

## Phase 4 Public Input Summary

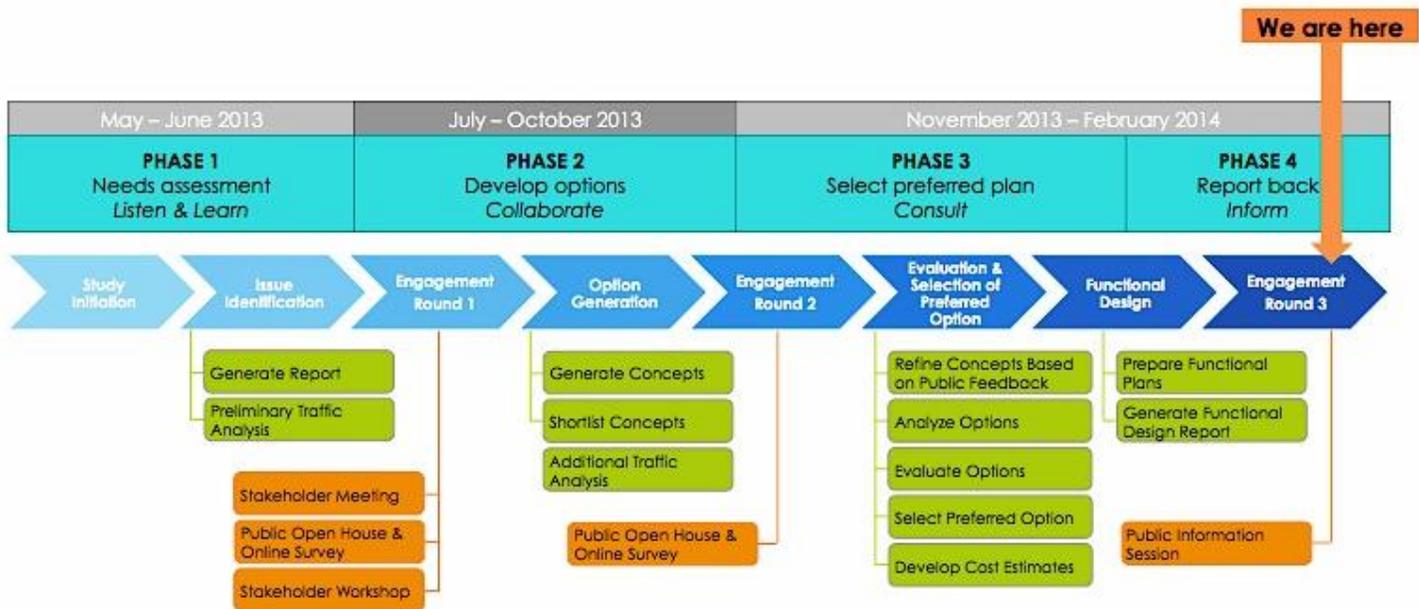
### STUDY BACKGROUND

The City of Calgary conducted a functional planning study to identify land requirements and determine plans for a future interchange and at 16 Avenue and 19 Street N.E. The Council-approved Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) guided the study.

While there is currently no funding available to construct this interchange, it has been identified in The City's 10-year transportation capital infrastructure plan, *Investing in Mobility*. Conducting the study now to identify an interchange configuration is important so construction can proceed quickly if funding becomes available.

### PUBLIC ENGAGEMENT PROCESS

More than 200 people attended an open house, stakeholder meeting and participated in online feedback opportunities. The City received a total of 281 feedback forms. The public engagement process gathered stakeholder and community input and the short and long-term recommended plans reflect what we heard.



### Phase 1 – Stakeholder Meeting and Public Open House/Online Feedback (April to June 2013)

Phase 1 focused on understanding the current transportation issues and developing decision-making criteria. The City met with area businesses and community representatives, held a public open house and gathered feedback online to seek input on the engagement process and transportation issues in the area. View the public input summary from Phase 1 at [calgary.ca/16ave19st](http://calgary.ca/16ave19st).

