Please come in and review the presentation boards. Our staff will be happy to answer your questions and discuss the project.

Feedback forms are available and we encourage you to provide your input.

Please visit calgary.ca/16Ave19St for project information.

Information Session Objectives:

• Provide opportunity for the public to: • Feedback / comment forms are provided.



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Welcome

 \succ Learn about the recommended long-term plan being proposed.

 \succ Learn about the short-term solution being proposed.

 \succ Submit it in person, by email or mail by March 21, 2014.



Public Engagement

Our engagement promise

- To listen to stakeholders and community members and learn about their views, issues, concerns, and expectations.
- To incorporate stakeholder and community input to the maximum extent possible, and advise how consultation affected the decisions and outcomes.

Engagement to date

Stakeholders (community, business and special interest group representatives) and members of the public have been engaged throughout the study by way of a stakeholder meeting and workshop, two public open houses and accompanying online surveys.

Next steps

- Complete the long-term functional design plan for the corridor.
- Finalize the short-term solution.
- Present the recommended plans to City Council for approval.



engage! policy

SPECTRUM OF STRATEGIES AND PROMISES

| To Reach and Involve | | | | | | | | | |
|----------------------|---|---|---|--|--|--|--|--|--|
| | 1 | | | | Rece - | | | | |
| | Inform | Listen & Learn | Consult | Collaborate | Empower | | | | |
| 19 | To provide information that will assist stakeholders in understanding issues, problems, alternatives and / or solutions. | Both stakeholders and The City listen to and learn about each others' views, plans, concerns and expectations. | Stakeholder feedback is obtained through consultation to analyze issues and build alternatives, and thereby make contributions to the decision-making process. Consulting with stakeholders ensures issues and concerns are understood and considered. | Stakeholders are considered partners in the decision-making process, including collaboration on analyzing issues, building alternatives, identifying a preferred solution and making recommendations. | Aspects of the decision-making process are delegated to stakeholders. | | | | |
| | We will provide information that is: timely, accurate, balanced, objective, easily understood, and highly accessible. We will respond to questions for clarification. | We will listen to stakeholders and learn about their plans, views, issues, concerns and expectations. | We will consult with stakeholders to obtain feedback and ensure their input is incorporated to the maximum extent possible. We undertake to advise how consultation affected the decisions and outcomes. | We will partner with stakeholders in a process that results in joint recommendations. We undertake to advise how collaboration affected decision-making. | Where legislation permits, we will abide with the decisions made under delegated authority. Where legislation precludes making such a commitment in advance, we undertake to be guided by the outcome. | | | | |

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





16 Avenue N and 19 Street E





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THE CITY OF CALGARY RANSPORTATION PLANNING

Study Scope and Objectives

Study Scope

- Determine the design and configuration of a future interchange at 16 Avenue N and 19 Street E that considers the proximity of existing interchanges at Deerfoot Trail and Barlow Trail.
- Identify opportunities to enhance walking, biking and transit connections to provide transportation options.

Study Objectives

- Improve traffic flow and safety at:
 - The 16 Avenue N and 19 Street E intersection.
 - Along 16 Avenue N from Deerfoot Trail to Stoney Trail.
- Improve pedestrian and cyclist movement across 16 Avenue N between Deerfoot Trail and Barlow Trail.
- Accommodate frequent, reliable transit service as part of the primary transit network in N.E. Calgary.
- Address other issues identified during the study.

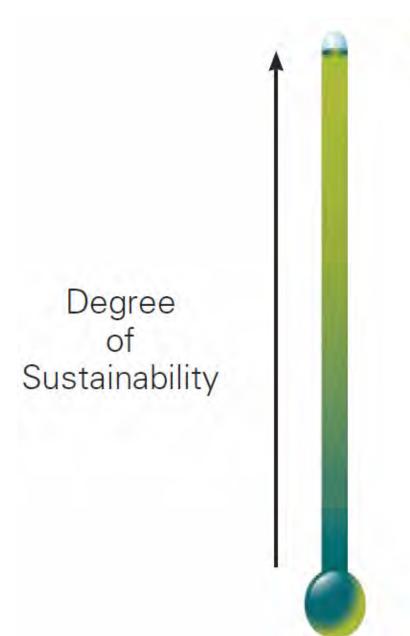
Functional Planning Studies

- Identify the ultimate design of a roadway.

