

Phase 1 Public Input Summary

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

The City is consulting stakeholders and the community to determine the best recommendation for short- and long-term intersection improvements. Approximately 50 key stakeholders have been identified for the project including community, special interest group and business representatives. This stakeholder group has been invited to provide input and work collaboratively with the project team throughout the study. The public engagement process also includes opportunities for the larger community to provide input through open houses and online surveys.

A public open house was held on May 22, 2013 from 5:30 p.m. – 8:30 p.m. at the Crossroads Community Association (1803 14 Avenue N.E.). Approximately 117 people attended and 59 feedback forms were submitted. Public input was also collected online at calgary.ca/16ave19st between May 22 and June 7 and 49 feedback forms were submitted. The open house was advertised on road signs in Mayland Heights, Vista Heights and Belfast, online at calgary.ca/16Ave19St, through information notices delivered to adjacent residences and businesses, and an email sent to the key stakeholder group.

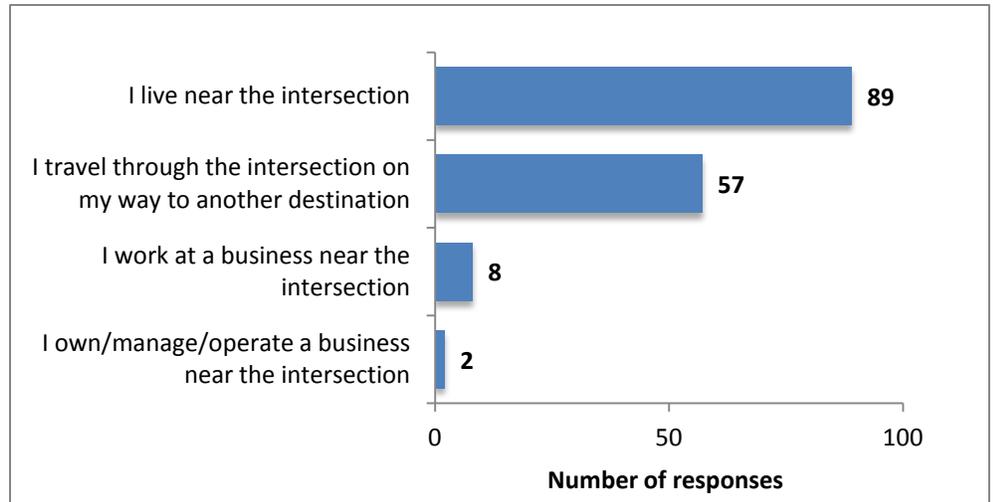


Needs Assessment

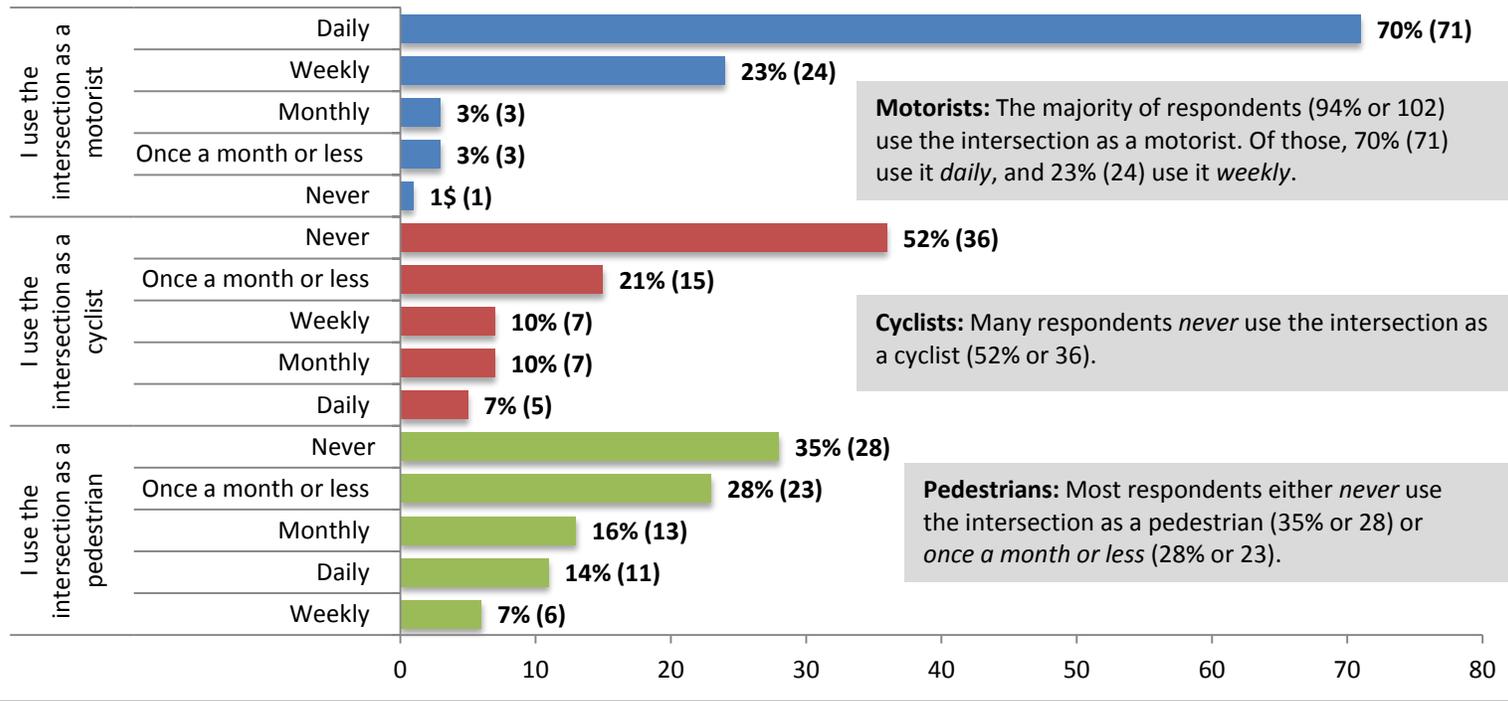
Respondents were asked if they:

- Live near the intersection;
- Own, manage or operate a business near the intersection;
- Work at a business near the intersection; and/or
- Travel through the intersection on their way to another destination.

Many respondents (89) *live near the intersection*, with 60% (53) of those from Mayland Heights and 24% (21) from Vista Heights.