### Phase 2 – Stakeholder Workshop (July to October 2013)

The project team used the feedback collected during Phase 1 to develop numerous preliminary interchange options. After a high-level screening process, six options were presented to stakeholders at a workshop. A total of 59 stakeholders were invited to the meeting and 10 attended.

The purpose of the workshop was to gather input from stakeholders to be used to refine and select concepts for further development. Following a presentation, stakeholders divided into three small groups to discuss and identify strengths, weaknesses and proposed changes for each option. Each group had a facilitator and a technical expert to record the discussion and answer questions. View the results of that workshop at [calgary.ca/16ave19st](http://calgary.ca/16ave19st).

### **Phase 3 – Public Open House/Online Feedback (November 2013 to February 2014)**

After analyzing the input received from the Phase 2 stakeholder workshop, the project team combined and refined options to end up with four options to present to the community. A public open house was held on Dec 4, 2013 and approximately 60 people attended. The project team used the input received from the Dec. 4 open house and online feedback forms and technical analysis to identify a recommended option.



### **Phase 4 – Public Information Session (March 2014)**

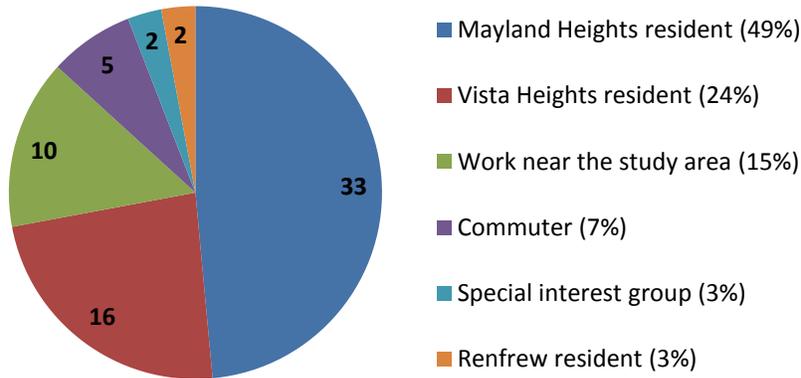
A public information session was held on March 13, 2014 from 5 p.m. to 8 pm. at the Crossroads Community Association (1803 14 Avenue N.E.). Approximately 68 people attended and 34 feedback forms were submitted. The purpose of the information session was to present the recommended option, inform the community how public input was used in the decision-making process, and communicate the next steps of the project as it moves to City Council for approval.

The information session was advertised on road signs in Mayland Heights, Vista Heights and Belfast, online at [calgary.ca/16ave19st](http://calgary.ca/16ave19st), through social media and through emails sent to the key stakeholder group and public open house attendees who signed up to receive project updates.

