

South Shaganappi Study

Welcome to the Open House

At this open house you will be able to:

- View the long-term preliminary concepts and ask questions
- Evaluate each concept using the evaluation cards provided
- View and provide feedback on the short-term recommendations
- Learn about next steps

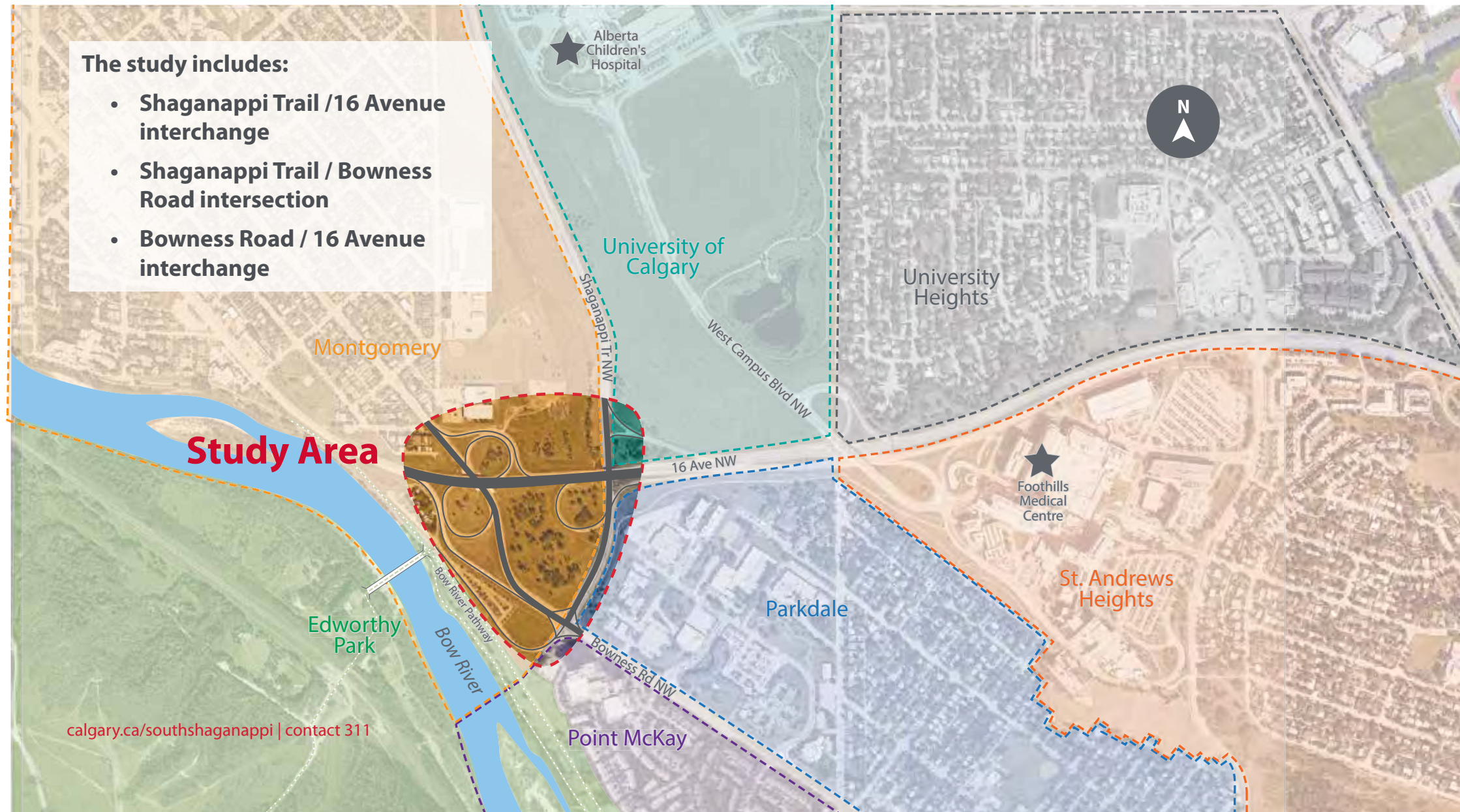
The input we receive, along with technical review, will help us identify a set of final recommendations to present to Calgarians in Spring 2017.