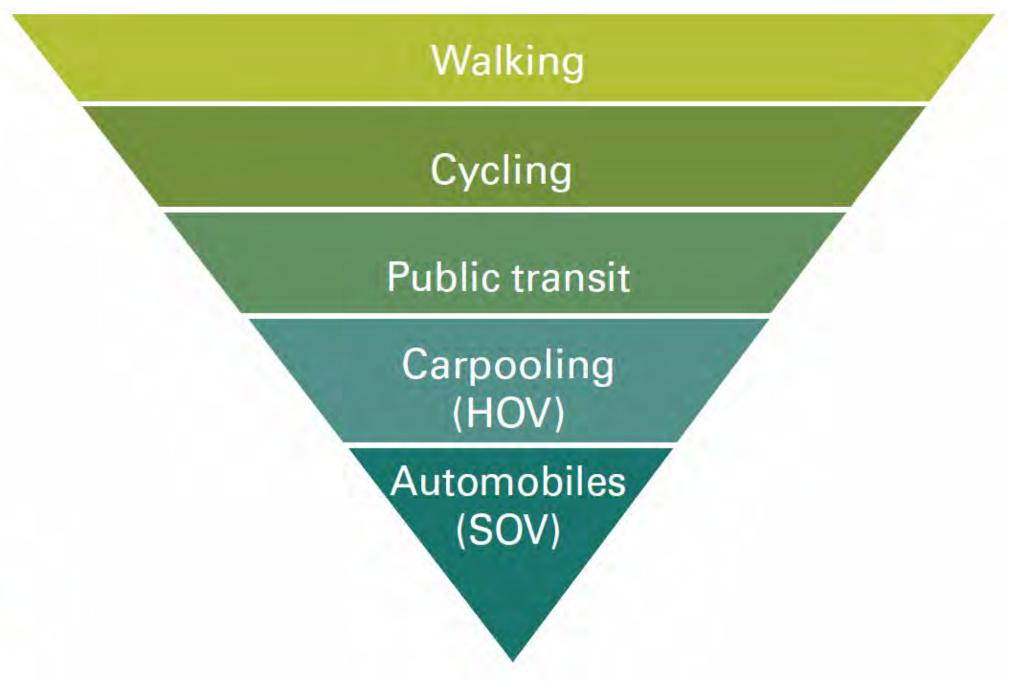


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Outline the interim and long-term requirements such as right-of-way, infrastructure upgrades, and estimated costs. Guided by the Council-approved Municipal Development and Calgary Transportation Plans (CTP).





Supporting Council Priorities (CTP)

Calgary Transportation Plan (CTP)

Goals

- Multi-modal, Multi-user.
- Efficient movement of people and goods.

Policies

- Improved transit speed and reliability.
- Improved goods movement.
- Choice of transportation modes for all users.
- Management of congestion.

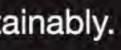


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Degree OT Sustainability





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Walking

Cycling

Public transit

Carpooling (HOV)

