

**Calgary**



# Glenmore Trail East Interchanges Functional Planning Study

## Appendix B - Engagement Summary Reports

Prepared By:

**PARSONS**

**ISL**

**Engineering  
and Land Services**

June 2015 Information Session

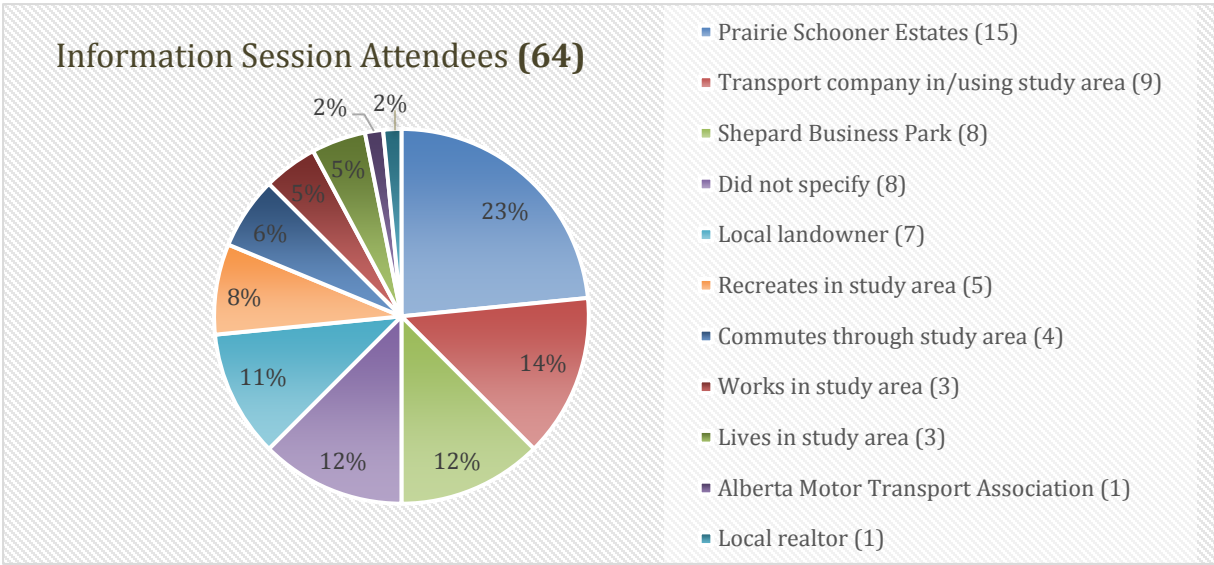
Project background

The City of Calgary, Province of Alberta and Rocky View County are working together to make joint recommendations for a future half interchange at Glenmore Trail and 100 Street S.E. The Province of Alberta has conditionally approved a half interchange layout at Glenmore Trail and 100 Street S.E., providing access to and from the west and accommodating the high load corridor on Highway 560. This functional planning study will identify the half interchange layout, the land required to build the half interchange and how access will be provided to the bordering lands. The future half interchange is not anticipated to be constructed for 20 – 30 years.

*The percentages presented in the following summary are based on the number of respondents for each question and are not a representative sample of the population.*

Public information session and online 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 invited to help the project team understand stakeholder goals, perspectives, issues and concerns about the proposed interchange. Stakeholders were also asked to complete a feedback form, 18 forms were collected. The feedback form was also available online at [calgary.ca/glenmore100street](http://calgary.ca/glenmore100street) from June 15 - June 22, 2015. An additional 46 forms were completed online for a total of 64 forms.



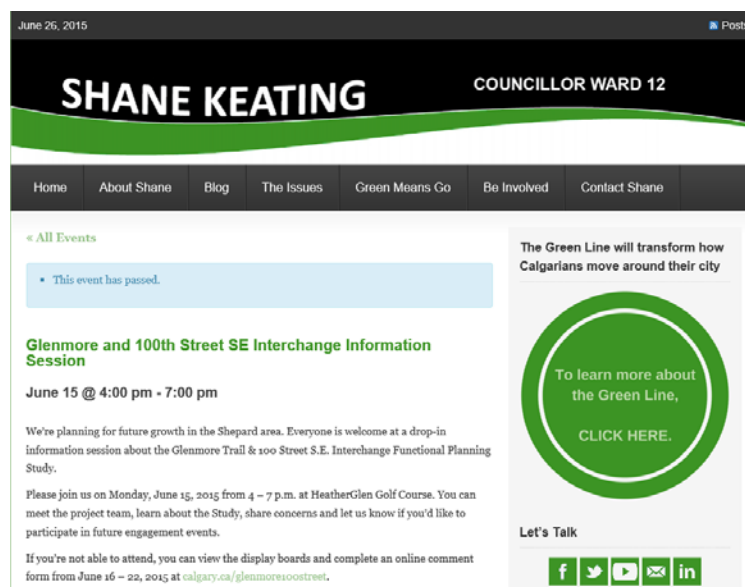
## Advertising

The information session was advertised in the following ways:

- Four road signs posted from June 5 - June 15, 2015 advertising the information session. They were located eastbound and westbound Glenmore Trail before the 100 Street S.E. intersection and southbound and northbound 100 Street S.E. before the HeatherGlen Golf Course entrance.
- The two road signs posted on southbound and northbound 100 Street S.E. remained up from June 16 - June 19, 2015 to advertise the online survey.
- On June 11, 2015, letters were mailed to 12 immediately adjacent property owners inviting them to the information session.
- Information notices were hand delivered to all Prairie Schooner Estates residents on Sunday, June 7, 2015.
- YYC Transportation posted six tweets advertising the Glenmore Trail & 100 Street S.E. information session, some of which were retweeted by CBC Calgary, Councillor Keating, 660 News Traffic and Public Service Canada.
- Information was posted on The City of Calgary's *Engage!* Calendar.
- The information session was posted as an event on the City of Calgary Facebook page.
- Councillor Shane Keating posted information on the Ward 12 webpage.

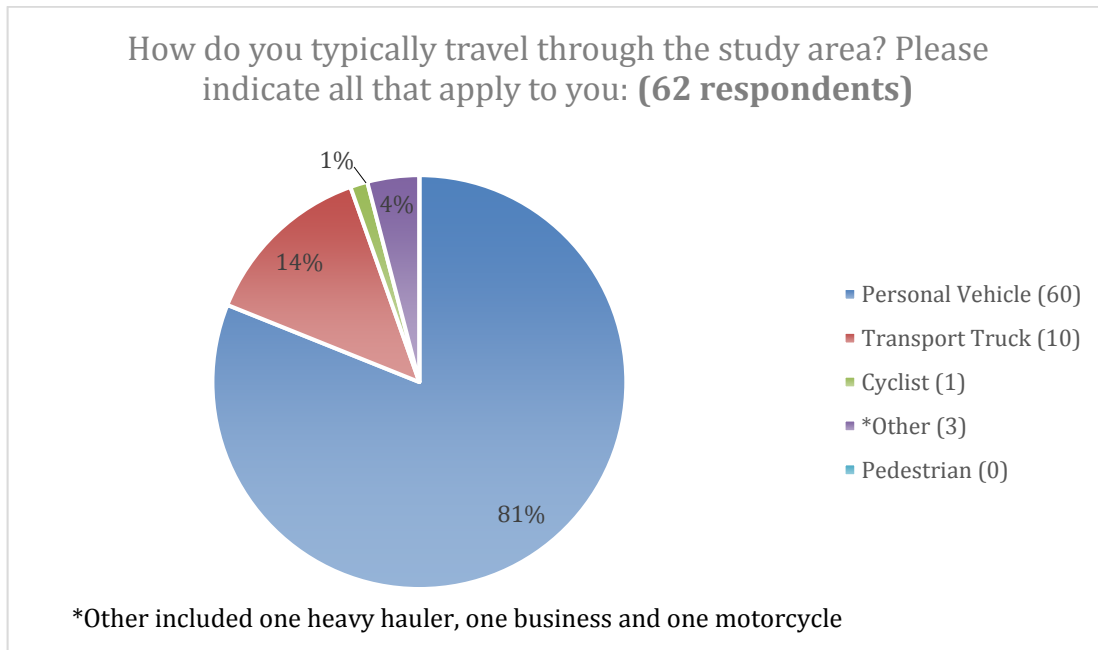


One of six YYC Transportation tweets advertising the information session.



A calendar event posted on the Ward 12 webpage.

## Study area



### Do you have concerns about this project? Please explain:

- Want access to/from the East (full interchange)(7)
- Too much current congestion/needs improvement (7)
- Traffic disruption/delays (6), of these, during construction (3)
- Long timeline for construction (5)

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

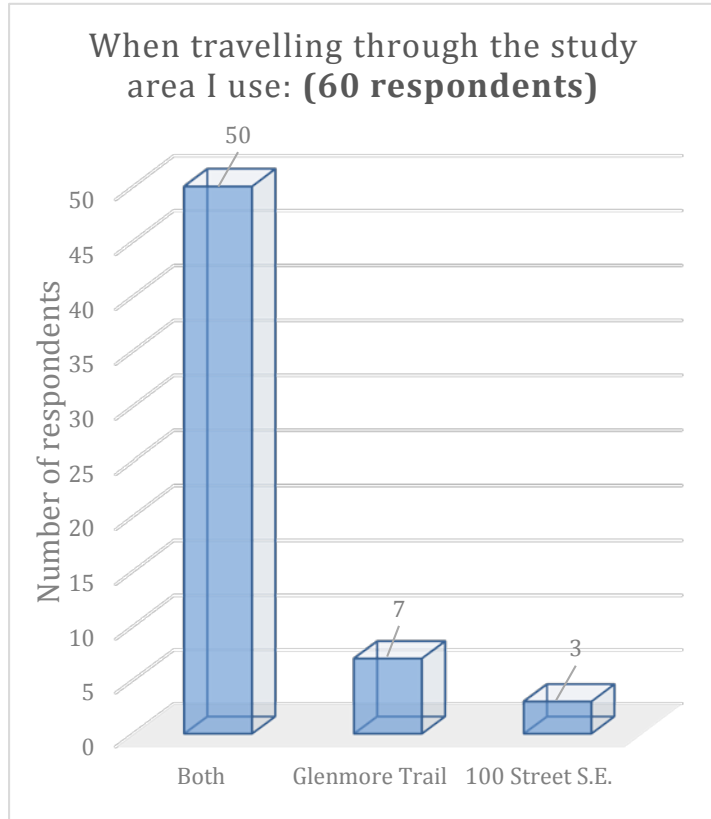
- Build a full interchange (6), specifically to provide access from East (4) and at 100 Street S.E. instead of Conrich Road (2)
- Minimize construction impacts (5)
- Widen Glenmore/dual turn lanes (4)
- Build this as soon as possible (3)
- Widen 100 Street S.E. (2)

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

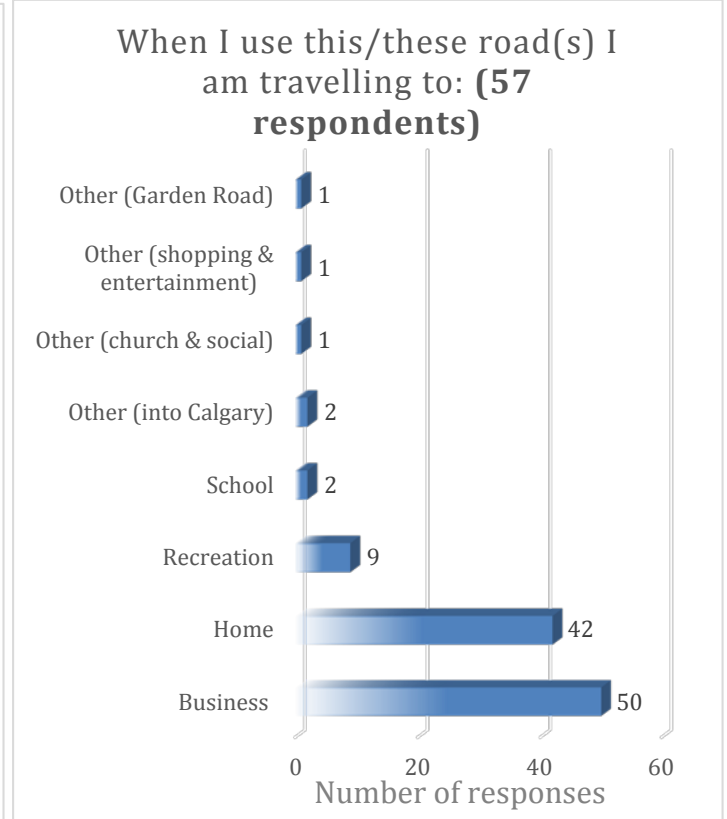
- Construction is too long/short-term improvements are required (4)
- Access from the East is required (2)
- Good presentation/helped understanding (2)