South Shaganappi Study

Study Area Map

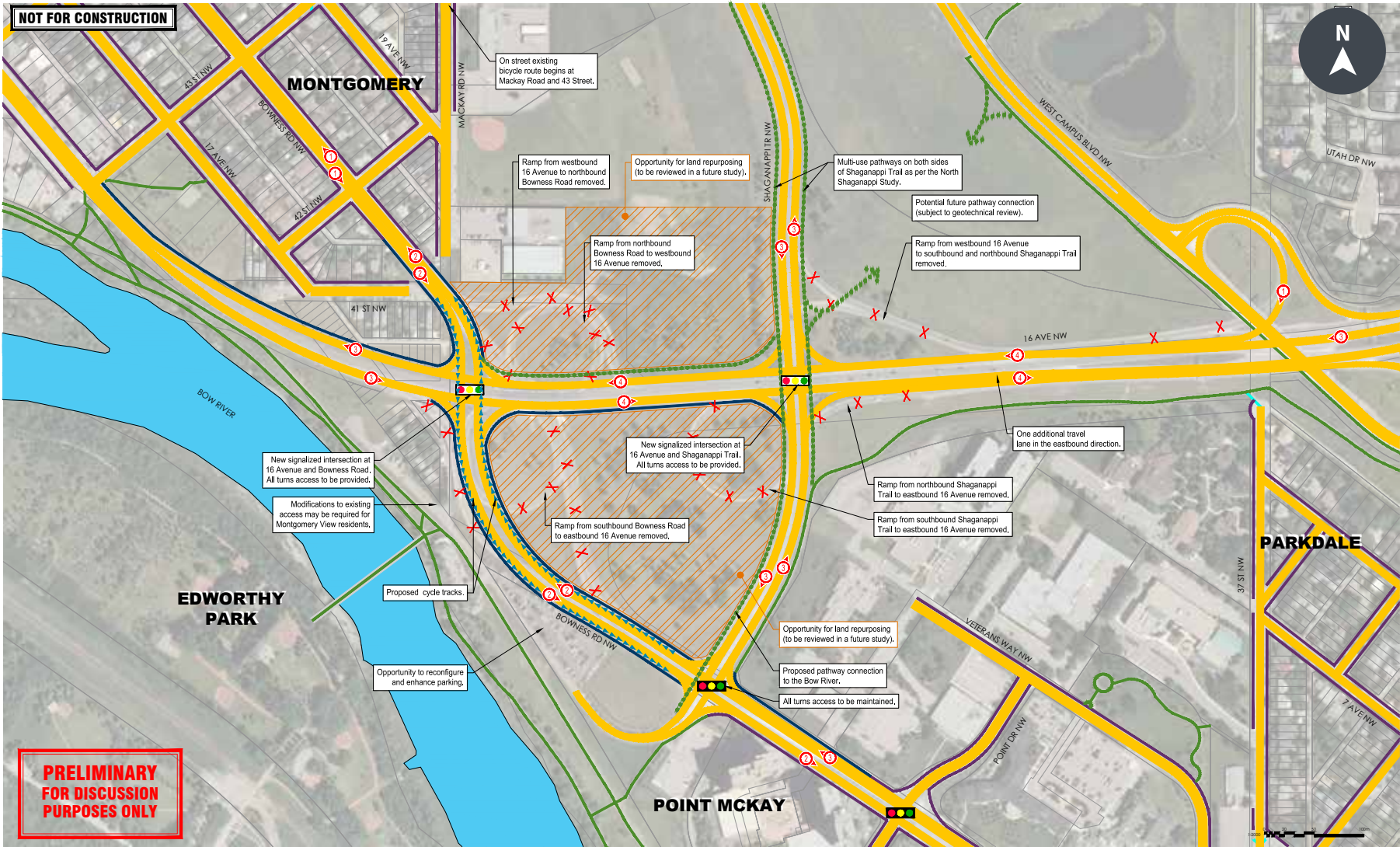
The study includes:

- Shaganappi Trail / 16 Avenue interchange
- Shaganappi Trail / Bowness Road intersection
- Bowness Road / 16 Avenue interchange









South Shaganappi Study





Preliminary Concept: At-Grade Intersections






















Benefits that address what we heard from Calgarians:

-  Facilitates safer traffic movements along 16 Avenue with intersections.
-  Enhances connectivity with cycle tracks on Bowness Road and new pathways along 16 Avenue and Shaganappi Trail.
-  Maintains existing transit service on Bowness Road and flexibility for potential future service on 16 Ave. or Shaganappi Trail.
-  Maintains access to businesses from all directions of travel.
-  Provides the most opportunity to re-purpose the land not being used for infrastructure (to be reviewed in a future study).
-  Does not require bridge structures, which are more costly to build and maintain over time.

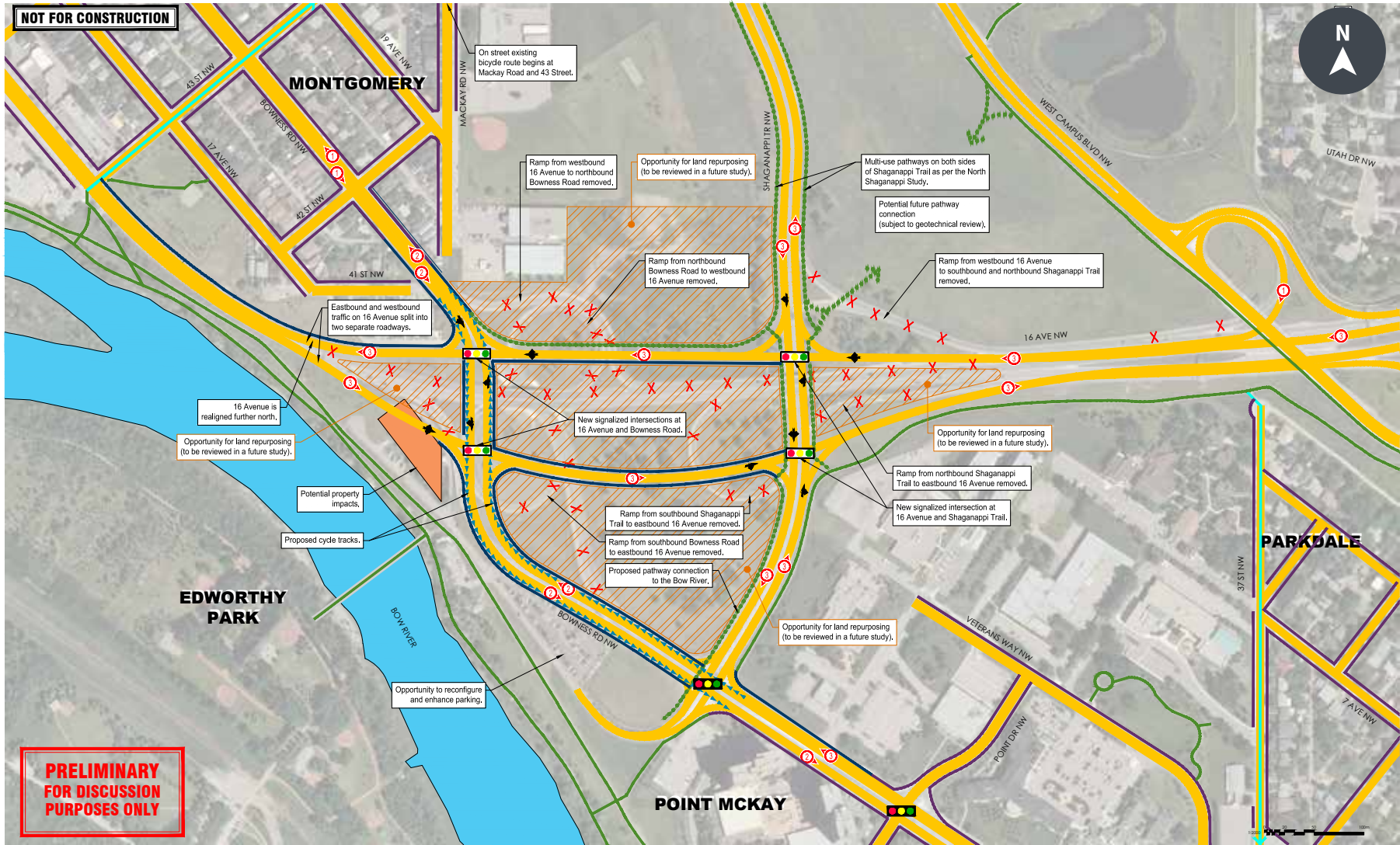
Trade-offs:

-  May increase travel times along 16 Avenue because of the intersections.
-  Increased travel time for people who walk and bike because of the crossing distance and wait times at the intersections.
-  Provides direct access to Bowness Road at 16 Avenue, potentially resulting in increased traffic through adjacent communities.
-  Realigns 16 Avenue and Bowness Road closer to properties on 41 Street.

 EXISTING PATHWAY	 EXISTING SIGNAL	 PROPOSED PATHWAY	 ROADWAYS	 People who drive	 Surrounding communities
 EXISTING SIDEWALK	 PROPOSED SIGNAL	 PROPOSED CYCLE TRACK	 POTENTIAL LAND FOR REPURPOSING	 People who walk and bike	 Surrounding land
 PROPOSED SIDEWALK	 ROAD REMOVED	 EXISTING PROPERTY LINE		 People who take transit	 Project costs
 EXISTING BICYCLE ROUTE	 NUMBER OF LANES				

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Preliminary Concept: East-West Couplet



Benefits that address what we heard from Calgarians:

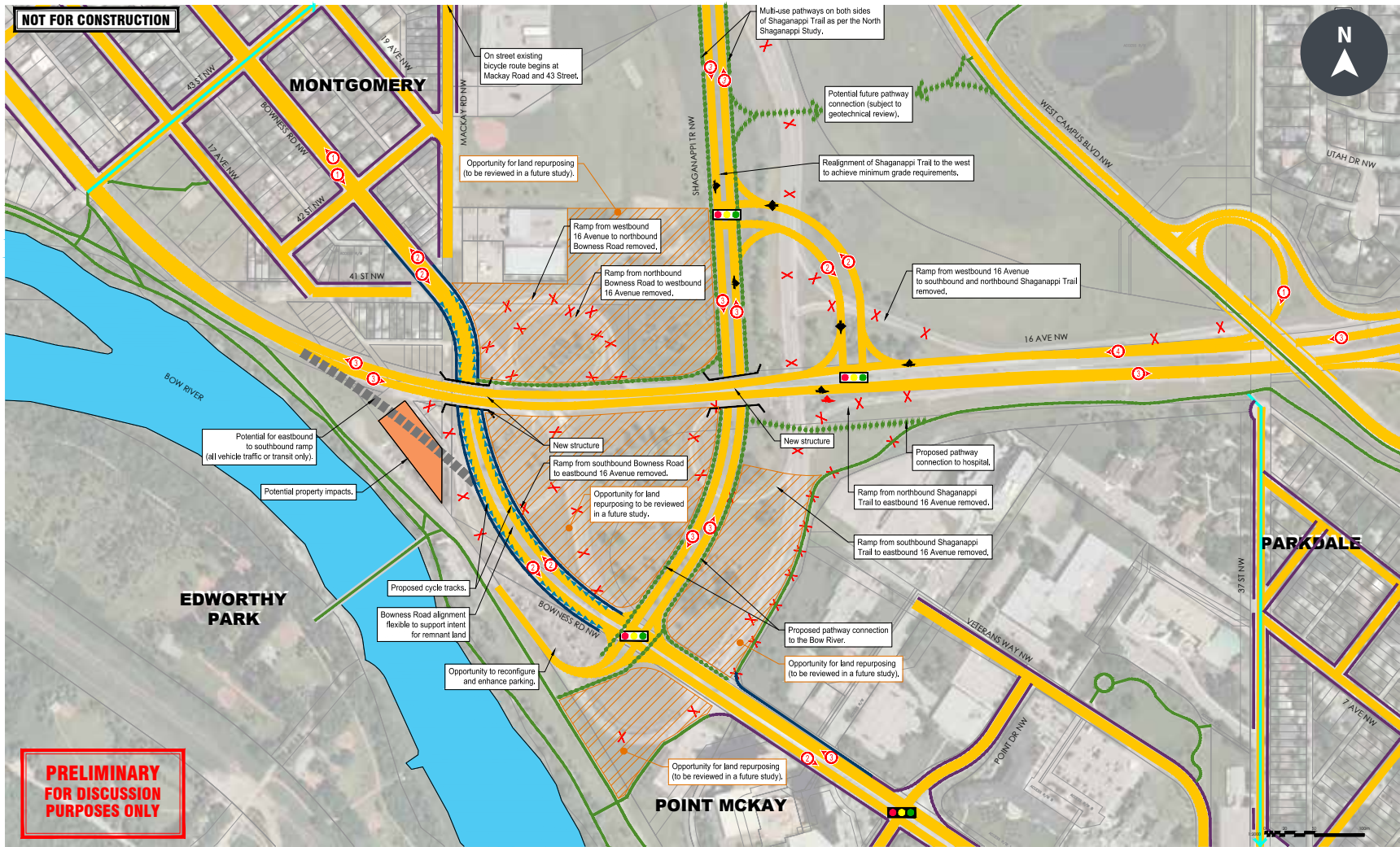
- Facilitates safer traffic movements along 16 Avenue with intersections.
- Enhances connectivity with cycle tracks on Bowness Road and new pathways along 16 Avenue and Shaganappi Trail.
- Maintains existing transit service on Bowness Road and flexibility for potential future service on 16 Avenue or Shaganappi Trail.
- Maintains access to businesses from all directions of travel.
- Provides opportunity to re-purpose land not being utilized by infrastructure for other uses (to be reviewed in a future study).
- Does not require bridge structures, which are more costly to build and maintain over time.

