

# 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.

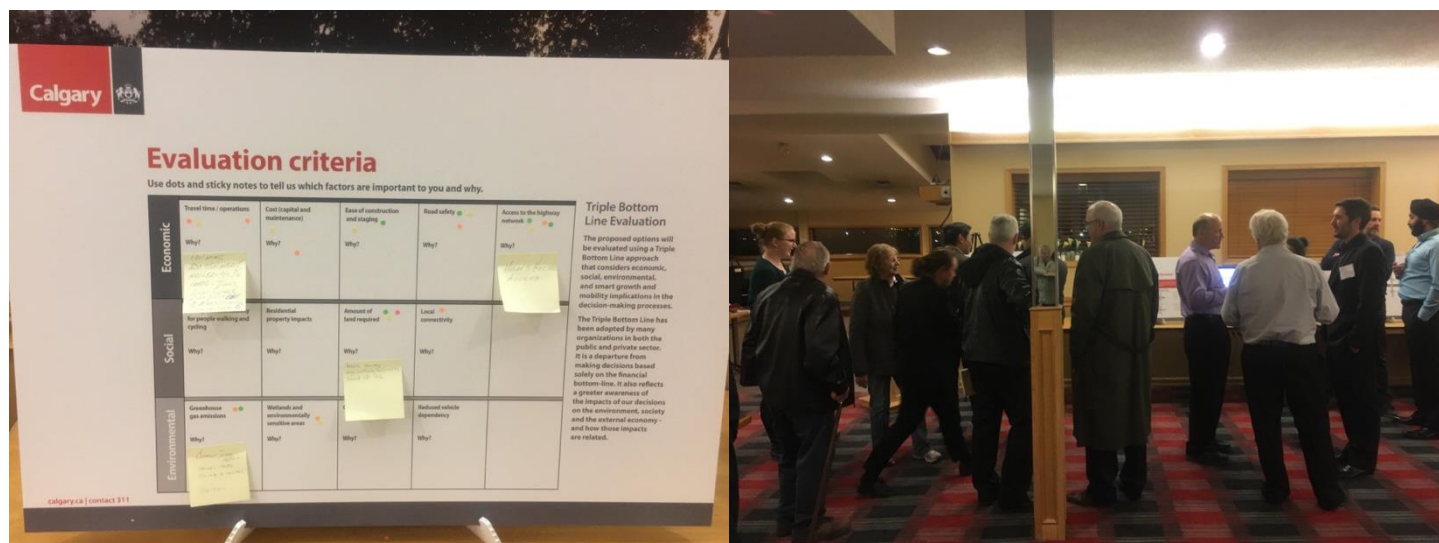
## What we heard

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

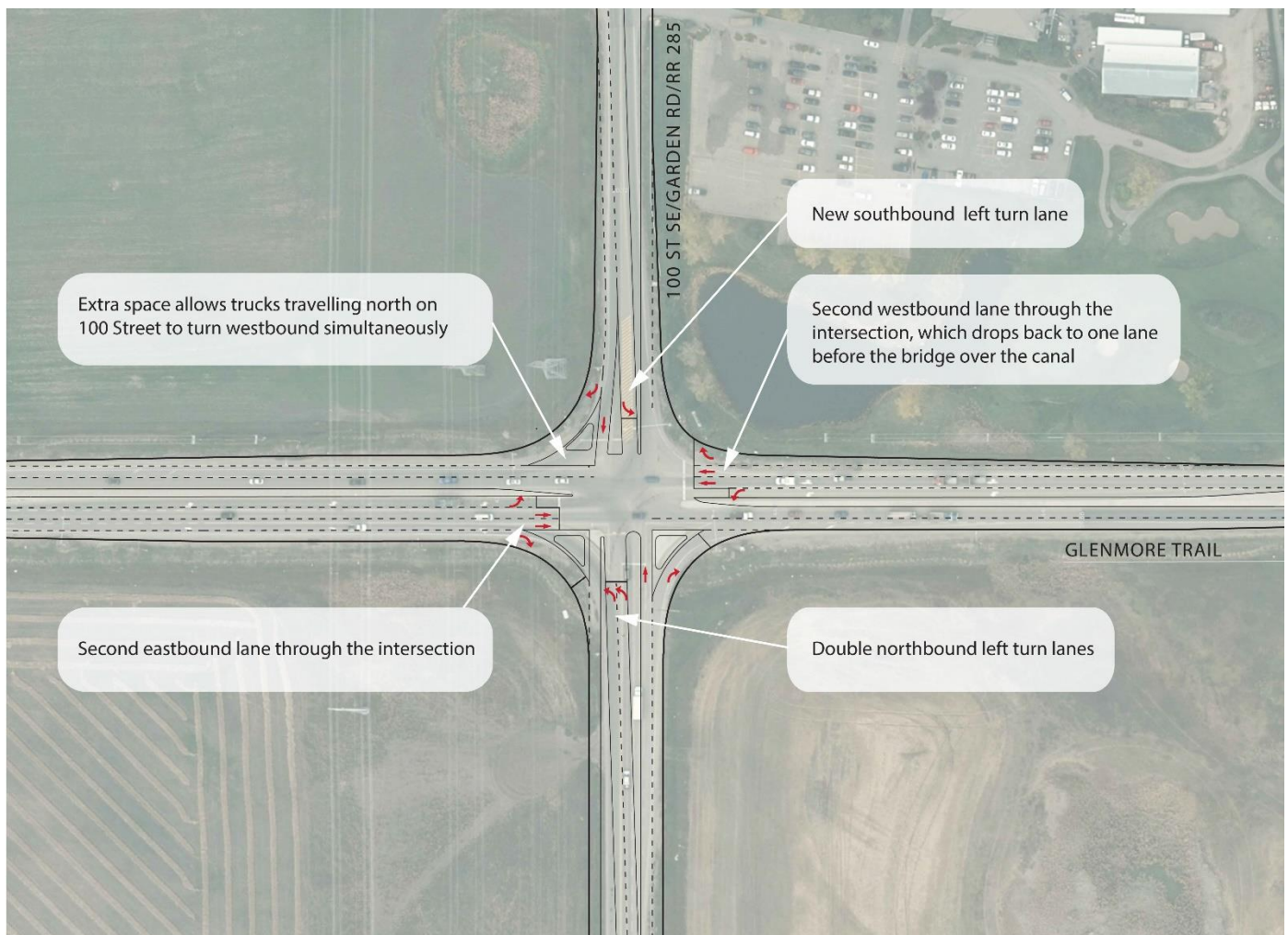