## Demographics and road use

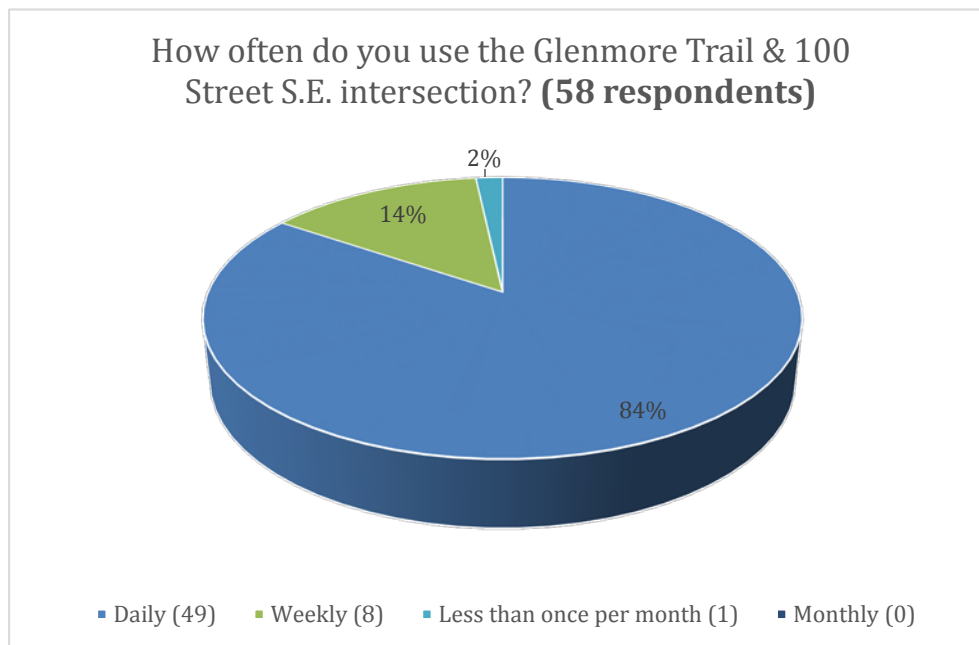
Respondents were asked some demographic and road use questions to help the project team better understand and analyze the input received.



The majority of respondents travel on both Glenmore Trail and 100 Street S.E.



Many respondents had numerous responses to this question.

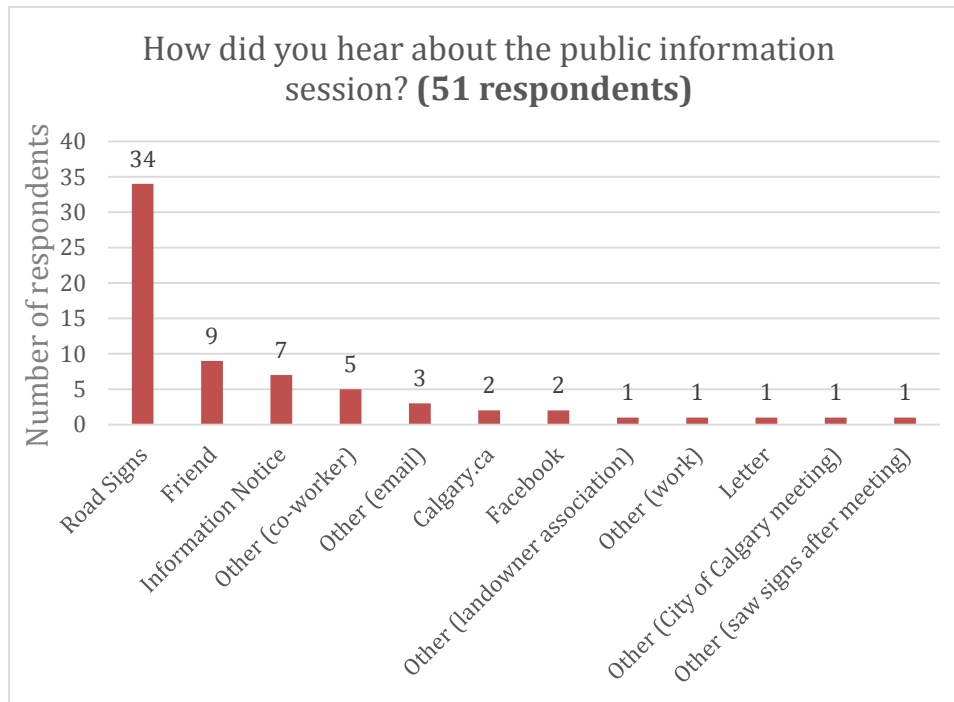


The majority of respondents are using the intersection daily.



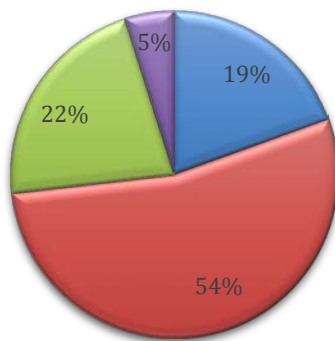
## Information session evaluation

Respondents were asked about the quality of materials at the information session to identify improvements and information gaps.



The majority of respondents heard about the information session via road signs, none of the respondents responded with Twitter posts.

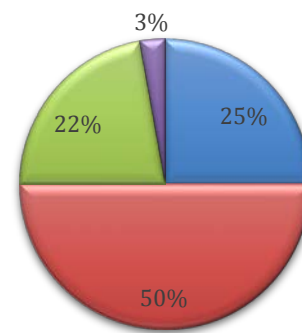
The information presented met my expectations. **(41 respondents)**



Strongly Agree (8)
Agree (22)  
Disagree (9)
Strongly Disagree (2)

73 per cent of respondents agreed or strongly agreed the information presented met their expectations.

The project team's response to my questions was satisfactory. **(36 respondents)**



Strongly Agree (9)
Agree (18)  
Disagree (8)
Strongly Disagree (1)

75 per cent of respondents agreed or strongly agreed the project team's response to their questions was satisfactory.

## Summary

- Sixty-four people attended the public information session held Monday, June 15, 2015 at the HeatherGlen Golf Course from 4 – 7 p.m.
- Eighteen feedback forms were collected at the information session and 46 forms were filled out online.
- Nearly all respondents (81 per cent) use a personal vehicle in the study area.
- Respondents were most concerned about maintaining access from the East and congestion (7).
- The number one theme cited when respondents were asked what steps could be taken to alleviate their concerns was to build a full interchange (6).
- When asked about comments or questions about the Glenmore Trail & 100 Street S.E. Interchange FPS the most mentioned theme was that construction is too long and short-term improvements are required (7).

## Next steps

Phase two: The project team will develop and share preliminary concepts and incorporate citizen and stakeholder feedback to refine options to help create one recommended plan.

Phase three: the project team will develop and share the evaluation criteria used to create the recommended plan and gather final feedback from project stakeholders before sharing the recommended plan with the public and with City Council for approval.



## 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](http://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

<b>Do you have concerns about this project? Please explain:</b>
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.

<b>Do you have concerns about this project? Please explain:</b>
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.

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

<b>If yes, what steps do you believe can be taken to alleviate your concerns?</b>
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 100 <sup>th</sup> .
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.

<b>Do you have comments or questions about the Glenmore Trail &amp; 100 Street S.E. Interchange Functional Planning Study?</b>
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.

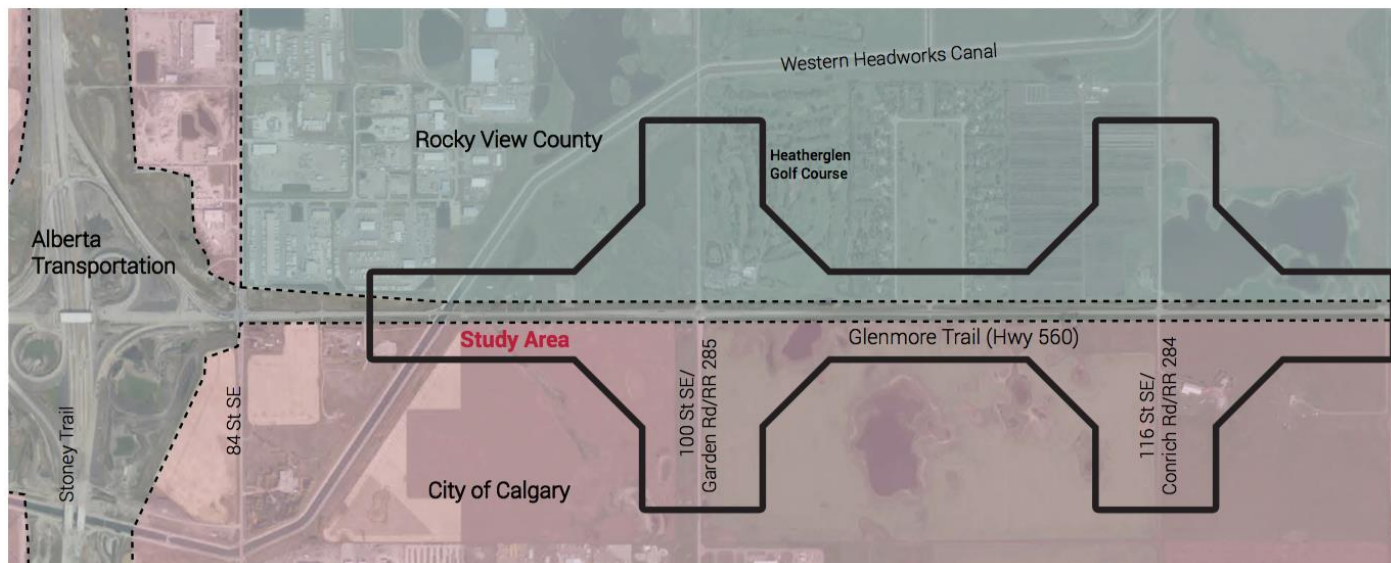
Other options.

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.



# Glenmore Trail East Study

Information Session

What We Heard  
Report

November 2016

### Project overview

The City of Calgary, Alberta Transportation and Rocky View County are working together to make joint recommendations for future interchange plans on Glenmore Trail at 100 Street S.E. and at 116 Street S.E. This study will identify the interchange layouts, the land required to build the interchanges and how access will be provided to the bordering lands. Funding has not yet been allocated for this project. The future interchanges are not anticipated to be constructed for 20 – 30 years but if area development increases before anticipated, the interchanges may be constructed sooner.

### Engagement overview

As part of phase 2 of this project, an information session was held on November 16, 2016 from 5 – 8 p.m. at HeatherGlen Golf Course for interested citizens and stakeholders to learn about the study, speak with the project team, and review the proposed interchange options for 100 Street S.E. and 116 Street S.E. The information boards and feedback form were also available online from November 17 – 23, 2016.