Trade-offs:

- May increase travel times along 16 Avenue because of the signalized intersections. The couplet has better traffic flow than the at-grade intersection concept.
- Increased travel time for people who walk and bike because of the crossing distance and wait times at the intersections.
- Provides access to Bowness Road at 16 Avenue, potentially resulting in increased traffic through adjacent communities.
- Realigns 16 Avenue and Bowness Road closer to properties on 41 Street.
- Possible property impacts along Montgomery View due to the realignment of 16 Avenue.

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Preliminary Concept: Hybrid



Benefits that address what we heard from Calgarians:

- Facilitates safer traffic movements along 16 Avenue with intersection.
- Enhances connectivity with cycle tracks on Bowness Road and new pathways along 16 Avenue and Shaganappi Trail.
- Enhances accessibility for people who walk and bike on Bowness Road by providing a continuous connection under 16 Avenue.
- Maintains existing transit service on Bowness Road and flexibility for potential future service on 16 Avenue or Shaganappi Trail.
- Encourages people who drive to use 16 Avenue, given the additional travel time required to access Bowness Road.
- Provides opportunity to re-purpose land not being utilized by infrastructure for other uses (to be reviewed in a future study).

Trade-offs:

- May result in increased traffic on 43 Street from people who drive attempting to access Bowness Road from 16 Avenue.
- May increase travel times along 16 Avenue because of the intersection.
- Increased travel time for people who walk and bike because of the crossing distance and wait times at the intersections.
- Reduces flexibility for future transit service to and from 16 Avenue, given the lack of direct connections to Bowness Road.
- Removes direct access to Bowness Road from 16 Avenue, limiting access to businesses.
- Possible property impacts to properties along Montgomery View if off-ramps at 16 Avenue and Bowness Road are built.
- Requires two new bridge structures, which are costly to build and maintain.

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How do I get there?

The graphic below will help you understand how you might use the hybrid preliminary concept to get where you need to go.

How do I get from eastbound 16 Avenue to northbound Shaganappi Trail?



How do I get from eastbound 16 Avenue to southbound Bowness Road?