### Input Summary

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)

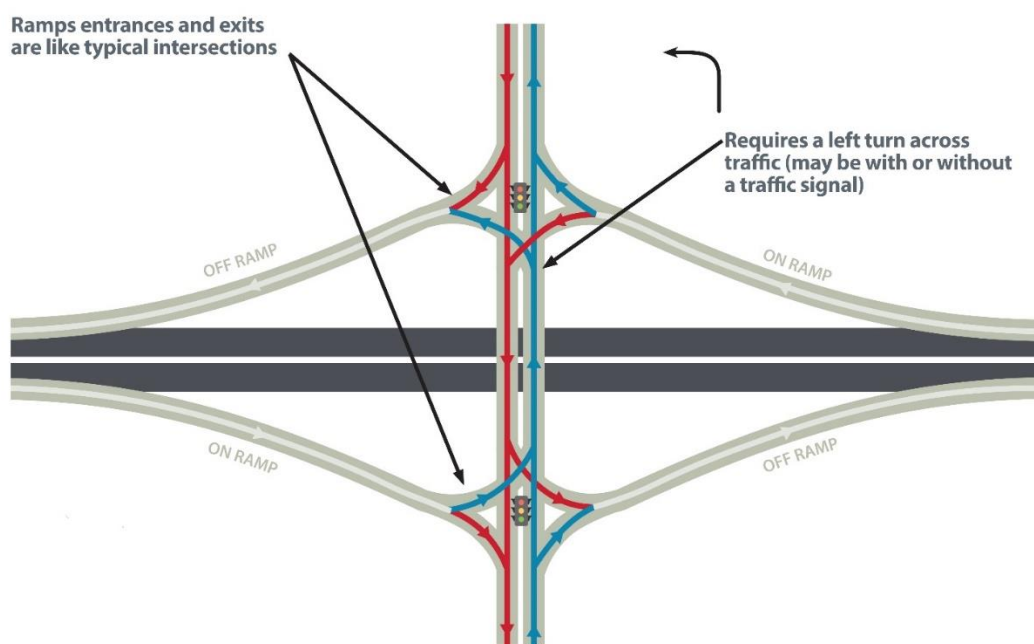
## *In your opinion, will this improve traffic flow at the 100 Street S.E. / Glenmore Trail S.E. intersection? Why or why not?*