## What we heard

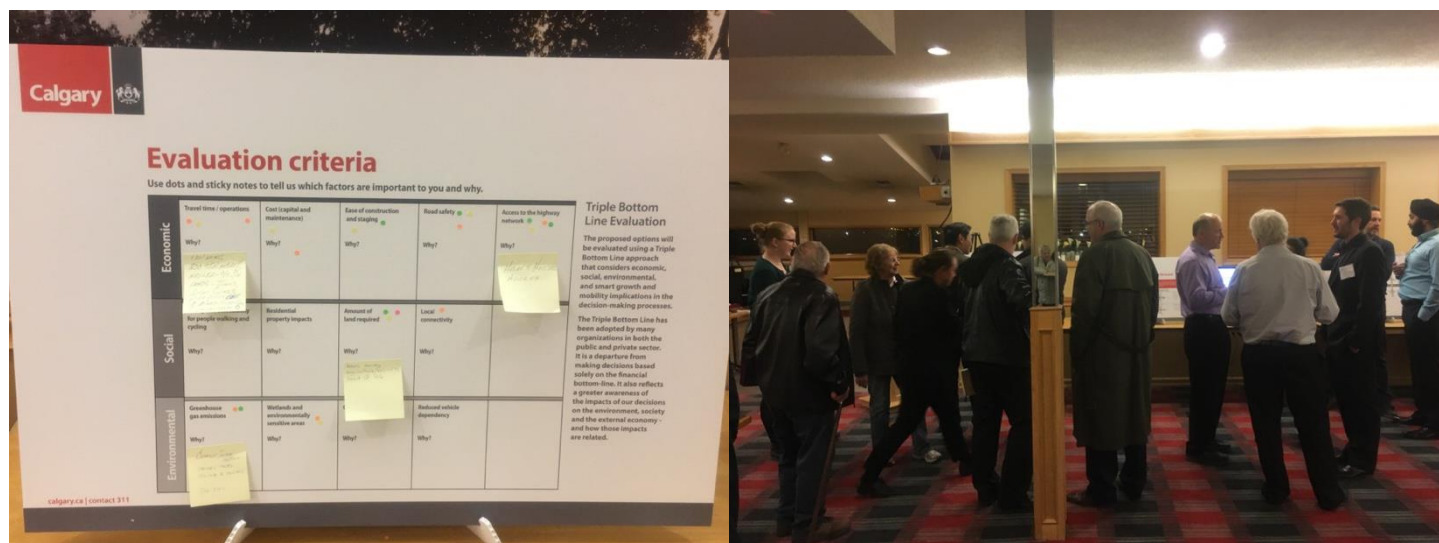
PHASE	STAKEHOLDERS	PUBLIC	OUTCOME
1 Issues Scoping Spring 2015	<ul style="list-style-type: none"> <li>Technical Workshop (June 25, 2015)</li> <li>Technical representatives from The City of Calgary, Rocky View County, Alberta Transportation, and Power Transmission Utilities (AltaLink, Alberta Electric System Operator and ENMAX) attended to identify issues, concerns and constraints prior to developing concepts</li> </ul>	<ul style="list-style-type: none"> <li>Information Session (June 15, 2015)</li> <li>64 people attended and 64 feedback forms were collected</li> <li>Respondents would like to see full access at 100 Street S.E. and were concerned about existing traffic congestion</li> <li>The 20 – 30 year timeline for constructing the interchange is too long; short-term improvements are needed</li> </ul>	UNDERSTANDING STAKEHOLDER AND PUBLIC ISSUES
2 Develop Options Fall 2016	<ul style="list-style-type: none"> <li>Conversations with landowners and stakeholder groups (August/September 2016)</li> <li>The project team met with all adjacent landowners – seven groups in total – to review preliminary interchange options</li> <li>Landowners were most interested in minimizing right-of-way requirements, providing a full interchange at 100 Street S.E., and keeping 116 Street S.E. on the current alignment</li> </ul>	<ul style="list-style-type: none"> <li>Information Session</li> <li><b>We are here</b></li> </ul>	OPTIONS CONSIDERING STAKEHOLDER AND PUBLIC INPUT
3 Develop Functional Plan Winter 2017	<ul style="list-style-type: none"> <li>Conversations with landowners and stakeholder groups</li> </ul>	<ul style="list-style-type: none"> <li>Information Session</li> </ul>	RECOMMENDED PLAN CONSIDERING STAKEHOLDER AND PUBLIC INPUT



### Next steps

The project team will evaluate the interchange options using public input and triple bottom line analysis and select and refine recommended plans for 100 Street S.E. and 116 Street S.E. In spring 2017 the project team will meet with adjacent landowners to share the evaluation results and present the final plan, including access locations and right-of-way requirements. The public will also be invited to a final information session in spring 2017 to view the final plans.

Additional opportunities for input may be available when detailed design funding is allocated.



### What we asked

Participants were asked to share any concerns about the plan for short-term improvements and thoughts about two possible interchange options for 100 Street S.E. and 116 Street S.E. They were also asked to indicate which environmental, social and economic factors they considered important and why for consideration during the evaluation process.

### What we heard

There were 52 people that attended the open house and five of them submitted their feedback forms at the event. There were 58 feedback forms completed online.

- The majority of the respondents (48 respondents, 83%) felt the proposed short-term improvements at 100 Street S.E. would improve traffic flow.
- Responses varied for which interchange configuration (diamond interchange or diverging diamond interchange) was best suited for 100 Street S.E. or 116 Street S.E.



# Glenmore Trail East Study

Stakeholder Report Back: What we Heard

November 2016

- Wetlands and environmentally sensitive areas were the environmental factors that received the most responses as an important environmental consideration.
  - The social factor that received the most responses for being an important consideration was local connectivity.
  - The two economic factors that received the most responses for being an important consideration were road safety and travel time / operations.
- ▶ For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

## Project Communication

The public information session and online feedback form were advertised in the following ways:

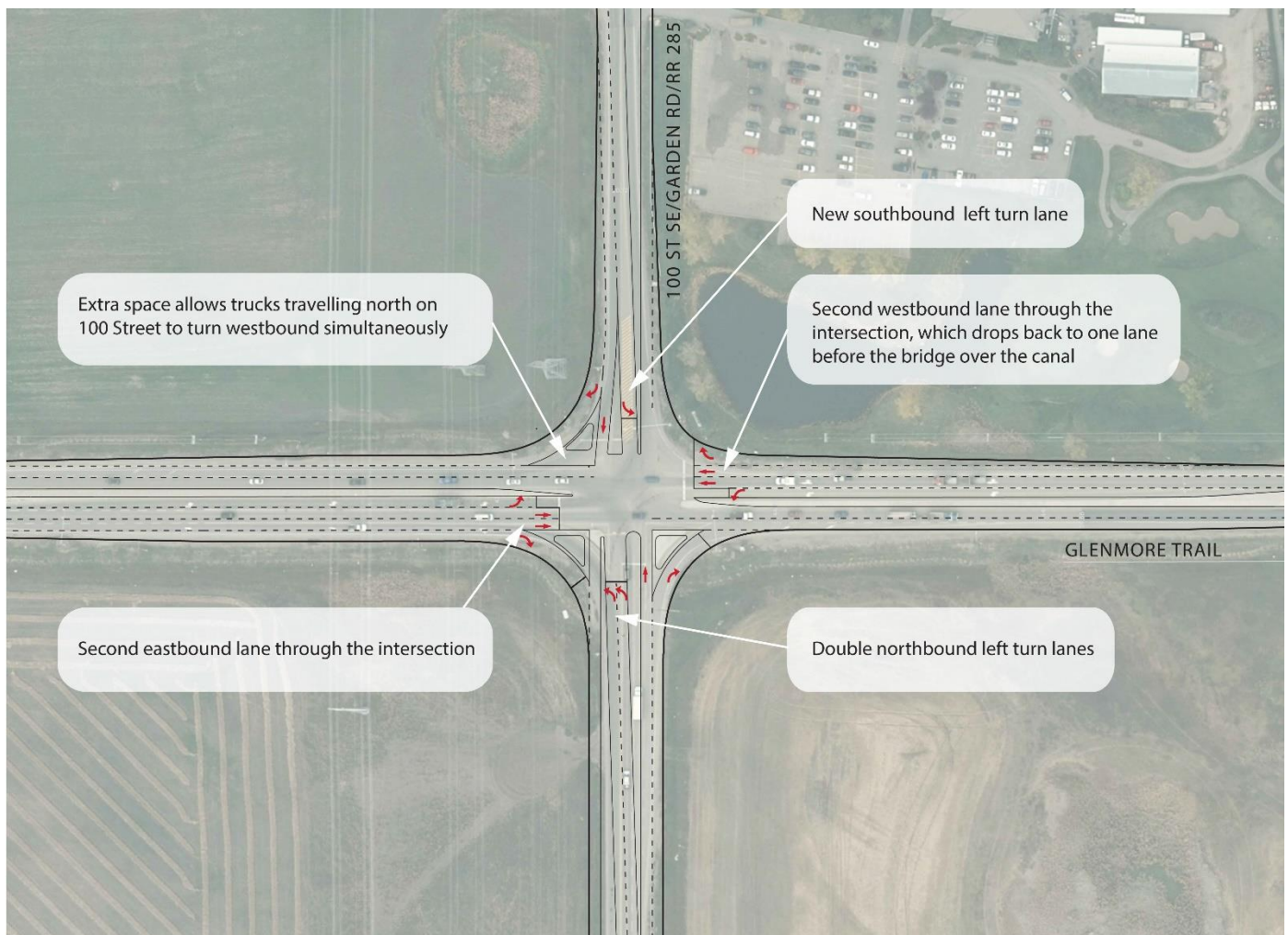
- Road signs located on the north side of Glenmore Trail at the 100 Street S.E. and 116 Street S.E. intersections
- Multiple posts on The City's transportation Twitter account, @yyctransport
- On the project web page and The City's Engage page
- Emails to stakeholders, land owners and the 194 people who subscribed for email updates
- A tweet from the Team Ward 9 Twitter account

### Input Summary

All comments were reviewed and categorized by theme, the number in brackets represents the number of times the comment was mentioned. Please note, the percentages presented in this summary are based on the number of respondents and are not a representative sample of the population.

#### Short-term improvements at 100 Street S.E.

The short-term improvements were developed after the first information session in Spring 2015. The project team used feedback from the information session and landowner meetings to develop the improvement plan below.



## *Do you have any concerns about the short-term improvements identified above?*

- No (13)
- Road needs to be widened – concerns about going back to one lane over bridge (7)
- Timing – needs to be completed sooner than later (5)
- Signal optimization (3)
- Waste of money (3)

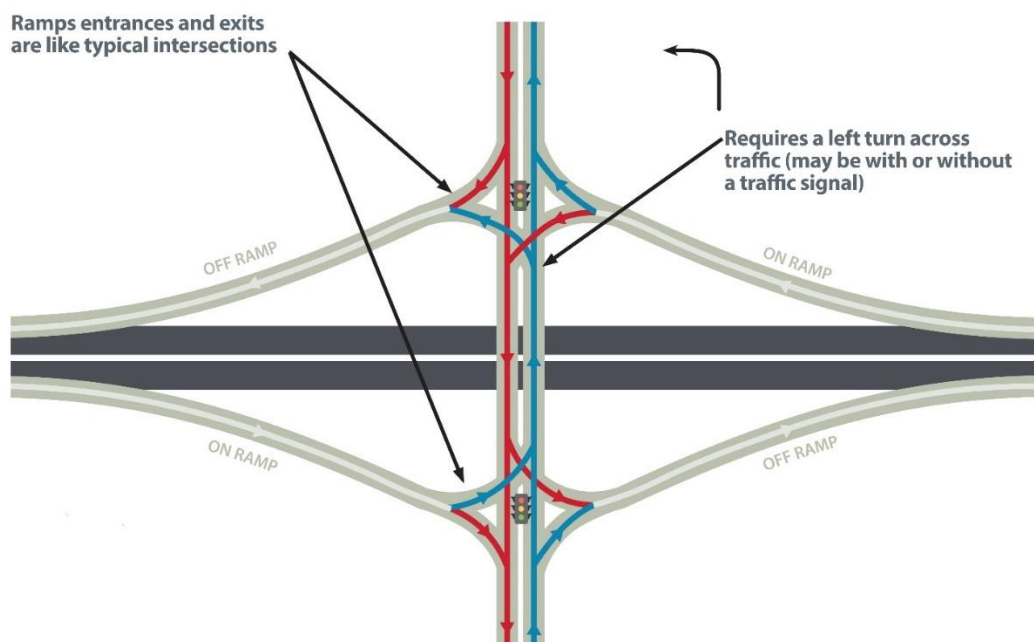
## *In your opinion, will this improve traffic flow at the 100 Street S.E. / Glenmore Trail S.E. intersection? Why or why not?*

- In favour of additional lanes (11)
- Concern about going back to single lane after intersection (5)
- Light synchronization needed (3)

## **Interchange options for 100 Street S.E. & 116 Street S.E.**

Two proposed long-term interchange configuration options have been selected using technical analysis and feedback received from stakeholders and the public during the first and second phases of engagement. Each of the following option layouts can work at both the 100 Street S.E. and 116 Street S.E. locations. Your input, along with additional technical analysis, will be used to select and refine the recommended plan in spring 2017.