Please indicate your frequency of travel



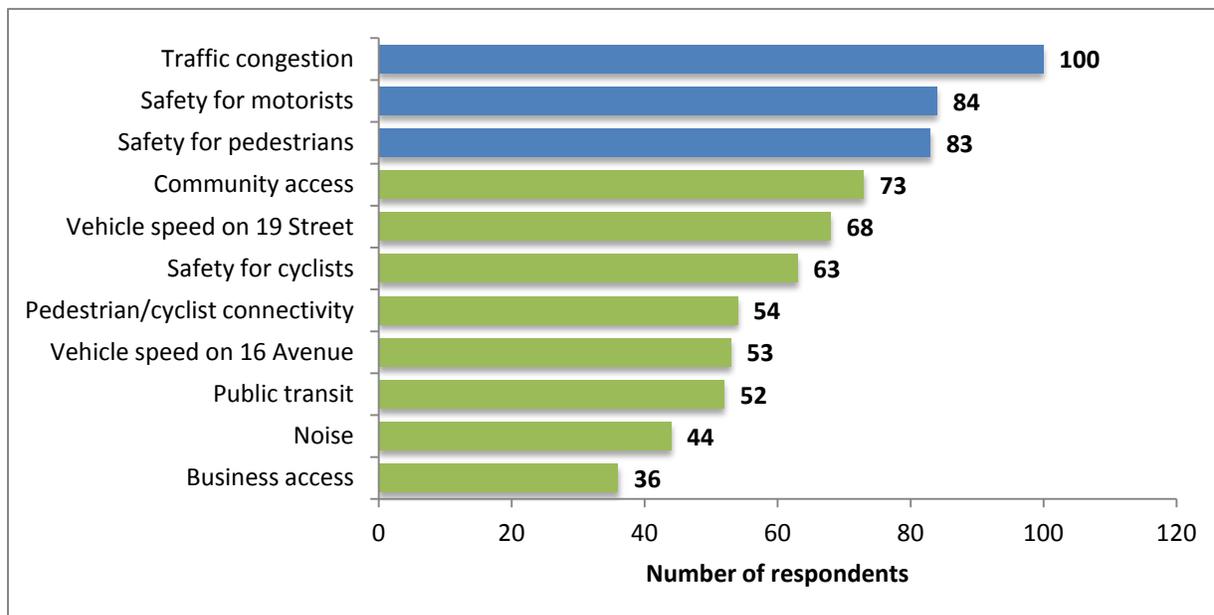
Motorists: The majority of respondents (94% or 102) use the intersection as a motorist. Of those, 70% (71) use it *daily*, and 23% (24) use it *weekly*.

Cyclists: Many respondents *never* use the intersection as a cyclist (52% or 36).

Pedestrians: Most respondents either *never* use the intersection as a pedestrian (35% or 28) or *once a month or less* (28% or 23).

What are the current transportation issues with this intersection?

Respondents were asked to indicate their level of concern for each of the following factors using low, moderate, or high. The following graph represents the factors rated as moderate or high:



Additional comments

Of the respondents who indicated *traffic congestion* (100) was of moderate or high concern, they specified traffic volumes on 19 Street (6), traffic congestion during rush hour (4) and exiting the community during rush hour (2).

Respondents who indicated pedestrian/cyclist connectivity (54) was a moderate or high transportation issue said the 16 Avenue pedestrian overpass is not bicycle/stroller/wheelchair friendly (3).

No comments were received for the other transportation issues.

Do you have any other concerns about the intersection that were not listed above?

Respondents most frequently cited concerns about shortcutting through the community (25). Respondents also had concerns about traffic signals in the area, specifically:

- Activate the advance left turn signals (eastbound and westbound) at 14 Avenue/McKinnon Drive (4);
- Upgrade the left turn lane from northbound 19 Street to westbound 16 Avenue to a dual turn lane to relieve congestion (3); and,
- Increase the length and/or frequency of the advance left turn signals from 19 Street to 16 Avenue (eastbound and westbound) (3).

Respondents also expressed concern about the steep grade of eastbound 16 Avenue at 19 Street, particularly in the winter months with snowy road conditions (3).

What are the key transportation issues that need to be addressed in the short-term (3 – 5 years) intersection improvements?

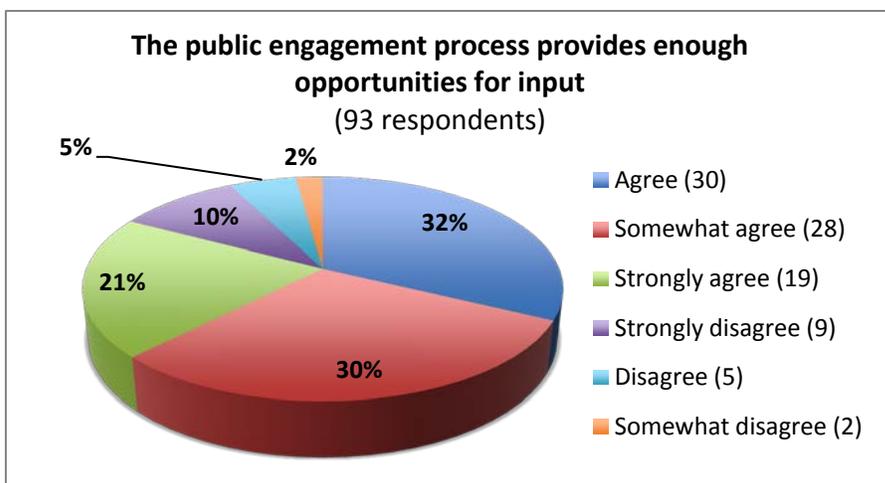
Respondents reported the following key transportation issues:

- Traffic congestion in general (8), more specifically: 19 Street (both directions) (3); 16 Avenue (both directions) (2); in Mayland Heights (1); and, before the exit ramp to Barlow Trail from 16 Avenue (1)
- Increase frequency of advance signals at 16 Avenue and 19 Street N.E. (7) and northbound 19 Street to westbound 16 Avenue (2)
- Change single left turn lane from 19 Street to 16 Avenue to dual (9); more specifically: northbound 19 Street to westbound 16 Avenue (4), westbound 16 Avenue to southbound 19 Street (1), and southbound 19 Street to eastbound 16 Avenue (1).
- Pedestrian, cyclist, motorist safety (8)
- Shortcutting traffic in community (8)
- Activate advance signals at 19 Street and 14 Avenue/McKinnon Drive (6)
- Traffic speed (5)
- Traffic volumes on 19 Street (3)
- Stop semi-trucks from accessing 19 Street (3)
- Emergency access (2)
- Community access (2)
- Synchronize signals at 14 Avenue and 19 Street, and 16 Avenue and 19 Street intersections (2)

Public Engagement Process

The City is consulting the public throughout the study to determine the best recommendation for intersection improvements.

The majority of respondents feel the public engagement process provides enough opportunities for input.



People who were satisfied with the opportunities for providing input said it was a good time for open communication and they are pleased to be able to participate (10), they appreciate the opportunity to provide feedback online (3), and one respondent said they are hopeful The City will listen to the community.

People who did not think the public engagement process provides enough opportunities for input said they feel their opinion will not be heard (6), would like more open houses/opportunities for input (4), would like to see examples of solutions (2), and one respondent said the engagement focus appears to be more on local businesses and resident concerns, rather than commuter and traveller concerns.

Respondents were asked to refer to *The City's Spectrum of Strategies and Promises* and select the level of engagement they think is appropriate for each phase of the study.

The City of Calgary's Spectrum of Strategies and Promises:

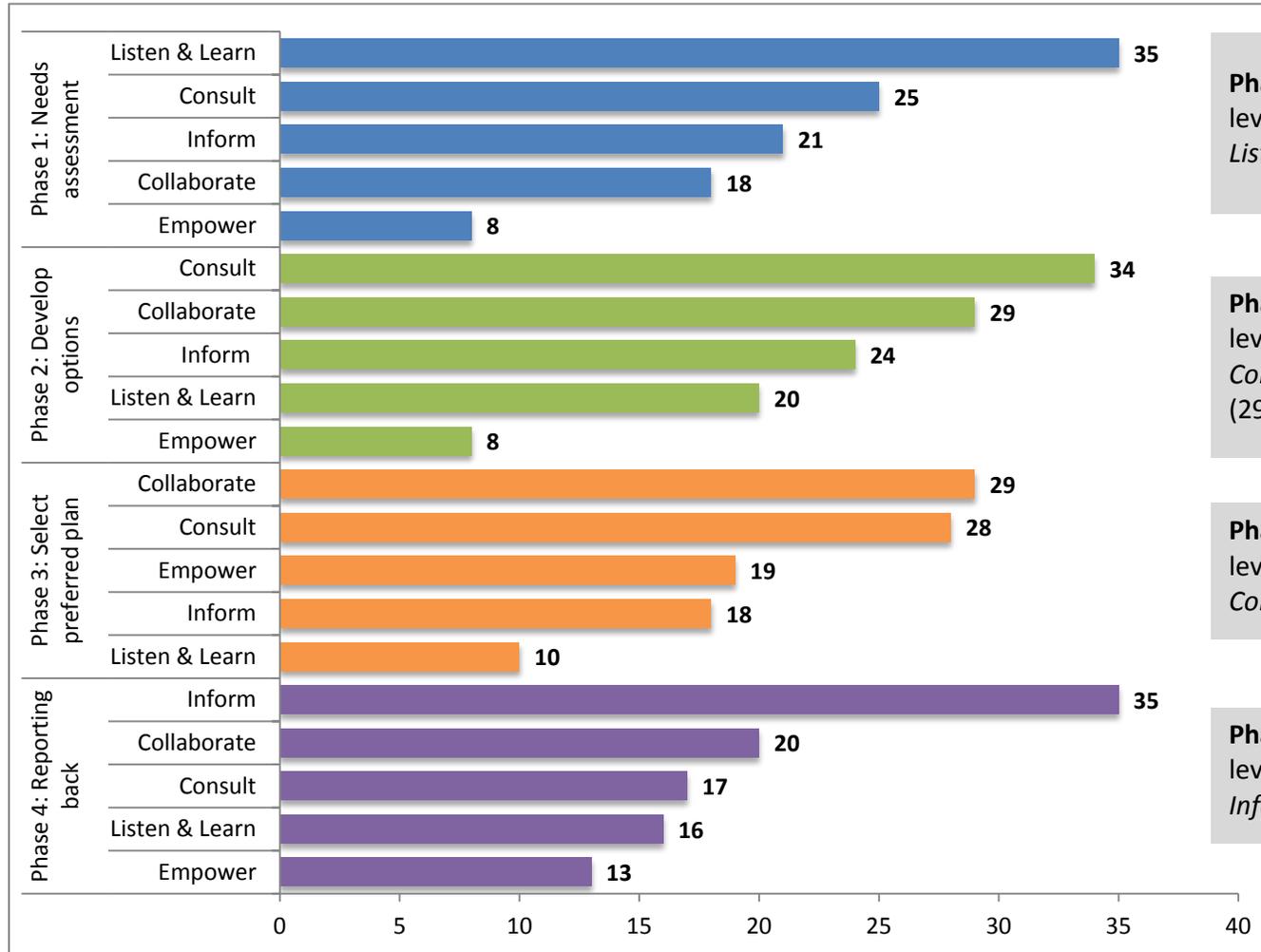
← To Reach and Involve →					
	Inform	Listen & Learn	Consult	Collaborate	Empower
The strategy	To provide information that will assist stakeholders in understanding issues, problems, alternatives and/or solutions	Both stakeholders and The City listen to and learn about each others' views, plans, concerns and expectations	Stakeholder feedback is obtained through consultation to analyze issues and build alternatives, and thereby make contributions to the decision-making process. Consulting with stakeholders ensures issues and concerns are understood and considered.	Stakeholders are considered partners in the decision-making process, including collaboration on analyzing issues, building alternatives, identifying a preferred solution and making recommendations.	Aspects of the decision-making process are delegated to stakeholders.
The promise	We will provide information that is: timely, accurate, balanced, objective, easily understood and highly accessible. We will respond to questions for clarification.	We will listen to stakeholders and learn about their plans, views, issues, concerns and expectations.	We will consult with stakeholders to obtain feedback and ensure their input is incorporated to the maximum extent possible. We undertake to advise how consultation affected the decisions and outcomes.	We will partner with stakeholders in a process that results in joint recommendations. We undertake to advise how collaboration affected decision-making.	Where legislation permits, we will abide with the decisions made under delegated authority. Where legislation precludes making such a commitment in advance, we undertake to be guided by the outcome.
Inform is part of all strategies					