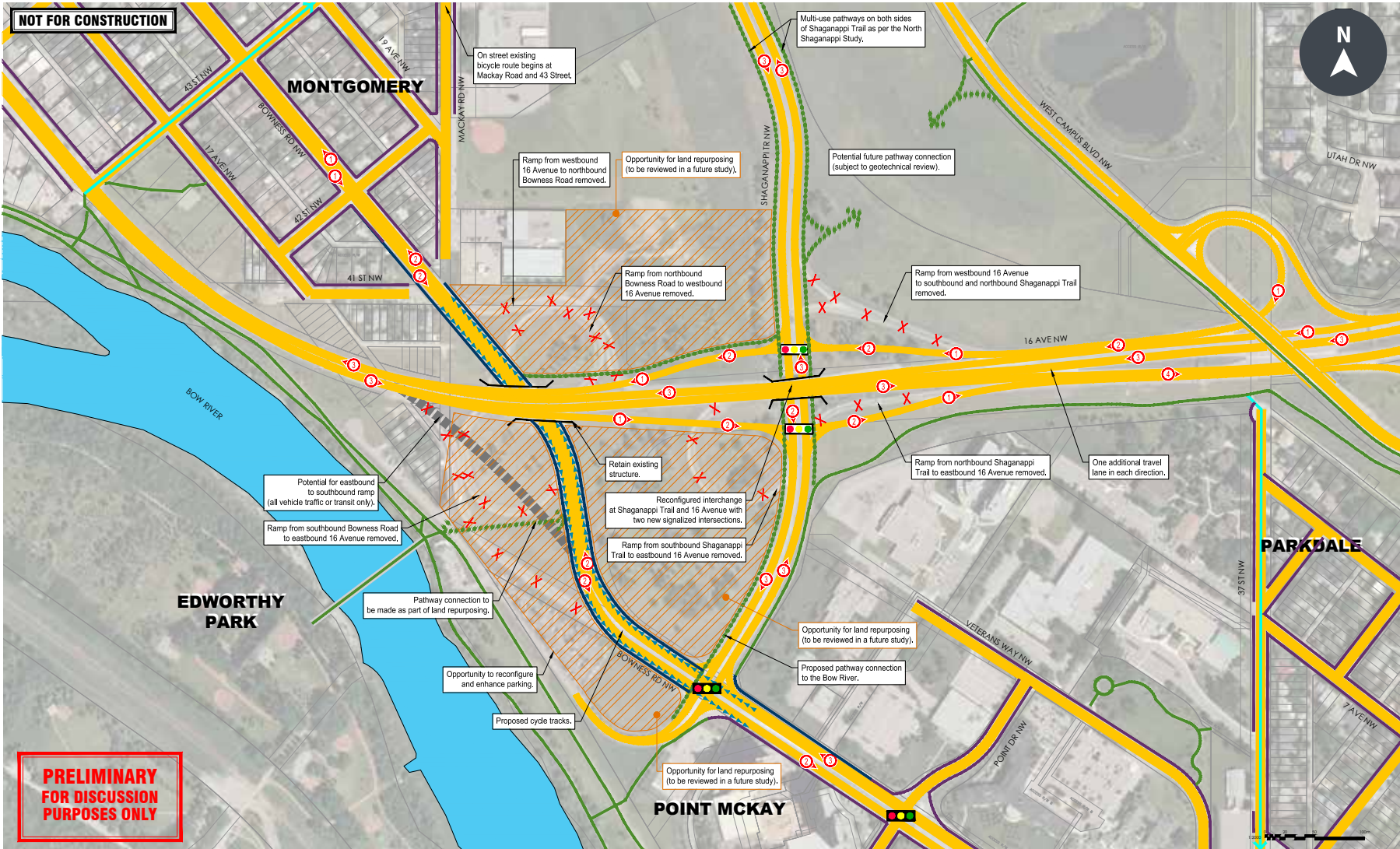


How do I get from northbound Bowness Road to westbound 16 Avenue?



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Preliminary Concept: Tight Urban Diamond



Benefits that address what we heard from Calgarians:

- Facilitates safer traffic movements along 16 Avenue by adding merge ramps to access to/from Shaganappi Trail.
- Maintains travel times along 16 Avenue by providing continuous traffic flow.
- Enhances connectivity with cycle tracks on Bowness Road and new pathways along 16 Avenue and Shaganappi Trail.
- Enhances accessibility for people who walk and bike on Bowness Road by providing a continuous connection under 16 Avenue.
- Maintains existing transit service on Bowness Road.
- Encourages people who drive to use 16 Avenue given the additional travel time required to access Bowness Road.
- Provides opportunity to re-purpose land not being utilized by infrastructure for other uses (to be reviewed in a future study).

Trade-offs:

- Removes direct access from 16 Avenue to Bowness Road.
- May result in increased traffic on 43 Street from people who drive attempting to access Bowness Road from 16 Avenue.
- Requires intersection crossings for people who walk and bike along the regional pathways on Shaganappi Trail.
- Reduces flexibility for future transit service along 16 Avenue.
- Possible property impacts to properties along Montgomery View if off-ramps at 16 Avenue and Bowness Road are built.
- Requires two new bridge structures, which are costly to build and maintain.

EXISTING PATHWAY	EXISTING SIGNAL	PROPOSED PATHWAY	ROADWAYS	People who drive	Surrounding communities
EXISTING SIDEWALK	PROPOSED SIGNAL	PROPOSED CYCLE TRACK	POTENTIAL LAND FOR REPURPOSING	People who walk and bike	Surrounding land
PROPOSED SIDEWALK	ROAD REMOVED	EXISTING PROPERTY LINE		People who take transit	Project costs
EXISTING BICYCLE ROUTE	NUMBER OF LANES				

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Preliminary Concept: No Build



Benefits that address what we heard from Calgarians:

- Maintains free flow traffic on 16 Avenue.
- Limits additional capital costs for new infrastructure in the study area.