### **Option 1 – Conventional Diamond Interchange**



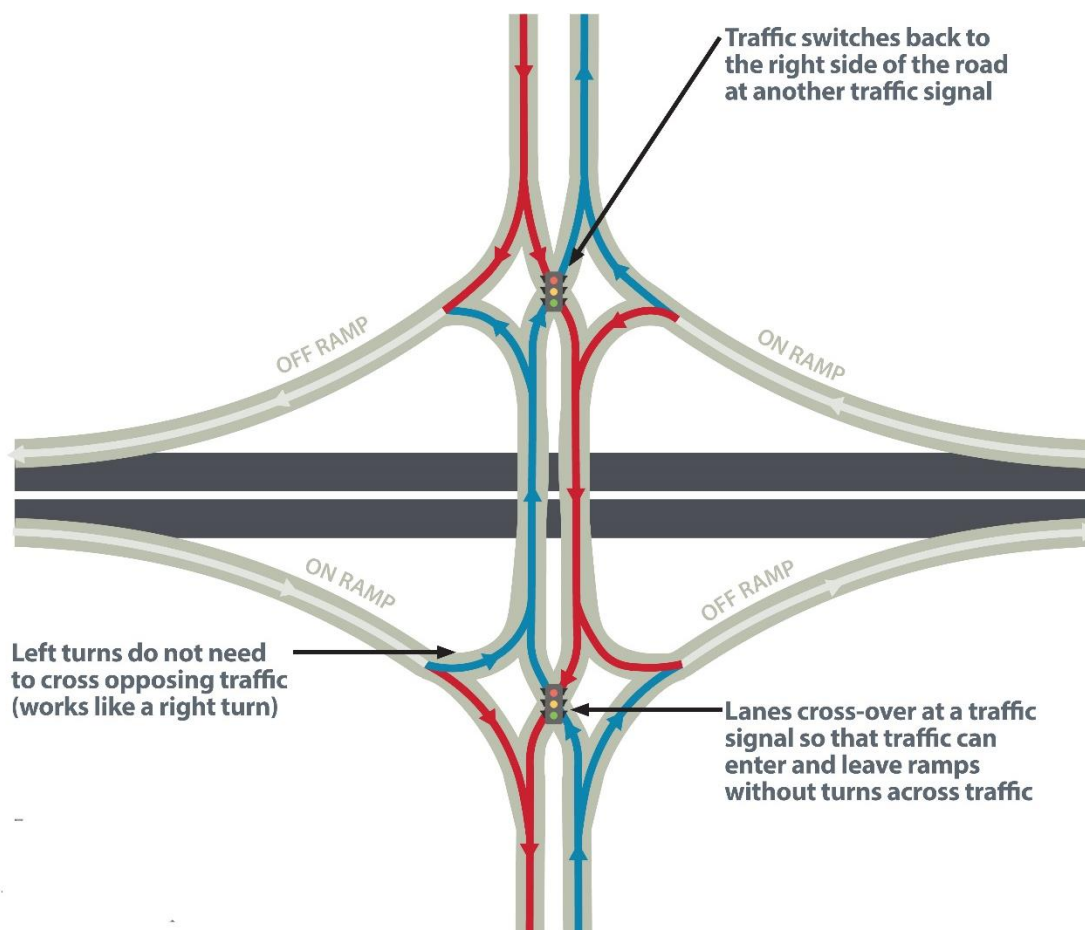
*Do you have any comments or concerns about the proposed diamond interchange configuration?*

- No (4)
- Doesn't solve big truck issue (4)
- Works well (3)
- Don't like Diamond interchanges (3)
- Don't like left turns / signals (3)
- Cloverleaf would be better (3)

*Are there improvements you would like to see to this option, or changes that would make this option better?*

- Make it a cloverleaf (5)
- No (4)

## Option 2 – Diverging Diamond Interchange





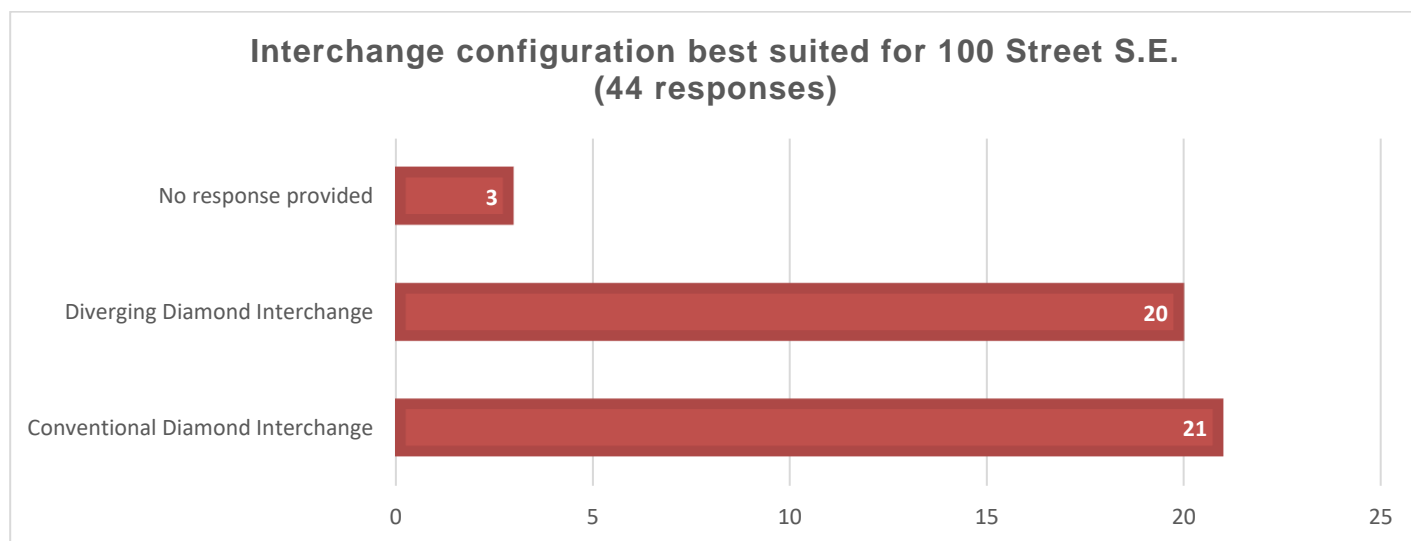
***Do you have any comments or concerns about the proposed diverging diamond interchange configuration?***

- Too confusing (8)
- It is a better / preferred option (5)
- Doesn't work for large trucks (3)
- Don't need interchanges at both 100 Street S.E. and 116 Street S.E. (2)
- Cloverleaf would be better (2)
- No (2)

***Are there improvements you would like to see to this option, or changes that would make this option better?***

- No (5)
- Don't do this plan (3)
- Bigger interchange at 100 Street S.E. and smaller interchange at 116 Street S.E. (2)
- Cloverleaf (2)

***Of the two interchange configurations, which option do you think is best suited for 100 Street S.E.?***



***Why?***

**Conventional Diamond Interchange:**

- Less confusion / simpler (6)
- Trucks won't work with diverging diamond (2)

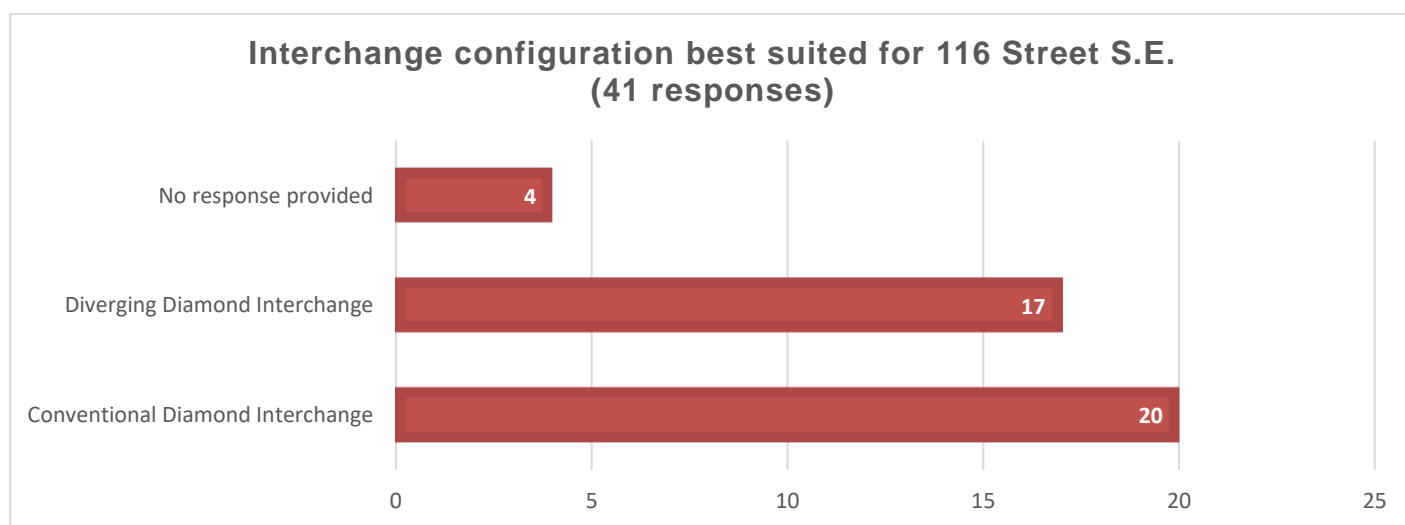
## Diverging Diamond Interchange:

- Traffic flow is improved / fewer signals (7)
- Better for truck traffic (3)

## No Response

- Neither (3)
- Cloverleaf (2)

*Of the two interchange configurations, which option do you think is best suited for 116 Street S.E.?*



## Why?

### Conventional Diamond Interchange:

- Less confusion / simpler (4)

### Diverging Diamond Interchange:

- Traffic flow is improved / less lights (4)
- Safety (3)