*This spectrum incorporates aspects of the IAP2 (International Association of Public Participation) Public Participation Spectrum

Phases of the functional planning study:

May – June 2013	July – October 2013	November 2013 – February 2014	
PHASE 1 Needs assessment <i>Listen & Learn</i>	PHASE 2 Develop options <i>Collaborate</i>	PHASE 3 Select preferred plan <i>Consult</i>	PHASE 4 Reporting back <i>Inform</i>

Note: The open house feedback form allowed respondents to select more than one level of engagement for each phase. Online respondents were asked to choose only one level of engagement for each phase. The following results provide a combined analysis of the feedback received.



Phase 1: The majority of respondents feel the level of engagement that is most appropriate is *Listen & Learn* (35), followed by *Consult* (25).

Phase 2: The majority of respondents feel the level of engagement that is most appropriate is *Consult* (34), followed closely by *Collaborate* (29).

Phase 3: The majority of respondents feel the level of engagement that is most appropriate is *Collaborate* (29) and/or *Consult* (28).

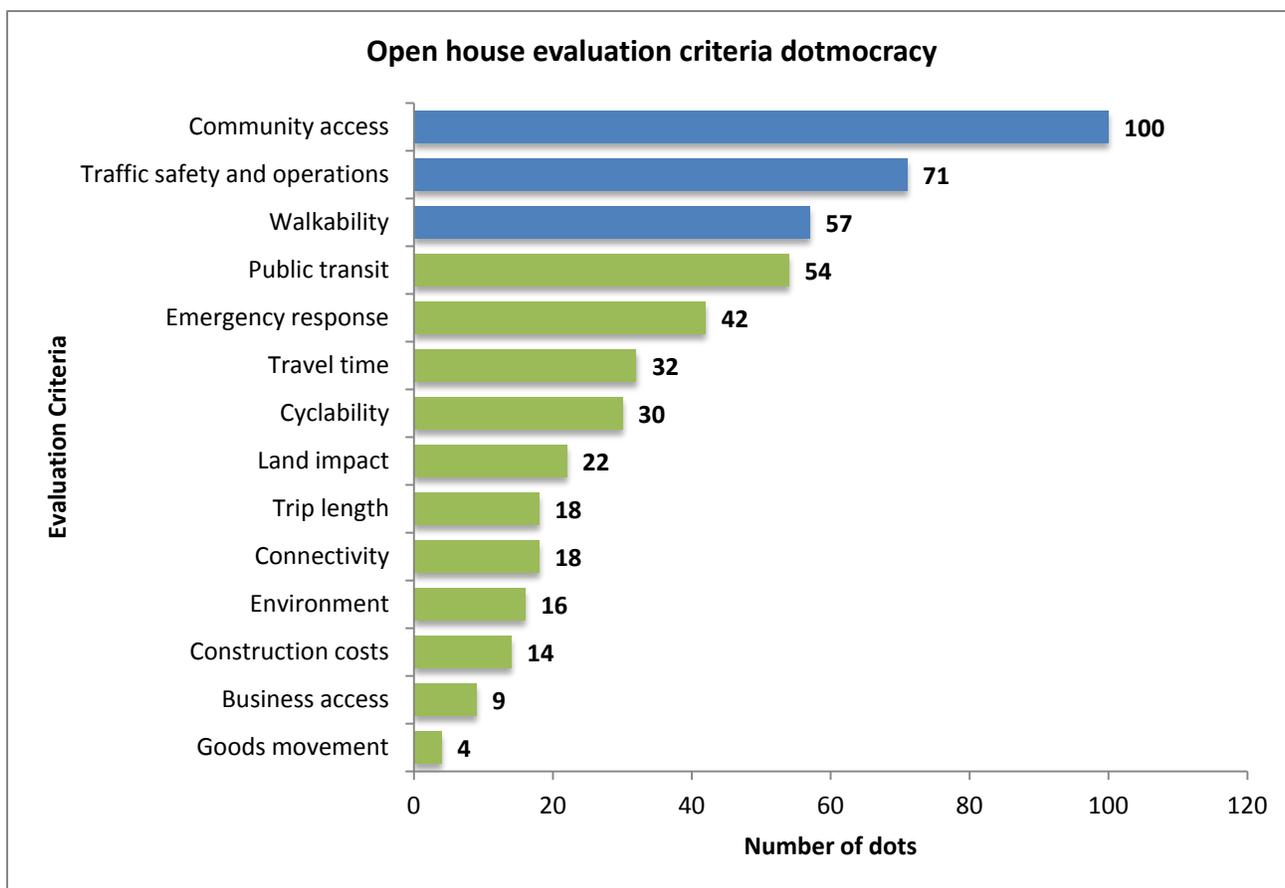
Phase 4: The majority of respondents feel the level of engagement that is most appropriate is *Inform* (35).