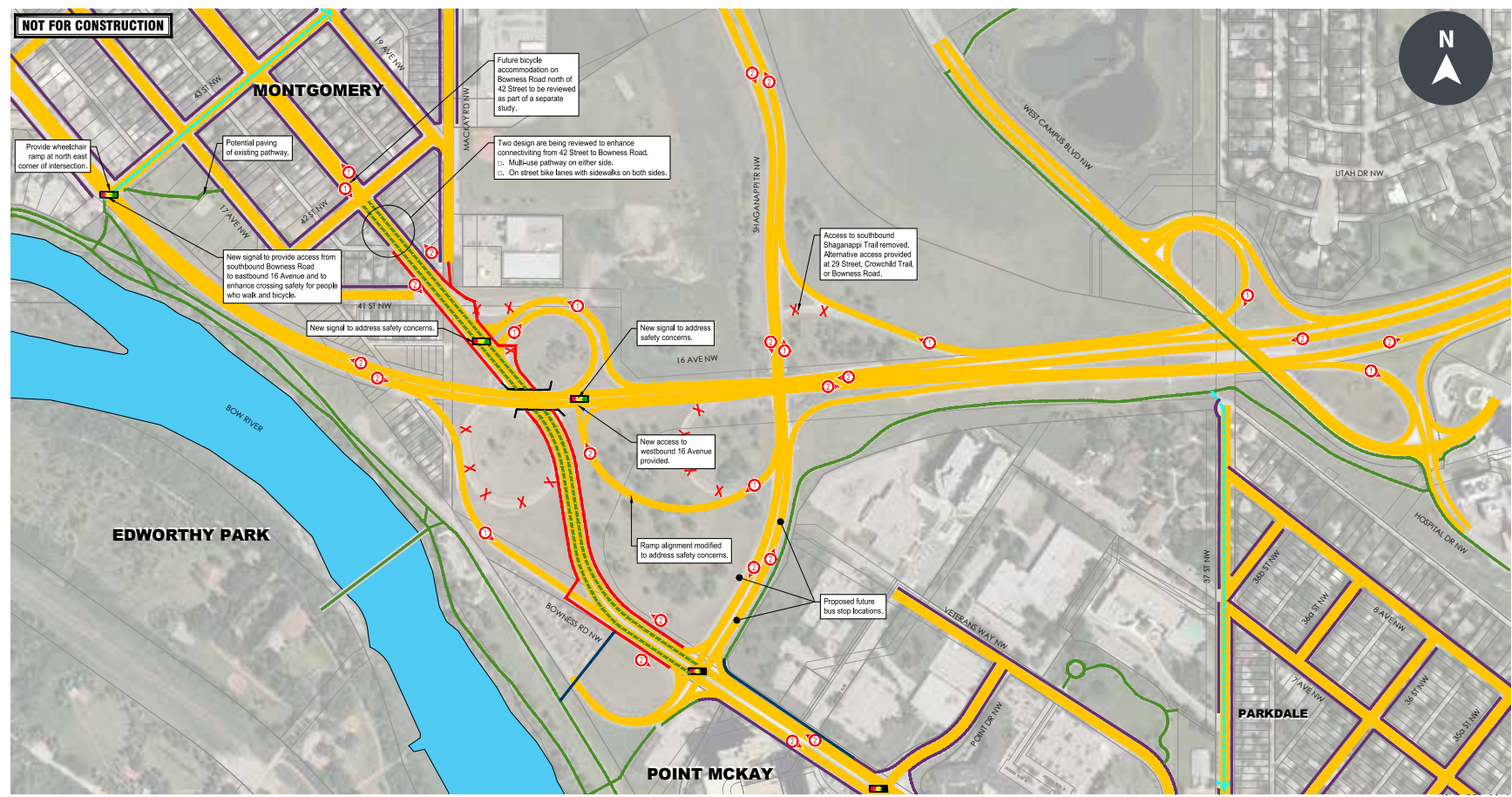
Trade-offs:

- Does not address safety issues for people who drive and are accessing 16 Avenue from the Bowness Road and Shaganappi Trail on-ramps.
- Does not address the lack of connectivity for people who drive from eastbound 16 Avenue to northbound Shaganappi Trail.
- Does not address the lack of connectivity for people who walk and bike between the adjacent communities.
- Limits flexibility for future transit service on 16 Avenue.
- Does not change the speed of travel or the way the road functions.
- Does not address the balance of transportation modes. The existing infrastructure focuses on drivers, not people who walk, bike, and take transit.
- Limits the opportunity for land repurposing.
- Requires maintenance and rehabilitation for existing road and bridge infrastructure over the long term.

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Preliminary Concept: Short-term Recommendations

Changes to address concerns prior to the implementation of a long-term design are shown below.



Benefits that address what we heard from Calgarians:

- Facilitates safer traffic movements to access Bowness Road from 16 Avenue by removing the yield sign to southbound Shaganappi Trail and providing access by using the off-ramps to the new signalized intersection on Bowness Road.
- Facilitates safer traffic movements by lengthening the off-ramp from Shaganappi Trail to 16 Avenue.
- Provides access now to both eastbound and westbound 16 Avenue by using the off-ramp at Shaganappi Trail and the new signalized intersection.
- Improves access to eastbound 16 Avenue from 43 Street with the new signalized intersection.
- Addresses safety concerns for people who walk and bike crossing 16 Avenue at 43 Street by adding a new signalized intersection.
- Improves accessibility at 16 Avenue and 43 Street by adding a wheelchair ramp.
- Addresses community concerns by potentially slowing down vehicles travelling westbound on 16 Avenue into Montgomery with the new signalized intersection.
- Enhances connectivity between the adjacent communities by adding new multi-use pathways or sidewalks and on-street bike lanes on Bowness Road between 42 Street and Shaganappi Trail.

Trade-offs:

- May increase travel time along 16 Avenue with the new signalized intersections.
- May increase travel time along Bowness Road with the new signalized intersection and 16 Avenue access ramp.
- Addition costs because the short-term recommendations may eventually need to be removed to make way for the long-term design.

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Short-term Recommendations

What **benefits** do you see?

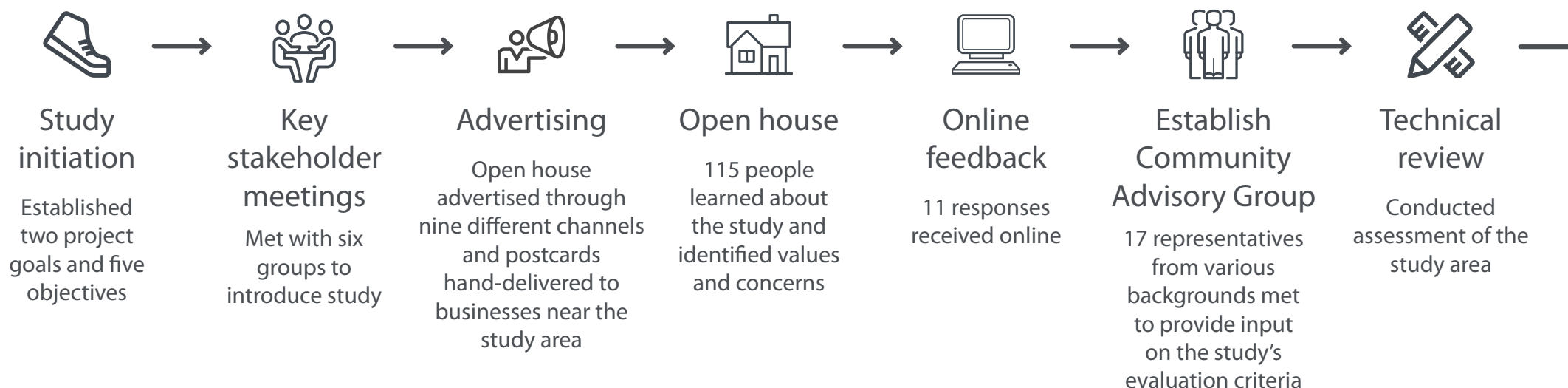
What **challenges** do you see?