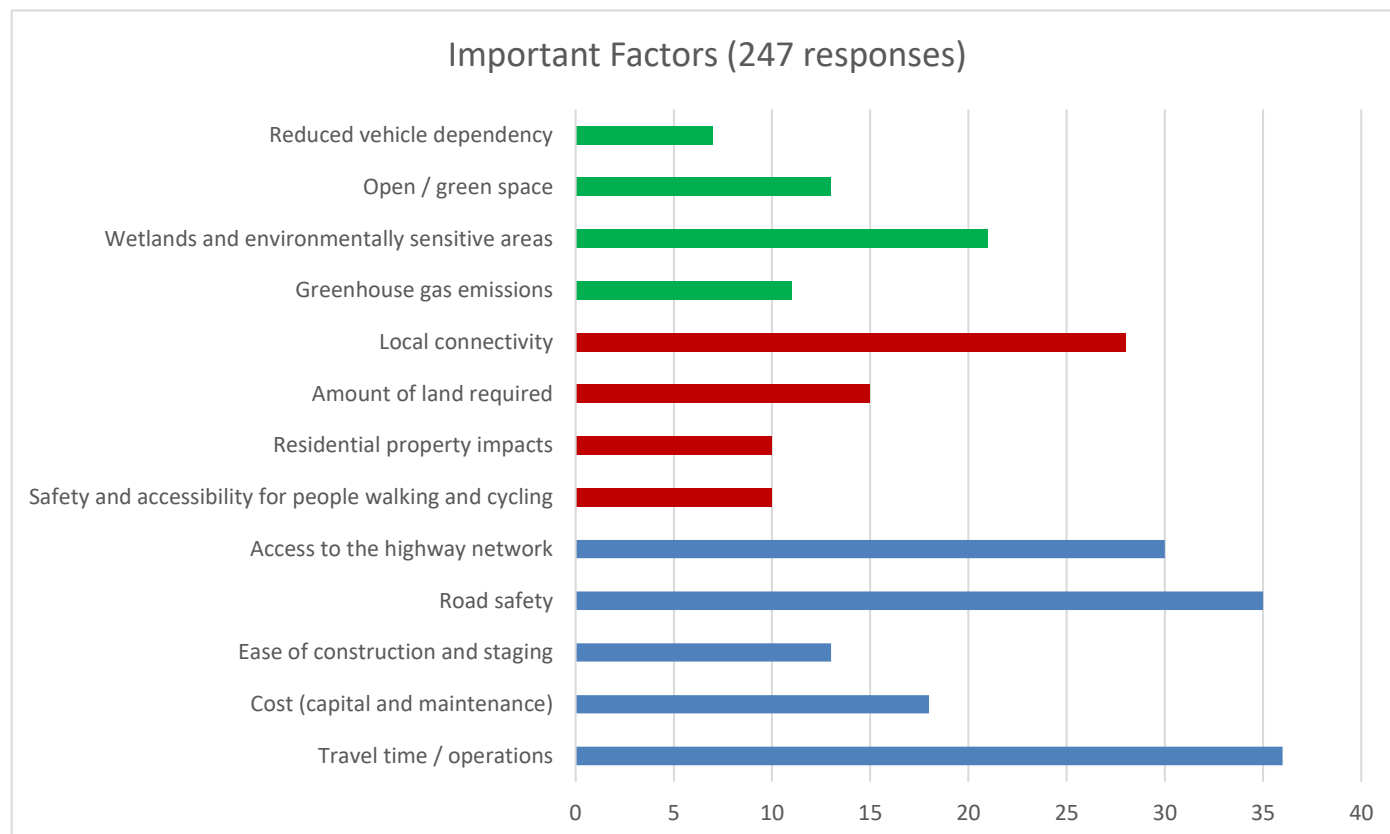
## No Response

- Neither (2)
- No interchange at 116 Street S.E. (2)

## Evaluation Criteria

The proposed interchange 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.

*Please tell us which factors you think are important to consider and why:*



## Environmental factors, Social Factors, Economic Factors

### Why?

- Shorter travel times (6)
- Safety (5)
- Traffic flow (5)
- Greenhouse gas emissions (4)
- Economic considerations (4)
- Environmental concerns (3)
- Not enough cyclists / pedestrians to be concerned about (3)

## Verbatim Responses

### Short-term improvements at 100 Street S.E.

*Do you have any concerns about the short-term improvements identified above?*

#### Feedback forms received online

- Double lanes need a specified truck lane north off of 100<sup>th</sup> St
- Only concern I have is for the Cemetery. Will this work effect it?
- Have no concerns.
- No
- Need to be done ASAP
- For the safety of this intersection the short term improvement should be done as soon as possible.
- Lights aren't synchronized. At night, Glenmore Trail needs priority. Light shouldn't change unless someone waiting for 1 min. Best would be flashing yellow East-West & flashing red on 100 St. Should NEVER turn red if nobody stopped at intersection.
- The delay on Glenmore traffic is especially wasteful off-peak hours and on weekends. This should be an easy fix. Specifically it would be through signal optimization and improvement
- Single lane roadway across WID canal west of intersection will limit improvement in traffic flow in high traffic times.
- The sooner the better
- No, my concerns have been addressed.
- No
- No...only issue is timing...needed ASAP in my opinion
- No
- Many cars going east cut into 100, pull a u turn in roadway to get ahead of traffic stopped at light at 100 and glenmore going east. Volume has increased substantially and glenmore should be twinned from stoney to accommodate all the way to Strathmore
- Yes, seems like much for this small intersection
- No
- No
- Waste of money...why add 1 lane for a few hundred feet only to bottleneck it back to a single lane...TOTAL waste of time and money. Twin it all the way to Stoney trail
- No concerns here
- My only concern is no mention of the lights being upgraded to sensor controlled. The current timer method impedes traffic flow. Especially east / west on glenmore outside of business hours.
- No

- I agree with all improvements. These intersections are dangerous! Far too congested, visibility is limited when making left hand turns. Thx
- Road not wide enough so making larger would be awesome.
- A lot of longer waits turning north bound onto 100<sup>th</sup> eastbound glenmore. Heavy trucks so it should be at least dual turn lanes for the smaller vehicles. Even your numbers show 235 turn north and 313 go straight. However turning north crosses traffic
- No
- The bridge over the canal west needs to widen to prevent a bottleneck. Two lanes to one will not solve current issues
- Bottle Necks
- Yes, they are not going to happen quickly enough
- Length of the eastbound extra lane as merging back to one lane will just cause congestion on the other side of the lights. Also the length of the left turn lane east bound needs to be very long due to semi's turning to prevent a Stoney Tr scenario
- No
- Increase the length of the turning lane from eastbound Glenmore trail to northbound 100 street to enable more trucks into the lane, leaving the through lanes clearer.
- We still think there will be backups over the canal heading westbound.
- How far down is the double lane for east bound traffic. Does it just end in front of the golf course that will still cause accidents and a bottleneck.
- Yes. Too many lights between 52 and 100 st
- Why spend money on short term improvement when there should be an overpass. Too many people killed at these intersections.
- Waste of time and money. Put in an overpass. That's what's needed.
- I feel that the merge lanes off of / onto Glenmore Trail to / from the North need to be at least 400 meters longer.

### Feedback forms collected at information session

- The second westbound lane through the intersection will severely reduce ability of trucks merging easily.
- Looks great with exception to the timeline, needed it today.
- For this to be effective, the bridge over the WID canal should be widened to support 2 lanes in each direction.
- No. it appears that a 100 ton heavy hauler with a compressor package could traverse this.



*In your opinion, will this improve traffic flow at the 100 Street S.E. / Glenmore Trail S.E. intersection? Why or why not?*

## Feedback forms received online

- Slow moving trucks could have their own turning lane
- A free flow Glenmore Trail is something that should have been done a decade ago.
- This short term improvement should help and is much needed. Hope it is built in 2017.
- Additional lanes would be provided
- Trucks clog this intersection constantly. \*If\* they bother to stay right and let others pass, this will potentially remove 90% of the bottleneck here.
- This road carries a lot of truck traffic and as this area continues to grow the larger interchange in future will become necessary
- Confused. It would if you followed my suggestion. Traffic flow is critical.
- The traffic flow on 100 Street off-peak hours and on weekends is very light
- It will help somewhat. Road west of intersection should be twinned to Stoney Trail in conjunction with these improvements.
- increasing the turning lanes and merging lanes will help with the heavy flow of semi trucks
- Yes, the 2 left turn lanes would really help keep traffic moving. Most of the left turn traffic is very large trucks. These trucks service the 77 businesses' in Shepard Business Park.
- Signals need to be timed properly to allow Glenmore traffic to move.
- left turning lane from 100 onto east bound glenmore is a great idea
- By allowing two lanes of traffic to pass along side the turning lane will greatly reduce the delays at this intersection. It will be a very welcomed change.
- The increased capacity on multiple movements will significantly improve overall capacity, and allow for much better signal timing/phasing plans than we have today.
- something needs to be done as this bottlenecks every day at rush hour. the city doesn't seem to want to accept responsibility when any of the lights are on flash as well .this is a dangerous intersection because of the large amount of vehicles.
- not really enough traffic there to change anything
- Looks to improve turning which holds up straight traffic
- Because the trucks will still line up side by side causing a delay.
- Again you will just bottleneck the traffic back into a single lane after they cross the intersection....really what good does that do?
- Still have a light and lots of big trucks going through the intersection.
- Free up the congestion, and safer for the public.
- Increased traffic from outside residential into Calgary so improvements need to be made
- More through lanes and better turn lanes.
- The suggested changes should improve both flow and volume on Glenmore, which is needed and which will be needed more as time moves on.

- I see double lane highway in the plans for east/west - it is severely needed
- It will help flow of traffic up to the intersection but once westbound traffic is heading over the bridge, traffic is condensed once again to one lane which will not improve the conditions
- Bottlenecks once you are through the lights
- Allow more traffic through in a shorter time frame.
- However, to meet demand and growth in multiple areas the plans need to be more extensive
- It seems to be deferring to problem to the opposite side of the intersection
- More space = better moving traffic.
- More lanes, more traffic through.
- Anytime I go through it is east and west backed up waiting for the lights. I rarely see more than 3 vehicles on north/south section
- Lights just slow traffic. Free flowing interchange should be built sooner rather than later
- It will, but it will still be dangerous due to the volume on the road.
- It is so awful now anything would help. The lights run a silly ridiculous cycle. Glenmore is red twice as long as it's green and outside of rush hour there is rarely more than two or three vehicles on 100th. Often I sit at the lights, no cars on 100
- You've added more lanes so it has to help. Question: How far will the double lanes on west bound Glenmore extend to the east of 100th st?

### Feedback forms collected at information session

- Drop the second westbound lane through the intersection! Most residential vehicles will NOT allow trucks to merge easily.
- For this to be effective, the bridge over the WID canal should be widened to support 2 lanes in each direction.
- The double lane.

### Interchange options for 100 Street S.E. & 116 Street S.E.

#### Option 1 – Conventional Diamond Interchange

*Do you have any comments or concerns about the proposed diamond interchange configuration?*

### Feedback forms received online

- Can the land foot print not be made smaller?
- Never been a fan of the diamond interchange. 16th & Deerfoot Trail is just a gong show.
- Conventional diamond interchange would be much better than what exists now. Would like to see this built right away not 20 to 30 years from now.
- Oncoming Traffic problem

- Ensuring there is a very, very long acceleration lane merging into the Glenmore freeway. Trucks merging onto the highway will inevitably cause slow downs and safety issues.
- Works good
- I agree with the 100st interchange. I do not agree with an interchange on 116st . This study has not considered the interchange at RR283 for Chestermere. Glenmore would then have 4 interchanges within 5km. Stoney, 100st, 116st, RR283
- No lights at intersections eg Hiway 1 & 9. If lights required to turn left, solid green light to allow turns if no traffic coming. Terrible for Prairie Schooner residents!!
- No. This is a tried-and-true method.
- I like diamond interchanges if they have lights. They MUST have lights.
- KISS principle ... this should be very familiar to all drivers
- Have merges instead of yields getting onto Glenmore.
- I think as long as it is controlled by sensor lights it would be fine. it is frustrating when lights turn for no reason (as happens east bound over SToney trail)
- is there really a need for this here, can we not spend money it other areas?
- No
- Will this impact the golf course.
- No concerns on 100st interchange. 116st interchange should not be required. Study does not factor RR283 which also has a proposed interchange. If necessary this road upgrade should have shorter access ramps to clear the exisiting greenhouse business
- There will still likely be back-up, particularly on the ramps. Traffic turning left off 32 onto southbound deerfoot is always backed up. I don't see this solving the issue of big trucks.
- No
- No looks great this is a good option if the land is available
- With heavy trucks traffic lights are always a problem and that whole area has alot of heavy truck traffic
- I prefer those interchanges that are not reliant on a left-turn signal configuration. They seem safer and traffic seems to flow better.
- Clover leaf interchange is better. Diamond weave confusing
- Diamond interchanges are dangerous and increase congestion. Cloverleaves are much better for flow and less dangerous.
- Left turns across interchanges are slow and ineffective for traffic flow when lights are easily avoidable
- Diamond works for regular size vehicles, does not work for 100+ foot long big trucks.
- No.
- Clover leaf is a better option and keepsers traffic flowing. Too many lights!
- Looks good.
- Dumb. The ONLY design worth consideration is a clover leaf. Build ahead of demand for once.