- 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**



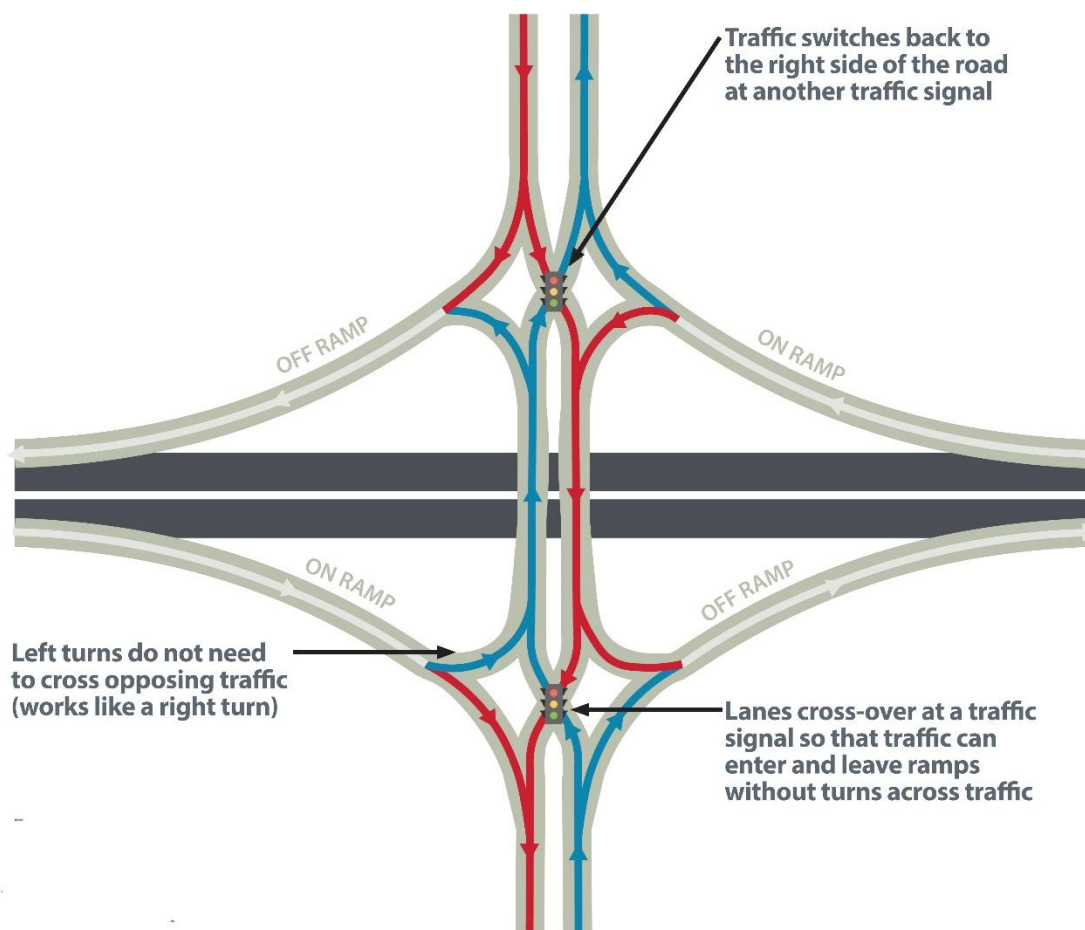
***Do you have any comments or concerns about the proposed diamond interchange configuration?***