What **changes** do you suggest?

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Phase 1: Project initiation and definition

Engagement goal: Identify community values and concerns



Outcome:

Key community themes identified and existing conditions report created

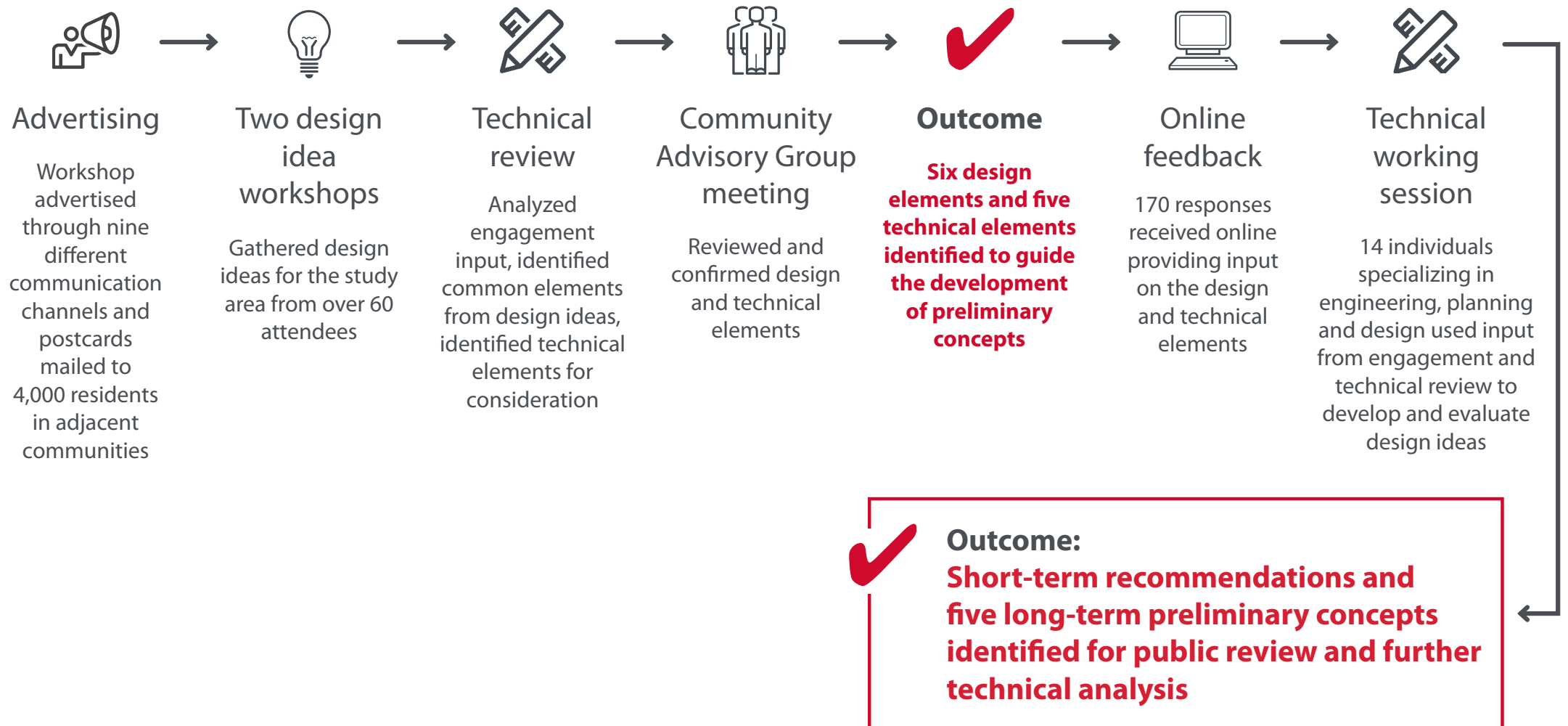
Nine key community themes:

- Safety
- Access to businesses
- Community connections
- Balance between transportation modes
- Integrated view of the study
- Traffic flow
- Future planning
- Environmental health
- Preserve/enhance quality of life in adjacent communities

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Phase 2 (A): Concept development and analysis