## Feedback forms collected at information session

- Do not like left turns crossing oncoming traffic.
- This is safer than the high volume of truck traffic; especially from out-of-town drivers.
- Heavy hauler can't go under the underpass need clear shot through ramps. Hi load corridor - no overhead wires, - swing traffic lights, - no islands. Being an oversize load corridor a 120' long 100 tonne heavy hauler needs a clear straight path thru the intersection.

*Are there improvements you would like to see to this option, or changes that would make this option better?*

## Feedback forms received online

- Smaller footprint of the exchange
- Not sure would work best but putting lights on a major interchange bites.
- North of Glenmore Trail on 100 Street will need to be twinned for this interchange to work. I was told by Rocky View County this is not being considered in the short term or long term time frame.
- No
- I think that 116st (RR284) should not have an interchange. A small upgrade at this intersection to allow traffic in and out however the expense of another interchange does not make sense. This would make 4 interchanges in 5km
- Make sure there is room to accommodate traffic. ie: 2 lanes instead of 1.
- CLOVER LEAF would make more sense!!!! for ALL turns. no lights required.
- nothing, don't do it!
- No
- Intersection upgrade as opposed to a large interchange.
- No
- Too many signs to have to read and too many directions to have to keep looking at one time in the weave style
- One word: Cloverleaf!
- Cloverleaf with no lights!
- No.
- Full cloverleaf turn, no one stops.
- Too many lights! Make it a clover leaf.
- Make one that works, regardless of cost. Too many new intersections make it worse for some routes. IE Glenmore McLeod. Or northland/crowchild

## Feedback forms collected at information session

- Conventional diamond is best but any islands east/west on the ramps will hinder heavy haulers.

## Option 2 – Diverging Diamond Interchange

*Do you have any comments or concerns about the proposed diverging diamond interchange configuration?*

### Feedback forms received online

- Calgarians can't figure out traffic circles, this will be even worse
- This looks better.
- Diverging diamond interchange would be much better than what exists now. Would like to see this built right away not 20 to 30 years from now.
- This is the preferred configuration
- Ensuring there is a very, very long acceleration lane merging into the Glenmore freeway. Trucks merging onto the highway will inevitably cause slowdowns and safety issues.
- Larger intersection would help take more traffic in to 100st. Would not be necessary to put an interchange on 116st as well.
- Prefer a clover leaf...or at least the conventional diamond
- Yes, confusion can be deadly at interchanges. This can be especially dangerous for pedestrians. Also, often the traffic flow is light not heavy
- this look like a great way to keep the flow of traffic the only concern is the larger footprint
- I like it.
- Huge concern with this, there are too many semi-trucks in this area to make this work. The trucks will take up too much space and traffic will get backed up. Also, their pick up speed time takes too long to allow traffic to flow at an acceptable rate
- Have these been tested in situations with the very high truck percentages that we have here? (and I mean tested in real life, not just in Vissim) The 162 Avenue one will show if Calgarians (in cars) can figure out how to use these ... trucks?????
- I can see the merging traffic causing concern in this case, and confusion. If there has to be signals, then why use it instead of a true cloverleaf pattern??
- I don't agree with the money being spent on this when there are other worse areas like fixing 791 entrance on to the #1 (east side of Chestemere)
- No
- This may be a better interchange for the 100St intersection as this area carries a large volume of truck traffic. Don't agree with interchange at 116St due to interchange accesses at 100St and RR283
- Looks like a better solution. No pedestrian traffic in the area so don't see issue with that. Will be confusing at first.
- No
- My God... You want to get people killed, no!
- It is confusing and unnecessary. There are other interchange options that avoid lights and are safe. Pedestrian traffic is not an issue on freeway/highway situations!

- Seems more confusing to drive.
- This type will confuse people especially people not from the area that are not use to this type of intersection. Left turns still need to stop for a light it is just in a different location.
- Too confusing for drivers
- Stupid people wouldn't get it.
- It a bad idea. They are cheap half [REDACTED] excuses for an interchange

### Feedback forms collected at information session

- Think this configuration is best.
- This is safer than the high volume of truck traffic; especially from out-of-town drivers.
- Yes. Overnight, overweight, 120' long heavy hauler can't get through this intersection travelling east/west.

***Are there improvements you would like to see to this option, or changes that would make this option better?***

### Feedback forms received online

- Scrap this plan
- Not sure.
- North of Glenmore Trail on 100 Street will need to be twinned for this interchange to work. I was told by Rocky View County this is not being considered in the short term or long term time frame.
- No
- I would keep this larger interchange at 100st and use a smaller road upgrade option on 116st. Trucks could still access 116st however move the volume of trucks to the 100st interchange would make the most sense. Feeder roads will move east and west
- I don't know enough about traffic to make a useful suggestion other than the conventional traffic horseshoe may be the best way 2go
- Traffic need to flow, not be stopped for traffic lights.
- See previous comment re truck percentage ... maybe it is just a matter of adjusting the physical layout, but you need to allow for lots of BIG trucks, including double trailer units *(Have these been tested in situations with the very high truck percentages that we have here? (and I mean tested in real life, not just in Vissim) The 162 Avenue one will show if Calgarians (in cars) can figure out how to use these ... trucks?????)*
- as per above *(nothing, don't do it!)*
- No
- No problem with 100st. 116st could be upgraded with a smaller intersection upgrade. These interchanges proposed are extremely costly and adding one on 116st would put 4 interchanges within 5km of this part of the Glenmore Trail
- No



- No
- Don't do it!
- No.
- Clover leaf instead
- Free flow Cloverleaf

### Feedback forms collected at information session

- Are there 2 lanes going N&S for a distance only to allow safe merging or will the 2 lanes continue N to 16th Ave?
- Use conventional diamond instead. No islands.

*Of the two interchange configurations, which option do you think is best suited for 100 Street S.E.?*

### Feedback forms received online

OPTION SELECTED	WHY?
Conventional Diamond Interchange (19)	<ul style="list-style-type: none"> <li>• Less confusion</li> <li>• less confusing</li> <li>• Less lights required</li> <li>• It is simpler and reduces confusion.</li> <li>• Not enough space to accommodate trucks on the diverging diamond interchange.</li> <li>• Only because of my stated truck-related concern with the "DDI" ... if simulations and geometrics show that (a) this can work, AND (b) it works BETTER than the conventional diamonds, then go for it :)</li> <li>• More straight forward</li> <li>• Simpler and fit for purpose</li> <li>• 2nd is a death trap</li> <li>• It is cheaper, uses less space and will be easier for drivers.</li> <li>• Simpler.</li> <li>• See above</li> </ul>
Diverging Diamond Interchange (18)	<ul style="list-style-type: none"> <li>• Seems more efficient without having traffic lights</li> <li>• Think it may allow for better traffic flow.</li> <li>• Traffic movement would be continuous and not constrained by lights</li> </ul>

	<ul style="list-style-type: none"> <li>• DDI's are substantially more efficient. By the time these interchanges are built, drivers here will already be somewhat familiar with these given there is already one under construction now.</li> <li>• It looks to be able to hold more truck traffic, would be important for this industrial area.</li> <li>• It is the way of the future.</li> <li>• no left runs are safer</li> <li>• If trucks need to stop at lights, the turn lane fills quickly and spills into the through flow lanes. This option would eliminate that.</li> <li>• This intersection will carry a large volume of truck traffic</li> <li>• Accommodates turns better which is the main problem.</li> <li>• Free flowing traffic better for rush hour times</li> <li>• Lights are only for straight movement and there are multiple lanes for the lighter vehicles to move around the heavy haulers</li> <li>• Traffic flows. Less dangerous. Less congestion. Actually, a cloverleaf would be even better.</li> <li>• This interchange needs to take goods movement and trucking into consideration and the diverging diamond will be safer</li> <li>• Easier for crossing traffic, appears to be more space for large vehicles</li> <li>• Traffic flow is better. Less starting and stopping. Large trucks don't have to stop on an incline which can be difficult to move away from on slippery roads.</li> </ul>
No response provided (3)	<ul style="list-style-type: none"> <li>• NEITHER. cloverleaf. it makes more sense!</li> <li>• None</li> <li>• Neither. They are both bad designs. Cloverleaf or nothing.</li> </ul>

### Feedback forms collected at information session

OPTION SELECTED	WHY?
Conventional Diamond Interchange (2)	<ul style="list-style-type: none"> <li>• This is safer than the high volume of truck traffic; especially from out-of-town drivers.</li> <li>• This is a high load corridor used by monster heavy haulers.</li> </ul>

Diverging Diamond Interchange (2)	
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*Of the two interchange configurations, which option do you think is best suited for 116 Street S.E.?*

### Feedback forms received online

OPTION SELECTED	WHY?
Conventional Diamond Interchange (20)	<ul style="list-style-type: none"> <li>• Less confusion</li> <li>• Less lights required</li> <li>• Better flow.</li> <li>• no particular reason ... trucks seem to be less of an issue, at least with today's traffic.... might be different if all that development goes ahead</li> <li>• I think that at some point traffic will need to be slowed to keep the [REDACTED] in cars and trucks / transport vehicles in check.</li> <li>• More straight forward</li> <li>• Simpler and fit for purpose</li> <li>• Not as many large trucks turning here.</li> <li>• 2nd is a death trap</li> <li>• Same reasons as above.</li> <li>• Simpler</li> </ul>
Diverging Diamond Interchange (16)	<ul style="list-style-type: none"> <li>• Same as above.</li> <li>• Think it may allow for better traffic flow.</li> <li>• Traffic movement would be continuous and not constrained by lights</li> <li>• As above</li> <li>• It seems more efficient than the conventional interchange.</li> <li>• Safety</li> <li>• Accommodates turns better which is the main problem.</li> <li>• Same as above</li> <li>• Traffic flows. Less dangerous. Less congestion. Actually a cloverleaf would be even better.</li> <li>• See above</li> <li>• Again, easier for large vehicles</li> <li>• Same reason as above</li> </ul>

	<ul style="list-style-type: none"> <li>You did not have the option of neither. This intersection is mostly east/west traffic with north turning traffic. The south road is barely used. If you had the northbound light stay green longer than south it would work nicely.</li> </ul>
No response (4)	<ul style="list-style-type: none"> <li>I think another interchange is overkill on 116st. This study does not show or recognize RR283 to Chestermere. 100st and RR283 are the heavy volume exits and entrances. An intersection upgrade at 116st would make more sense.</li> <li>None</li> <li>No interchange. Road intersection upgrade to allow residents and business traffic. Shorter off ramps to allow existing businesses to remain.</li> <li>Neither. Cloverleaf</li> </ul>

#### Feedback forms collected at information session

OPTION SELECTED	WHY?
Conventional Diamond Interchange (1)	<ul style="list-style-type: none"> <li>This is a high load corridor used by monster heavy haulers.</li> </ul>
Diverging Diamond Interchange (3)	<ul style="list-style-type: none"> <li>Safety first and then keeping flow of traffic moving with minimum delays.</li> <li>Less trucks</li> </ul>

## Evaluation Criteria

*Please tell us which factors you think are important to consider and why:*

### Feedback forms received online and at information session

Factors	Number of Times Selected		
	Total	Online	Information session
Economic [Travel times / operations]	36	34	2
Economic [Cost (capital and maintenance)]	18	17	1
Economic [Ease of construction and staging]	13	12	1
Economic [Road safety]	35	33	2
Economic [Access to the highway network]	30	27	3
Social [Safety and accessibility for people walking and cycling]	10	9	1
Social [Residential property impacts]	10	10	0
Social [Amount of land required]	15	14	1
Social [Local connectivity]	28	26	2
Environmental [Greenhouse gas emissions]	11	10	1
Environmental [Wetlands and environmentally sensitive areas]	21	20	1
Environmental [Open / green space]	13	13	0
Environmental [Reduced vehicle dependency]	7	7	0

### Why?

#### Feedback forms received online

- Shorter travel times and easy access to the highway allows less sitting at red lights and creating emissions. Smaller interchange footprint means less impact to surrounding areas and a smaller footprint reduces speeds and increases road safety.
- Safety should be first followed by people's needs and environment