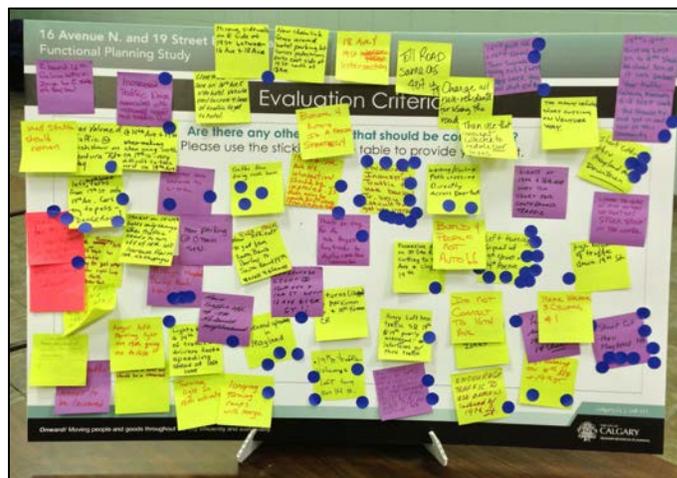
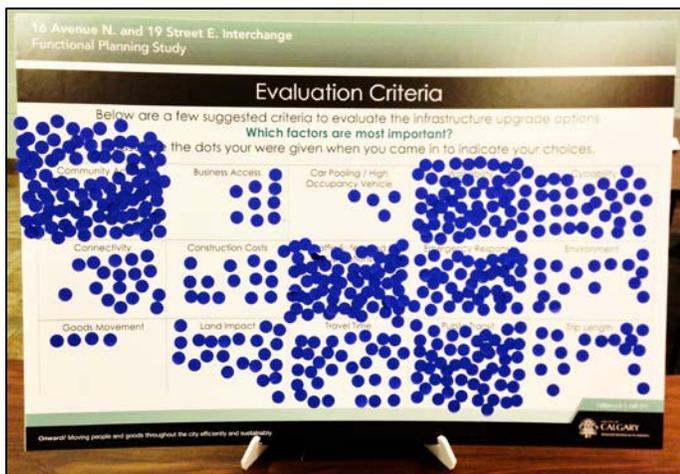
The public engagement process identifies the use of public open houses/information sessions, online feedback and stakeholder meetings to gather public input. Are there other ways you would like to provide input?

- No (12)
- Social media (5)
- Community newsletter (3)
- Individual mail outs (2)
- Q&A presentation (1)
- Evening news segment (1)
- Local paper (1)
- Forums (1)
- Local churches (1)
- Stampede event displays (1)
- Open house to take place earlier in the afternoon (1)

Evaluation Criteria

Open house attendees were asked to use sticky dots to indicate which possible factors for evaluating options were most important to them. The criterion most frequently selected was *community access* (100), followed by *traffic safety and operations* (71) and *walkability* (57).





