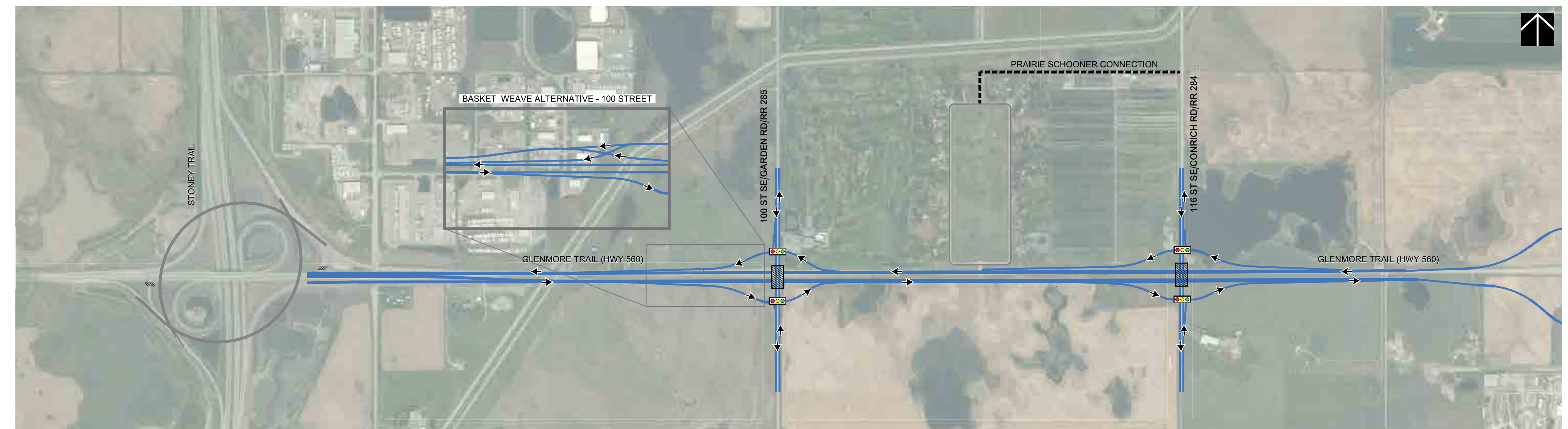
Interchange options for 100 Street S.E. and 116 Street S.E.

Basket Weave Alternative:

In the very long term, it may be necessary to implement a “basket-weave” ramp. This allows traffic that wants to go from Glenmore Trail to Stoney Trail to pass under or over traffic entering from 100 Street S.E., so that drivers making these movements don’t have to interact with each other.

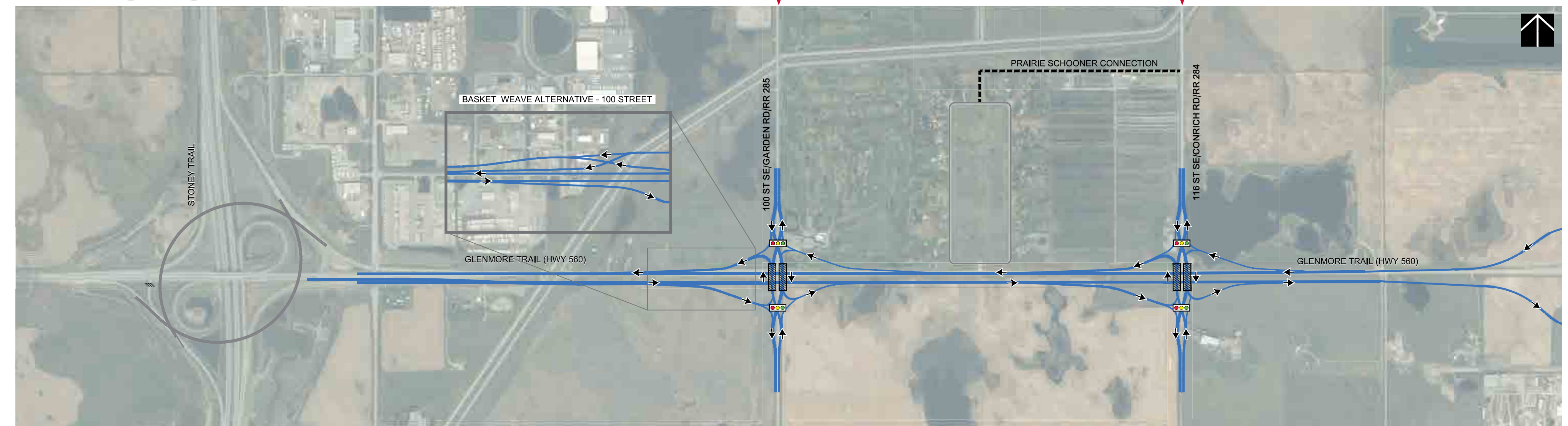
The basket-weave ramp would operate the same with either the Conventional Diamond or Diverging Diamond.

Conventional Diamond



NOTE:
Both interchange layouts can work at both locations.

Diverging Diamond



Evaluation criteria

Use dots and sticky notes to tell us which factors are important to you and why.

Economic	Travel time / operations	Cost (capital and maintenance)	Ease of construction and staging	Road safety	Access to the highway network
	Why?	Why?	Why?	Why?	Why?
Social	Safety and accessibility for people walking and cycling	Residential property impacts	Amount of land required	Local connectivity	
	Why?	Why?	Why?	Why?	
Environmental	Greenhouse gas emissions	Wetlands and environmentally sensitive areas	Open/green space	Reduced vehicle dependency	
	Why?	Why?	Why?	Why?	

Triple Bottom Line Evaluation

The proposed options will be evaluated using a Triple Bottom Line approach that considers economic, social, environmental, and smart growth and mobility implications in the decision-making processes.

The Triple Bottom Line has been adopted by many organizations in both the public and private sector. It is a departure from making decisions based solely on the financial bottom-line. It also reflects a greater awareness of the impacts of our decisions on the environment, society and the external economy - and how those impacts are related.

Thank you for coming!

Please visit calgary.ca/GlenmoreTrailStudy to fill out an online comment form before November 23, 2016. You can also sign up for email updates to stay informed.

Next steps