- Travel time, which equates to Greenhouse gas emissions are important from an environmental and economic point of view. Road Safety is another important factor to consider when deciding when to implement the intersection improvements.
- Travel is performed to place of business, and travel time must be reduced as much as possible.
- These interchanges take up a significant amount of land and cost a lot of money. There are a number of residents around 116st so safety for those users to access Glenmore is important. Leaving an upgraded intersection at 116st would also move the volumes of truck traffic to the interchanges which surround 116st. There is a pond on one side of 116st and a large tree nursery on the other. A larger interchange here will destroy both of these.
- It's important to improve traffic flow. Road should be twinned to Langdon. Do it sooner than later. Terrible to see what will happen to Prairie Schooner residents.
- We need to fix traffic problems with the least waste of money and construction and also at least waste of time and operation with regard to Future traffic flow
- I live close and think this is a great idea and. under environmental sound should be a factor, a noise barrier should be installed in front of residents
- I believe if the economic factors are taken into account, most of the rest will fall into place. However, messing with underground water ways can lead to flooding in other areas that normally don't see flooding. Avoiding or protecting those areas should be very important.
- Hmmm, only 450 characters? No time or space to write out all thoughts. A couple of specifics though: - "Reduced vehicle dependency"? Good luck out here, unless there is some serious transit coming with all that development. - Optimizing travel times/operations and minimizing the impact on connectivity will help with minimizing overall greenhouse gas concerns - Hopefully the poor Prairie Schooner folks are going to be protected from the noise
- there is not a lot of people walking / cycling in this area - it's a highway!!!!
- This is primarily an industrial area with little residential, and the prairie Schooner estates is a rural development, cycling and pedestrians will almost non-existent and should not be considered (for few than a handful of individuals).
- There is a significant cost to building interchanges. Adding both interchanges would affect the residential community on 116st and pose a safety risk to them and to the cyclists that use the canal bike trails.
- Not a lot of residence in the area and so not many pedestrian traffic
- Only chose options in the first selection because Social & Environmental are not geared towards making traffic & safety a priority for motorists.
- These are the most important to me and I think to the surrounding community.
- Free flowing traffic is best. No lights at interchange.
- The ONLY concern should be getting the job done. If it is inadequate the cost savings are negative.



## Feedback forms collected at the information session

- Need to provide means for business and residents to maintain access
  - Less interaction between opposing flows of traffic
  - Ease of movement less road rage
  - Businesses and residential will be minimally impacted
  - Lots of migratory birds including swans use the wet ponds at RR 284 now. Would like that to continue
- Mostly trucking related traffic here
  - Less idling
- time is money in trucking. Every turn, light swing, obstacle, costs thousands of dollars.

## *Is there other information that would have been valuable?*

## Feedback forms received online

- Discussion about the future expansion of 100 Street. 100 Street is too narrow for the large truck traffic that uses it every day. Needs to be widened going north of Glenmore Trail all the way to Peigan Trail.
- Time Frame for completion of project
- Actual measurements, dimensions or sizes of the interchanges. Looking at the next intersection RR283 with what's happening to that intersection would be important information.
- Project costs. Time frame.
- The probability of the change is coming and the associated time frame
- 100 St. needs to be paved all the way to 17th by Mountainview Cemetery.
- A more complete/thorough summary of feedback received from all affected stakeholders that have been directly consulted ... just personal curiosity
- Including the next road over RR283 would be important to understanding the full scope of interchange accesses
- would still like to have a one on one meeting because our property is part of the land that would be disturbed
- This is the first I had heard of it. So ya, anything

## Feedback forms collected at the information session

- More information regarding the project.
- Funding commitment from the Province.
- High load corridor info on how same is incorporated into design.
- What is the plan for N-S roads east of the study area on Glenmore Trail? 283, 282, etc.
- Re: oversized / over height loads: These are manufactured in the SE industrial area of Calgary. Most loads leave Calgary by Barlow or Glenmore Trail. In spite of knowing all the underpass



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heights, 2-3 times a month high loads had to be escorted around by crossing over the on/off ramps. This was easy if the curbs were low enough and no ditch involved. All of the above occurred in the 1970-80s. Perhaps they have been solved since then. Hopefully the few truckers who haul these heavy lift loads will be connected on these overpasses. PS The most travelled southbound road from Chestermere is RR 283. It is also the most direct route to Glenmore Trail.

## Comments received by email:

Thanks for listening to our concerns tonight at the open house.

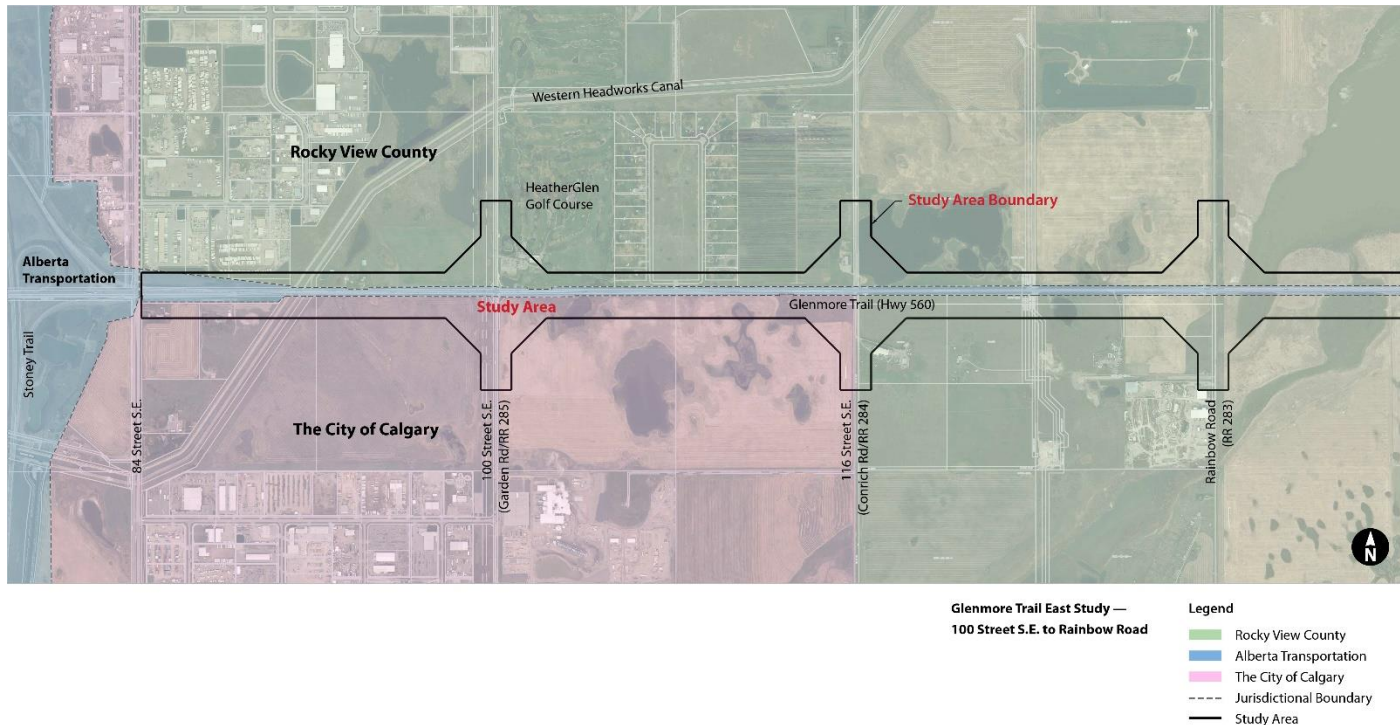
Just want to reinforced with some figures that we desperately need the small fixes (like \$150k-250k) very short term. The short term \$1-2mil complete intersection we can wait. The ultimate \$10-20mil over ten years away can be a dream for now.

Thanks again for listening

## Comments received by mail:

The City received feedback from an adjacent landowner by mail indicating support for the short-term improvement plan and for the long-term interchange plan for the intersection at 100 Street S.E. and Glenmore Trail S.E.

The respondent was not in favour of the proposed interchange at 116 Street and Glenmore Trail S.E. due to the impact to their property. They understand that an improvement at this intersection will be warranted in the future but do not think it needs to be as large as the proposed improvements.



# Glenmore Trail East Study

Phase 3 – Final  
Recommendations

What We Heard  
Report

April - May 2018

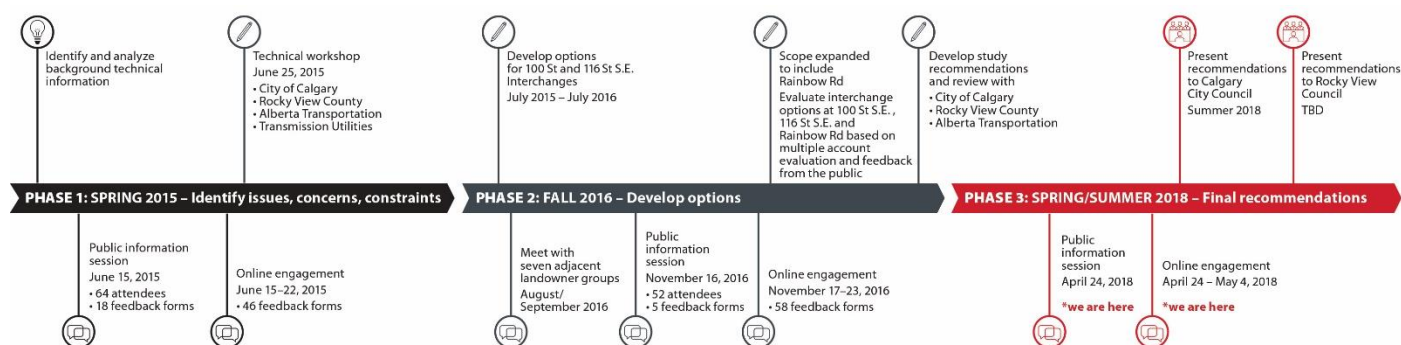
## Project overview

The City of Calgary, Alberta Transportation and Rocky View County have been working together to make joint recommendations for future interchange plans on Glenmore Trail at 100 Street S.E., 116 Street S.E. and Rainbow Road. This purpose of the study was to identify the interchange layouts, the land required to build the interchanges and how access will be provided to the bordering lands. The future interchanges are not anticipated to be constructed for 20 - 30 years.

## Engagement overview

The project team developed a three-phased engagement program for the project, with opportunities for stakeholders and citizens to provide feedback during each phase of the study.

Phase 3 included two opportunities for stakeholders and citizens to view the final plans and provide feedback on the engagement process for the project. An Information Session was held on April 24, 2018, at the HeatherGlen Golf Course from 5 – 8 p.m., and the information boards and survey were available online from April 24 - May 4, 2018. This report outlines what we heard at the information session and from the online survey.



## Next steps

The project team is reviewing and compiling all comments and will attach them to the final report. The study recommendations will be presented to Calgary City Council in Summer 2018, then presented to Rocky View County Council.

## What we asked

Participants were provided an overview of the project, engagement process as well as study recommendations, and were asked to share their feedback about the engagement process.



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## What we heard

61 people attended the open house and nine (9) comment forms were submitted at the event. There were 30 surveys completed online.



For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.