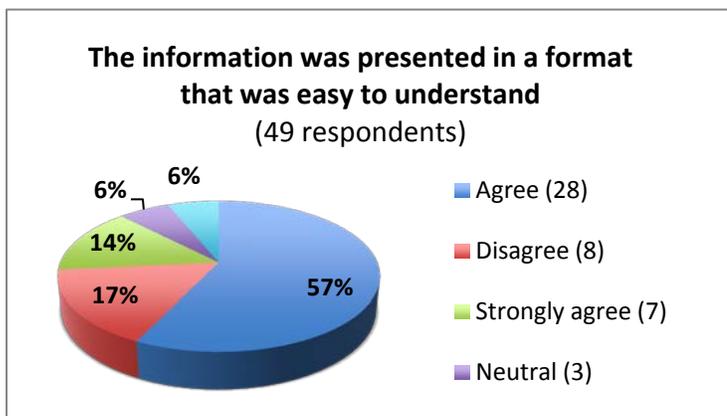
Are there any other factors that should be considered?

Attendees were provided with sticky notes and placed their comments on a blank display board:

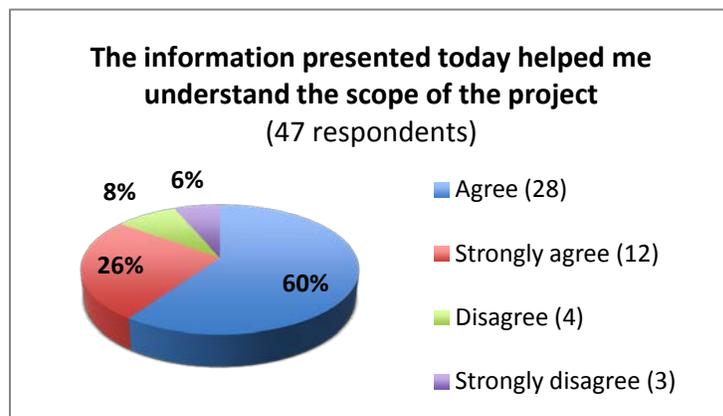
- The advance left turn signals at 14 Avenue and 19 Street are a concern (11)
- Concerns about commuters cutting through the communities of Mayland Heights and Vista Heights (6)
- Speeding needs to be addressed (3)
- Noise from increased traffic should be considered in the evaluation (2)

Open House Evaluation

The majority of respondents were pleased with the information available at the open house, evaluating it positively overall.



Majority of respondents *agreed* or *strongly agreed* (71% or 35) the information was presented in a format that was easy to understand.



Most respondents (86% or 40) *agreed* or *strongly agreed* the information presented helped them understand the scope of the project.

Additional comments about the open house

A few respondents (3) indicated they were unsure of the purpose of the open house, two respondents said they were pleased with the open house, one respondent said the open house was poorly planned and one respondent would have preferred a presentation.

Conclusions

- Many participants (89) who provided input live near the intersection.
- The majority of respondents (94%) use the intersection as a motorist, 70% of those use it daily.
- The top transportation issues identified by respondents as moderate or high concerns were **traffic congestion** (100), **safety for motorists** (84) and **safety for pedestrians** (83).
- The top transportation issues respondents said need to be addressed in the short-term (3 to 5 years) intersection improvements were **traffic congestion** (15), **frequency of advance signals at 16 Avenue and 19 Street N.E.** (9) and **increasing capacity of turning lanes at 16 Avenue and 19 Street N.E.** (9).
- Respondents most frequently cited **shortcutting through the community** (25) and **traffic signals** in the area (10) as additional concerns with the intersection.
- The evaluation criteria most important to respondents were **community access** (100), **traffic safety and operations** (71), and **walkability** (57).
- The majority of respondents (86%) feel the public engagement process provides enough opportunities for input.
- The majority of respondents (71%) were pleased with the information provided at the public open house and felt the information presented helped them better understand the scope of the project (86%).