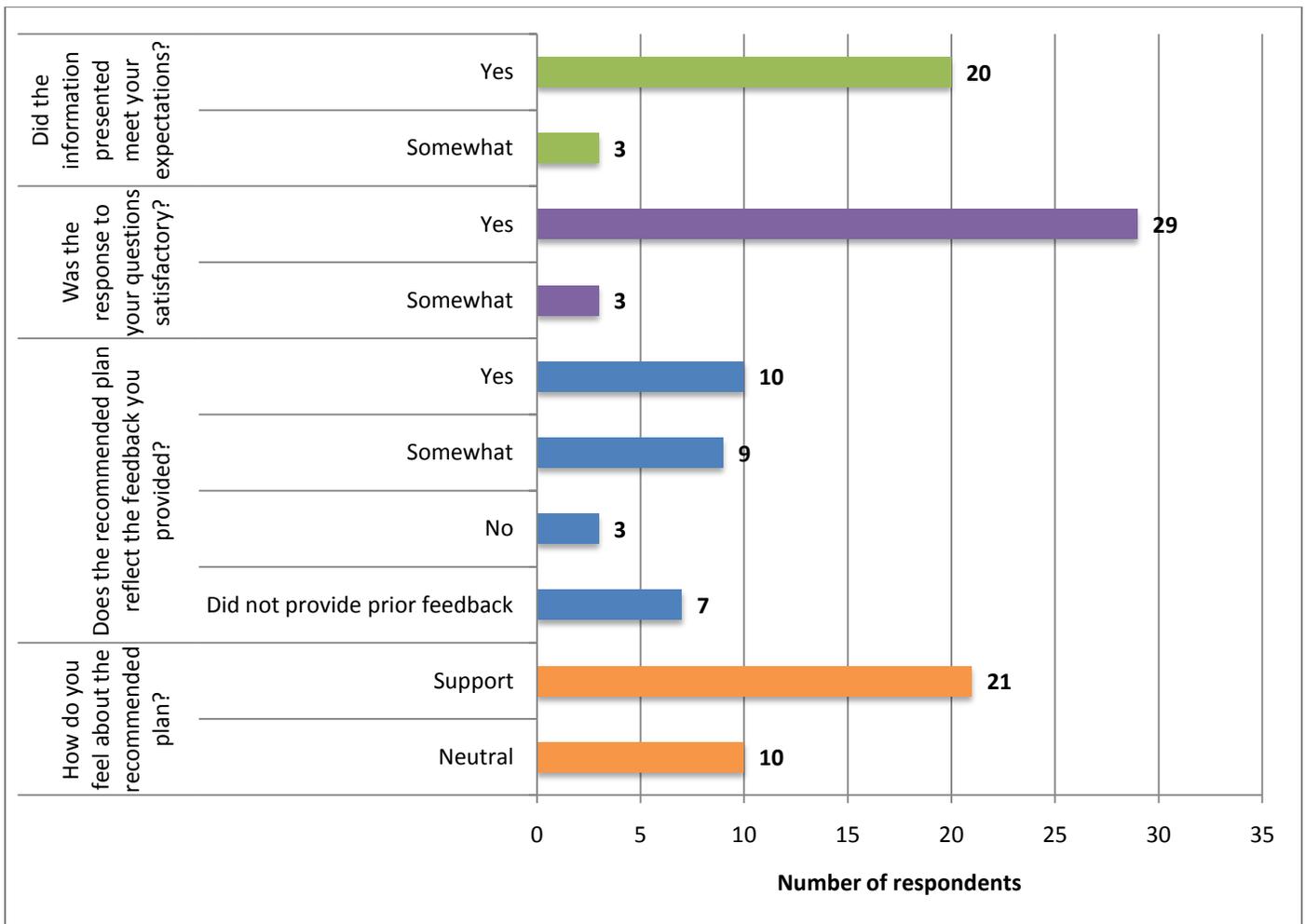


## Information Session Summary

**Information Session Attendees**  
(68 total attendees)



A total of 68 people attended the information session. The majority of attendees (49 or 72%) were residents from Mayland Heights and Vista Heights.



## Did the information presented meet your expectations?

From the respondents who answered *yes* (20), some said the project team clearly explained the recommended option and they were pleased with the way the information was presented. From the respondents who said *somewhat* (3), one expressed scales for diagrams would have been beneficial. One respondent said *no* because the information did not clearly outline what problems The City is attempting to fix and they felt there is not a need to make changes to the corridor.

## Was the response to your questions satisfactory?

From the respondents who answered *yes* (29), five said the project team listened to their questions and suggestions, and provided good, informative responses. From the respondents who answered *somewhat* (3), two said the project team answered their questions but they did not agree with their explanations.

## Does the recommended plan reflect the feedback you provided?

From the respondents who answered *yes* (10), three said the plans to update the corridor are too far in the future. The respondents who said *somewhat* (9) said the recommended option included some of their feedback but they did not agree with all the proposed changes.