For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

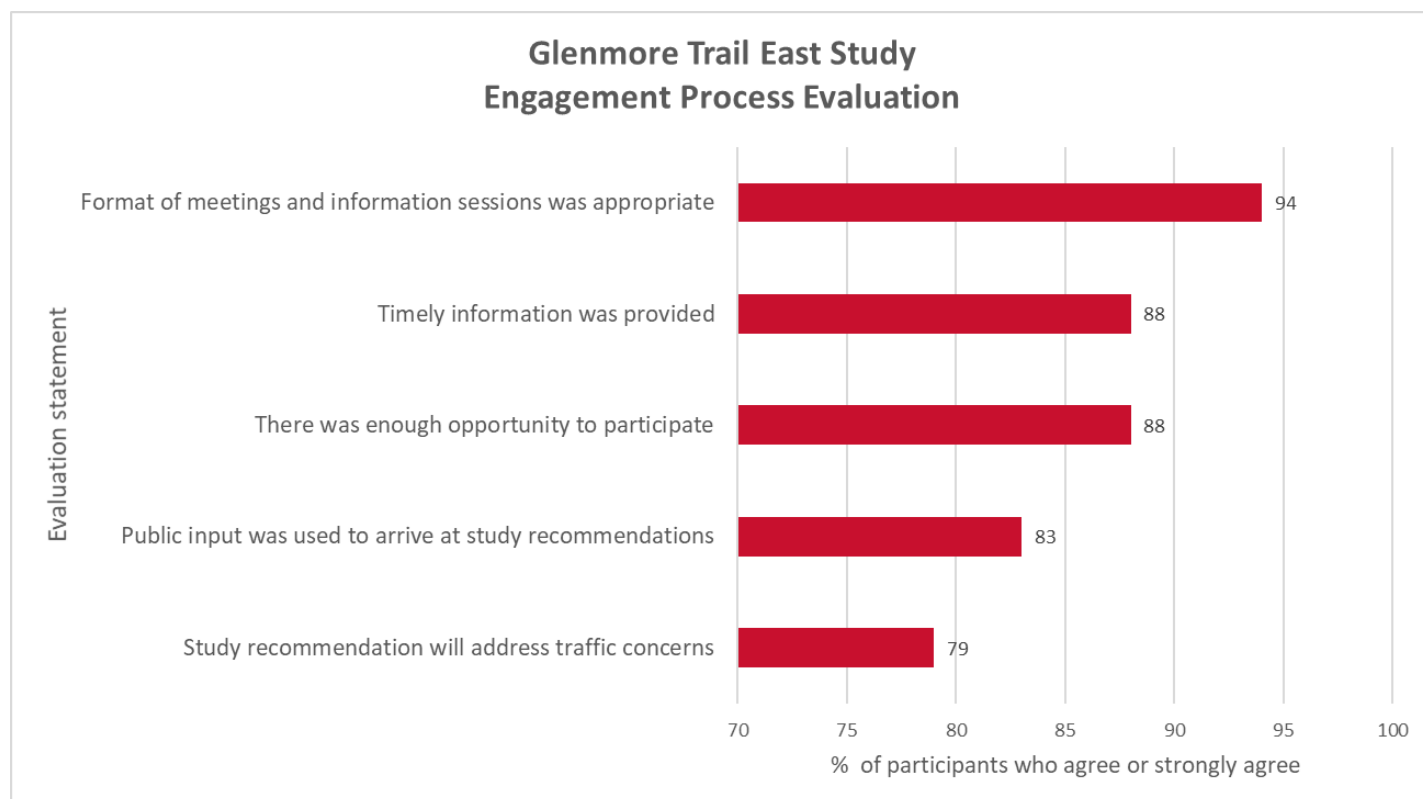
## Project Communication

The public information session and online feedback opportunity were advertised in the following ways:

- Six road signs located along Glenmore Trail at the 100 Street S.E., 116 Street S.E. and Rainbow Road intersections
- Multiple posts on The City's Twitter account: @cityofcalgary
- A post on The City's Facebook account: City of Calgary – Your Local Government
- On the project web page – calgary.ca/GlenmoreTrailStudy
- Emails to stakeholders, land owners and the email distribution list
- Mailed invitations to impacted and adjacent residents

### Summary of Input

Generally, participants were satisfied with the engagement process for the Glenmore Trail East Study. Over 80% of participants felt their input was used to develop the study recommendations and that they were provided enough information and opportunity to share their feedback throughout the project.



Participants indicated the opportunities for improving engagement on future projects include better promotion of events, use plain language instead of technical terms, and provide an opportunity to share feedback on the final recommendations. Some comments that were shared include: *“Advertise just as was done for phase 3”*, *“use less transportation jargon on the boards”*, and *“Just filled out a survey 5 minutes ago and was surprised that there was no opportunity to comment on the actual recommendations of the study”*.



### Verbatim Responses

Below are the verbatim responses received on the comment forms at the Information Session and through the online survey. All responses have been transcribed as they were submitted; no edits have been made to spelling or grammar.

### Information Session evaluation questions

The questions below were only available at the Information Session. Participants were asked to review the information boards and indicate their level of agreement with the statements below. The total responses for each statement vary as this evaluation was optional, and some participants did not provide a rating for each statement.

*Please circle your level of agreement with the following statements:*

Statement	Strongly Agree	Agree	Disagree	Strongly Disagree
The information presented helped me understand the scope of the project.	1	8		
The recommendations are clearly laid out and understandable.	2	5	2	
The information presented helped me understand the rationale for the recommendations.	1	8	1	
The information presented helped me understand the future impacts of the recommendations.	2	6		
I believe the study recommendations will address traffic concerns in the study area.	2	5		
My interaction with project team members was positive and supported my understanding of the recommendations.	1	4	1	

*Is there other information that would have been valuable (at the information session)? Any other comments?*

- Any plans for the next major intersection eastbound, and at Langdon?
- A timeline for when this is going to be implemented.
- Info was good but still very high level. Need detail re timelines.

- I understand but I don't like it. I am not happy that a large part of our land will be frozen for 20 years i.e. no development but no expropriation money and yet we pay taxes on this "frozen land"

### How did you hear about the information session?

- Road Sign – 5 responses
- Twitter – 0 responses
- calgary.ca – 0 responses
- Email – 2 responses
- Information Notice – 0 responses
- Other (please specify) – 0 responses

### Engagement Process Evaluation

The questions below were available at the information session and through the online survey. Participants were asked to evaluate the engagement process and opportunities that were provided throughout the project. The total responses received for each question vary as all questions were optional.

*Please circle the opportunities through which you engaged with the process.*

Engagement Opportunity	Number of responses (Information Session & Online)
Public Information Session #1 (June 15, 2015)	6
Public Information Session #2 (November 16, 2016)	6
Public Information Session #3 (April 24, 2018)	10
Online Engagement (June 2015)	2
Online Engagement (November 2016)	1
Online Feedback (April/May 2018)	7

*Please circle your level of agreement with the following statements:*

Statement	Strongly Agree	Agree	Disagree	Strongly Disagree
The study recommendations will address the traffic concerns in the study area. <i>(these are online responses only)*</i>	4	4	2	2
It is clear how public input was used throughout the study to arrive at the final recommendations.	5	10	2	1
Stakeholders and the public were provided enough opportunity to provide feedback.	3	12	1	1

Statement	Strongly Agree	Agree	Disagree	Strongly Disagree
I received timely information about opportunities to participate in the study.	5	11	1	1
The format of meetings and information sessions were an effective way to collect my input.	4	12	1	0

*\*Two submissions indicated they neither agreed or disagreed with this statement.*

***The study recommendations will address the traffic concerns in the study area.***

***Comments:***

### **Comments received online:**

- The diamond interchange still stops the truck traffic. At peak periods truck traffic backs up quickly and is slow to move especially in the am when the trucks are loaded. A clover allows continuous traffic flow. This is not a sustainable long term strategy.
- Multiple interchanges will provide lots of capacity
- Free flow on a major route is good, but without any pricing it is unlikely to manage in the face of latent demand and continued growth. Would all members of the project team be comfortable taking young children cycling along the pathway connections through the middle of diverging diamond interchanges? If not, why not? And if not, why not alternative (eg a dedicated pathway bridge between interchanges)?
- The traffic in the area is heavy now and a 20 year old build out is way to long. My request would be to see something done sooner – like a 3 to 5 year window.
- If anyone was listening (for immediate improvement of congestion during rush hour at 100 st) you would immediately double the green light duration for east/west traffic on Glenmore. The light causes such a backlog with its current timing. I've gone back to using 17<sup>th</sup> ave SE to enter and exit the city during rush hour.
- The recommended long term plans most definitely address the current traffic concerns in the area, however, since the long term plans are 20+ years in the future, traffic needs at that time maybe different. These long term plans should be advanced for implementation in the next 5 years. The information package includes short term plans for the Glenmore Trail and 100 Street intersection, however it does not give any timely for the short term plan implementation. During the Friday afternoon (April 27th, 2018) rush hour, east bound Glenmore trail traffic backed up to the top of Stoney Trail Bridge. This back up was caused by the traffic light at 100 St. This is a typical afternoon rush hour problem every weekday. This problem has to be alleviated immediately, not in the long term, or the unspecified short term. The simple fix is to time the lights at the 100 St intersection proportionally to the traffic volume. Example: if 80% of the traffic through the intersection in the afternoon rush hour is East Bound Glenmore Trail, then East Bound Glenmore Trail should have 80% of the green light time. This is currently not the case. In the morning rush hour there is no such backup for west bound Glenmore Trail because the green light time is proportional to the volume of traffic. Please provide more green light time for east bound Glenmore Trail at 100 St. in the afternoon rush hour IMMEDIATELY.



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- I was satisfied with the answer that there would be no interruptions to the business based on how construction would be undertaken with respect to timing, staggered lane closures, and alternate routes. It didn't explicitly say it in the information session though, but would be helpful to consider for short term interruptions.

***It is clear how public input was used throughout the study to arrive at the final recommendations.***

***Comments:***

### **Comments received at the Information Session:**

- The city of Calgary proposal with the 100 St & 116 St & Rainbow Rd is the proper layout (not the approved 116 St offset which is ridiculous.)
- I liked the public recommendations and the response panel.

### **Comments received online:**

- Phase 3 was the only time it was made aware to local stakeholders thru roadway signage.
- Because you would have made the above change for NO COST if you had the intention to improve traffic backup at 100 st.
- We had initially made the point of safe and timely access to business during construction and how that would work.

***Stakeholders and the public were provided enough opportunity to provide feedback.***

***Comments:***

### **Comments received at the Information Session:**

- The converging diamond interchange is a very complicated and unnecessary design. Take a look at the interchange in the Phoenix AZ freeways for a better design!
- Staff were clearly identified

### **Comments received online:**

- Phase three was the only time it was made clear to local stakeholders the project existed.
- Information provided was good and recommendations for change was positive.
- Because I am taking this opportunity to share my thoughts. Typically the city ruins traffic flow but never asks for any input from actual users.
- I asked about how access from Rainbow Road to my particular business would be affected, when, and if any utility right of way realignments would affect our property. Previously this wasn't part of the plan. I was satisfied with the answer that there would be no interruptions to the business based on how construction would be undertaken with respect to timing, staggered lane closures, and alternate routes. I was also told that the existing HP Pipeline utility right of way position wouldn't change since it's perpendicular to the new road.



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*I received timely information about opportunities to participate in the study.*

**Comments:**

**Comments received at the Information Session:**

- The many signs on Glenmore were very helpful.

**Comments received online:**

- No notices for phase 1 and 2 were made clear to the public using the area.
- Read the sign to find this site.

*The format of meetings and information sessions were an effective way to collect my input.*

**Comments:**

**Comments received at the Information Session:**

- Room was a little crowded (6:45pm) but not a real problem

**Comments received online:**

- No comments received

*Please share how we can improve the public engagement process for future projects.*

**Comments received at the Information Session:**

- Promote email and website options

**Comments received online:**

- Advertise just as was done for phase 3
- my wife says 'use less transportation engineer jargon on the boards' OR 'if you must use such terminology then please define what the terms mean'
- Just filled out a survey 5 minutes ago and was surprised that there was no opportunity to comment on the actual recommendations of the study. My main concern in this area is how badly at least some of the short-term improvements are needed NOW and yet there seems to be nothing happening in terms of getting things going. I overheard some people asking when this work would be done and heard 'could be 5 years, could be 10 years' ... PLEASE provide the public with a clear picture of what needs to happen to get this funded and built!
- Ask for suggestions. Its fine that you have expensive plans but traffic backup at 100 st can be improved by doing obvious things like correcting light timing to match volumes.
- Consider Traffic Accomodation Strategy right away as well as utility realignment plans so the full impact is known with respect to realigned setbacks to ensure that it is still compatible with the uses on the lands.



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*How did you hear about the online survey? (this question was only available online)*

**Comments received online:**

- Road Sign – 4 responses
- Twitter – 3 responses
- Email – 3 responses
- Information Notice – 1 response
- Other (please specify) – 1 response
  - Local Global news