- 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



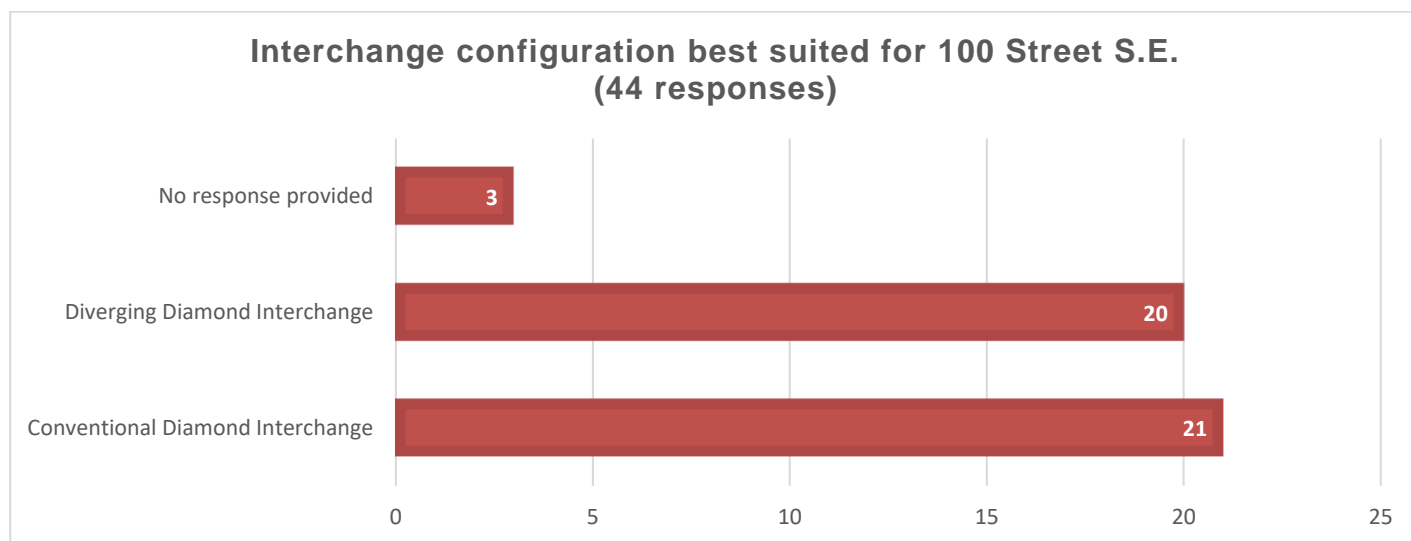
***Do you have any comments or concerns about the proposed diverging diamond interchange configuration?***

- 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)



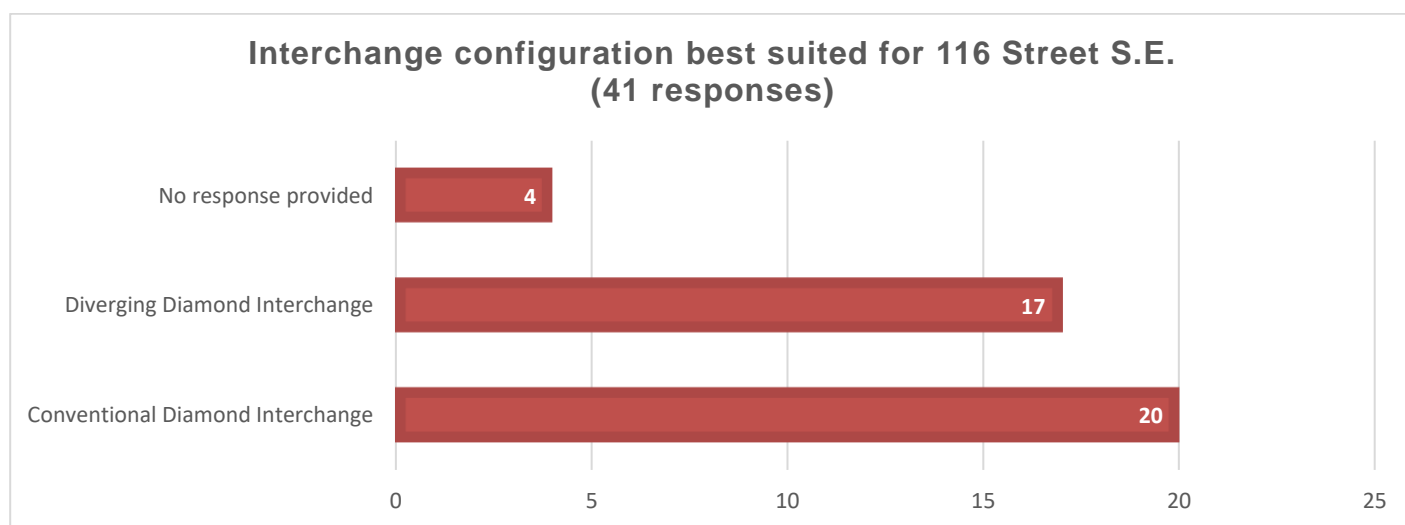
## Diverging Diamond Interchange:

- 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)

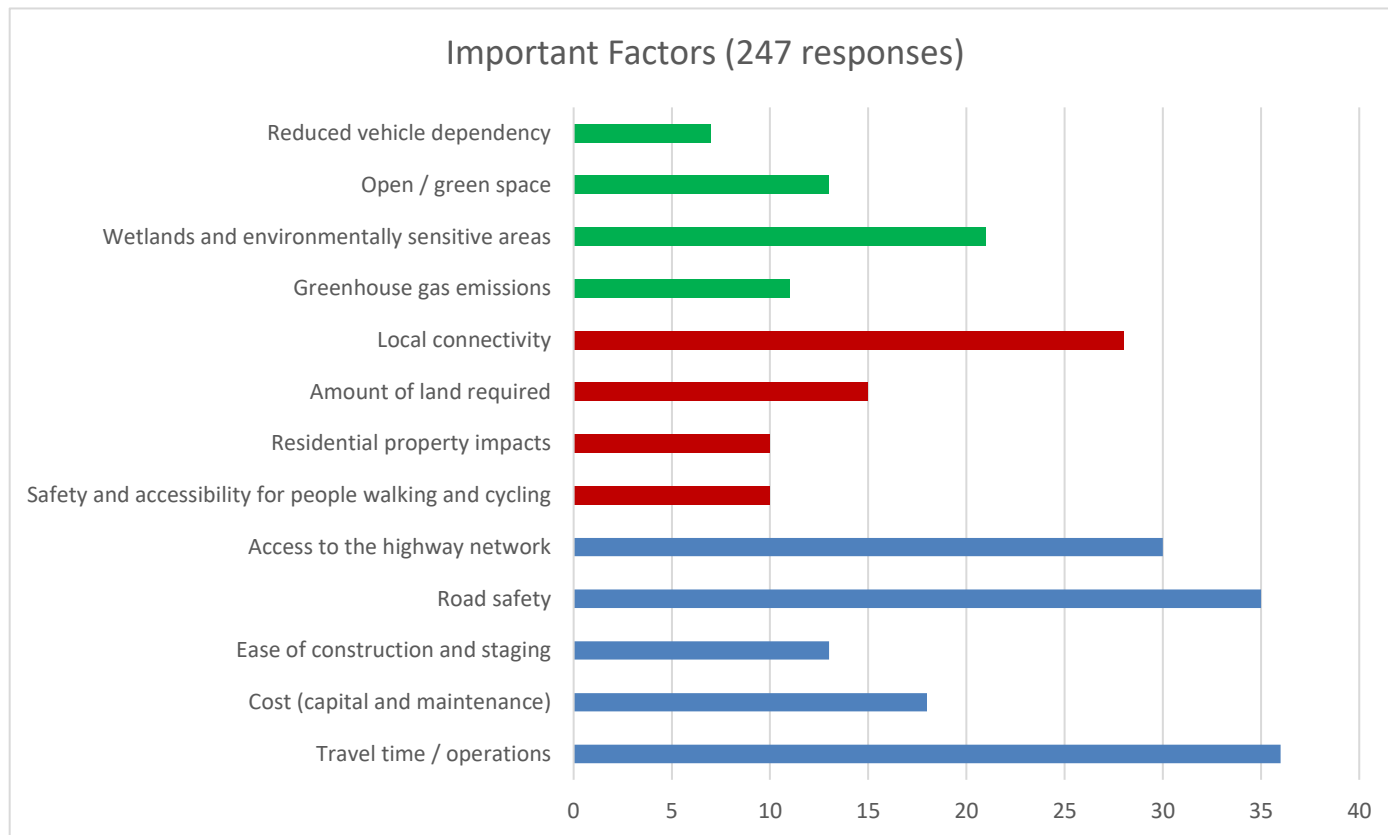
## No Response

- 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



# Glenmore Trail East Study

Stakeholder Report Back: What we Heard

November 2016

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.