## After attending the information session, how do you feel about the recommended option?

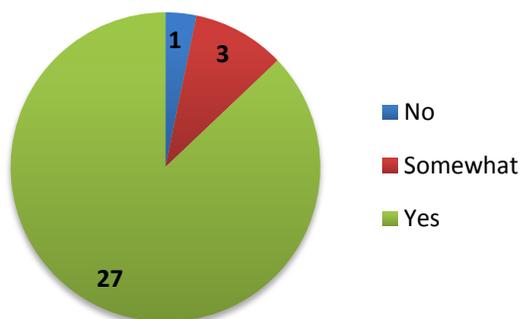
The respondents who *support* the recommended option (21) said they are pleased with the pedestrian and cyclist accommodation, reduced congestion, improved traffic flow and reduced community shortcutting. Respondent who are *neutral* (10) said the recommended option makes it more difficult for residents to access the community, improves some access areas but worsens others and will take many years to implement the changes. One respondent said they are *opposed* as there is a limited need for changes.

## Additional comments or questions regarding the project:

- The Nose Creek pathway under 16 Avenue is subject to severe flooding and dangerous icing every spring due to poor grading and draining, and could be corrected during the Deerfoot Trail interchange improvements (2).
- Traffic video at the information session was helpful (2).
- Impressed by the organization of the information session and pleased with the project team (2).

## Public Engagement Process

Did the public engagement process meet your expectations? (31 respondents)



The majority of respondents (27 or 87%) said the public engagement process met their expectations.

The respondent who answered *no* said the website attachments did not work.

## Did you have enough opportunity to provide feedback?

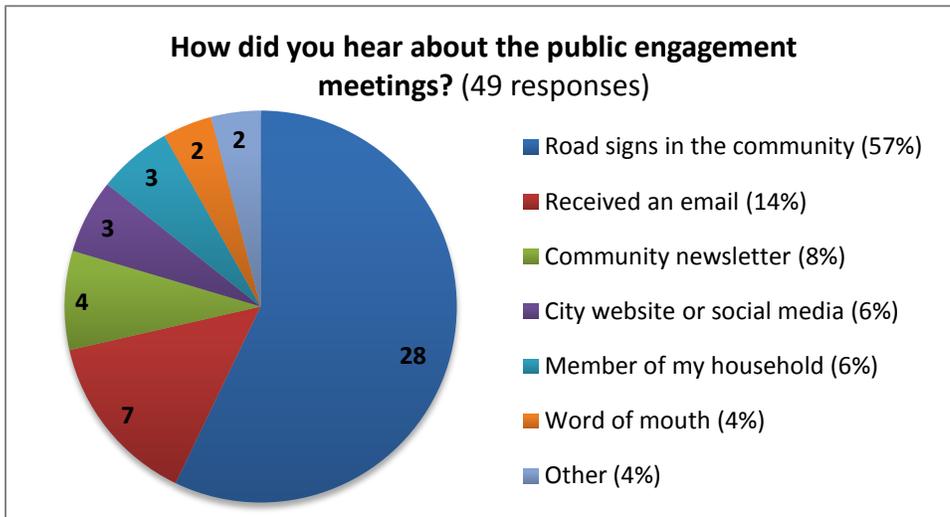
Almost all respondents (29 or 97%) said they had enough opportunities to provide feedback. The one respondent who answered *no* said the website attachments did not work.

## Were meeting details provided in a timely manner?

All respondents said the meeting details were provided in a timely manner.

## Was the information presented at meetings understandable?

Almost all respondents (30 or 97%) said the information presented at meetings was understandable.



The majority of respondents (28 or 57%) heard about public engagement meetings via road signs displayed in the community. Many respondents (7 or 14%) received an email from the project team.

## Additional comments or questions about the public engagement process

- Well organized and pleased with the engagement process (5)

## Conclusions

- The majority of respondents (72%) live near the study area.
- Most respondents said the information presented met their expectations (20 or 87%).
- Almost all respondents said the response to their questions was satisfactory (29 or 91%).
- The majority of respondents (19 or 66%) said the recommended plan reflects some of their feedback.
- The majority of respondents (21 or 68%) support the recommended plan.
- The majority of respondents (27 or 87%) said the public engagement process met their expectations.
- Almost all respondents (29 or 97%) said they had enough opportunity to provide feedback.
- All respondents said the meeting details were provided in a timely manner.
- Almost all respondents (30 or 97%) said the information presented was understandable.
- The majority of respondents (28 or 57%) heard about public engagement meetings from road signs.