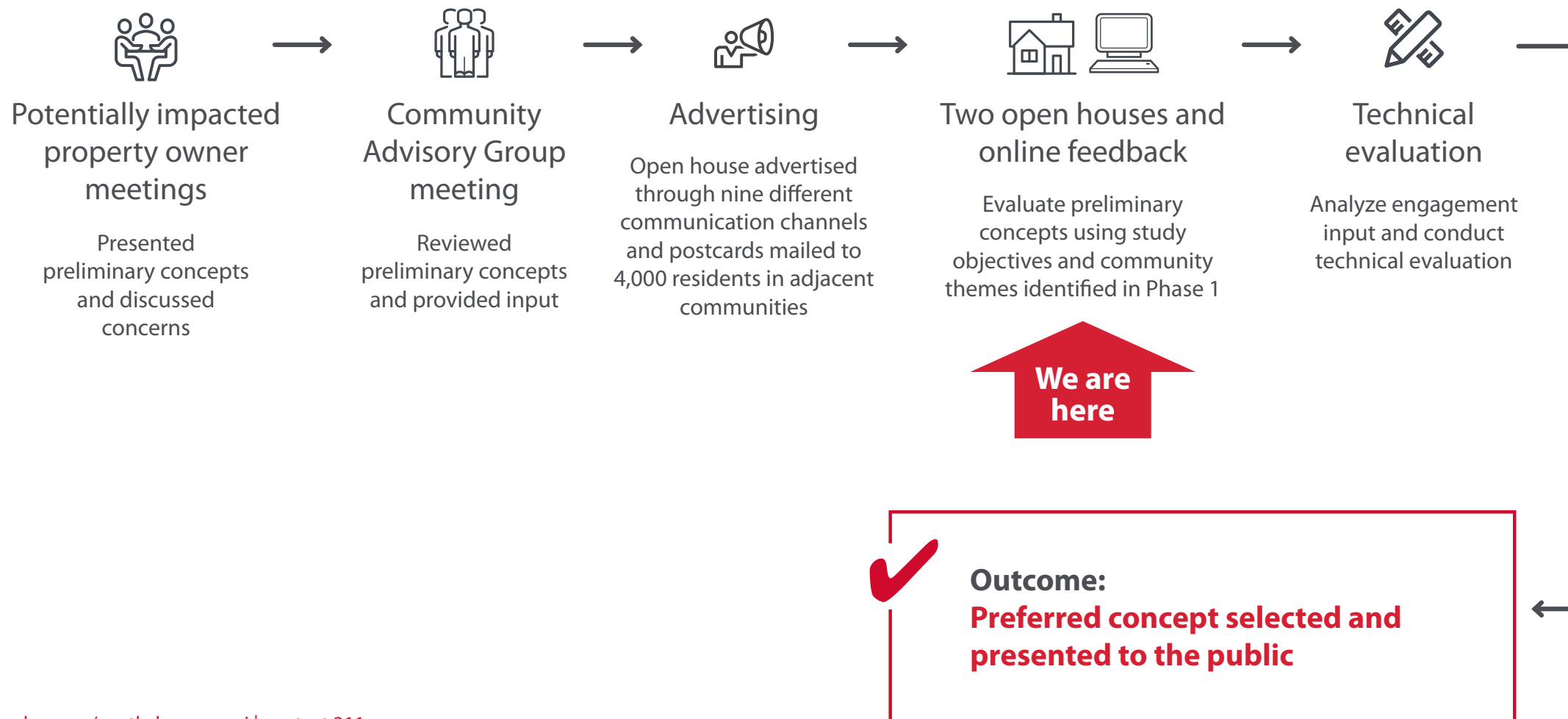
Engagement goal: Gather design ideas and develop preliminary concepts



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Phase 2 (B): Concept development and analysis

Engagement goal: Evaluate preliminary concepts against study objectives and community themes





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Key ideas that are not moving forward

Idea we heard:	Why it's not moving forward:
Additional grade separation between ramps at Shaganappi Trail and 16 Avenue. We heard this as an idea to improve the flow of traffic between the roadways in the study area.	The road classification of forecasted traffic patterns do not warrant additional grade separation of access ramps between Shaganappi Trail and Bowness Road. Additional bridge structures are costly to construct and maintain; and create additional separation between the adjacent communities.
Maintain free-flow traffic for 16 Avenue and Shaganappi Trail for all options. We heard this as an idea to maintain efficient travel for people who drive through the study area on 16 Avenue.	The anticipated traffic volumes on Shaganappi Trail and 16 Avenue do not require a free flow configuration. Free-flow traffic makes it difficult to connect communities together and can make it challenging for people who walk and bike to move through the study area safely.
Loop ramps between Shaganappi Trail and 16 Avenue. We heard this as an idea to encourage free-flow movements between Shaganappi Trail and 16 Avenue.	Loop ramps require more land area and would reduce the opportunity to repurpose the land in other ways. Loop ramps are also more difficult for people who walk and bike to cross.
Roundabouts. We heard this as an idea to keep traffic moving through intersections in the study area.	Roundabouts may make it difficult for high-volumes of traffic to move through the study area. Roundabouts would require multiple lanes of traffic, making them less friendly for people who walk and bike.
Restrict access to Bowness Road for local traffic only. We heard this as an idea to make Bowness Road a quieter street for residents who live on Bowness Road close to the study area.	Bowness Road provides an important link between Parkdale, Point McKay and Montgomery. A roadway reclassification to a local street is not possible due to the existing and anticipated traffic volumes on Bowness Road.

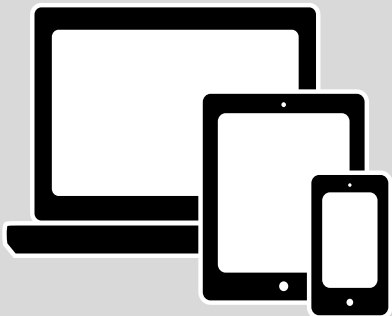
South Shaganappi Study

Thank you for joining us today

Next Steps

1. Review public input and complete detailed technical analysis of all concepts (winter 2016/2017)
2. Identify a preferred concept using technical analysis and public input (spring 2017)
3. Present the preferred concept to the public and answer questions (spring 2017)
4. Present recommendations to Council (winter 2017/2018)

Stay informed. Have your say.



Provide feedback on the four preliminary concepts from November 25 to December 8 at www.calgary.ca/southshaganappi

For more information or to sign up for project updates visit calgary.ca/southshaganappi

Email the project team at southshaganappi@calgary.ca