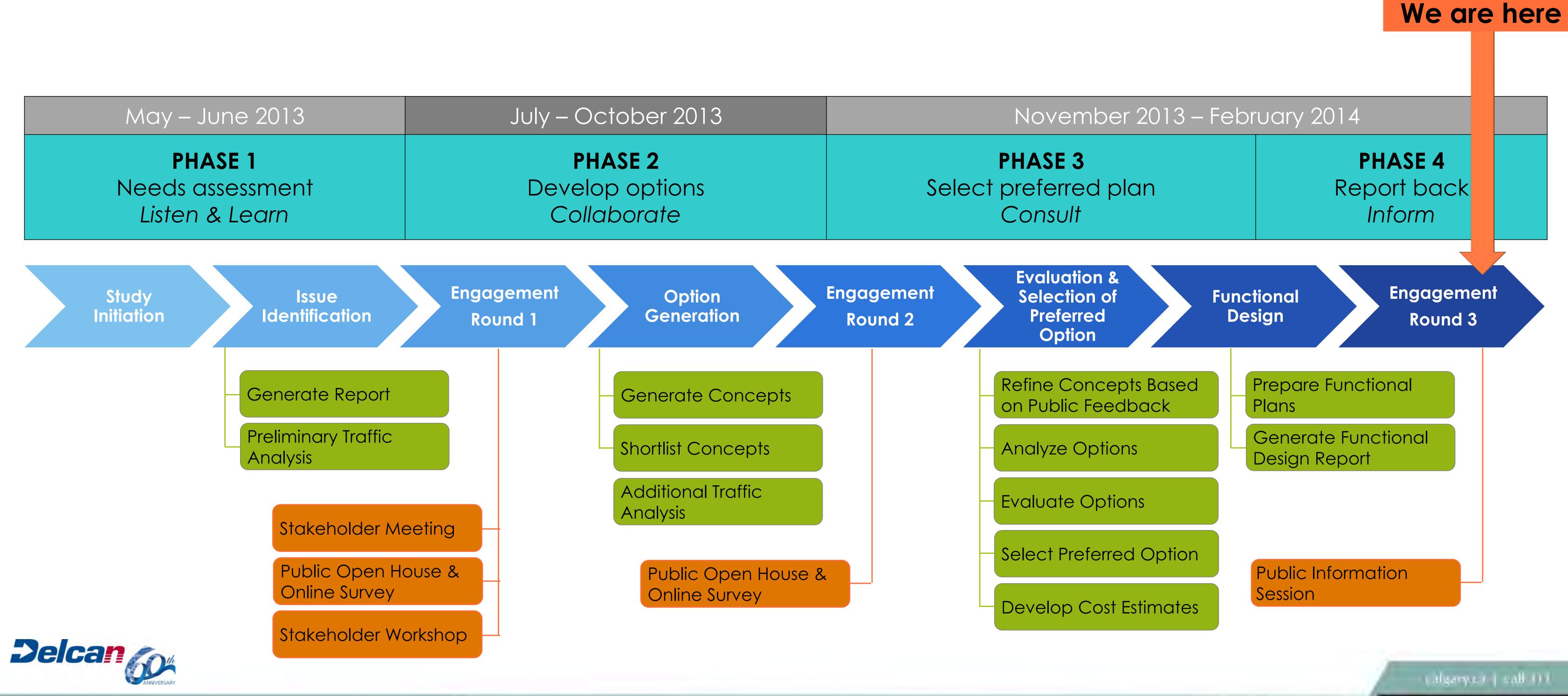
Automobiles (SOV)

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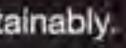




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Study Process and Timeline





CALGARY TRANSPORTATION PLANNING

Transportation Network Context

The CTP outlines various roles for 16 Avenue and 19 Street as part of the overall transportation network

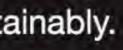
- 16 Ave is a "Skeletal Road" east and an "Urban Boulevard" west of Deerfoot Trail.
 - A skeletal road is comparable to an expressway a high speed, high volume roadway for long distance travel.
 - An urban boulevard provides good access to surrounding communities, and gives high priority to walking, cycling, and transit while accommodating high volumes of traffic.
- 16 Ave is part of the "Primary High Occupancy Vehicle Network" east of Deerfoot Trail.
 - In Calgary, HOVs include buses, and vehicles with two or more occupants.
- 16 Ave is part of the "Primary Goods Movement Network".
- 19 St is part of the "Primary Transit Network" north and south of 16 Ave.
 - Aims to provide transit service every 10 minutes or less, 15 hours/day, 7 days/week.

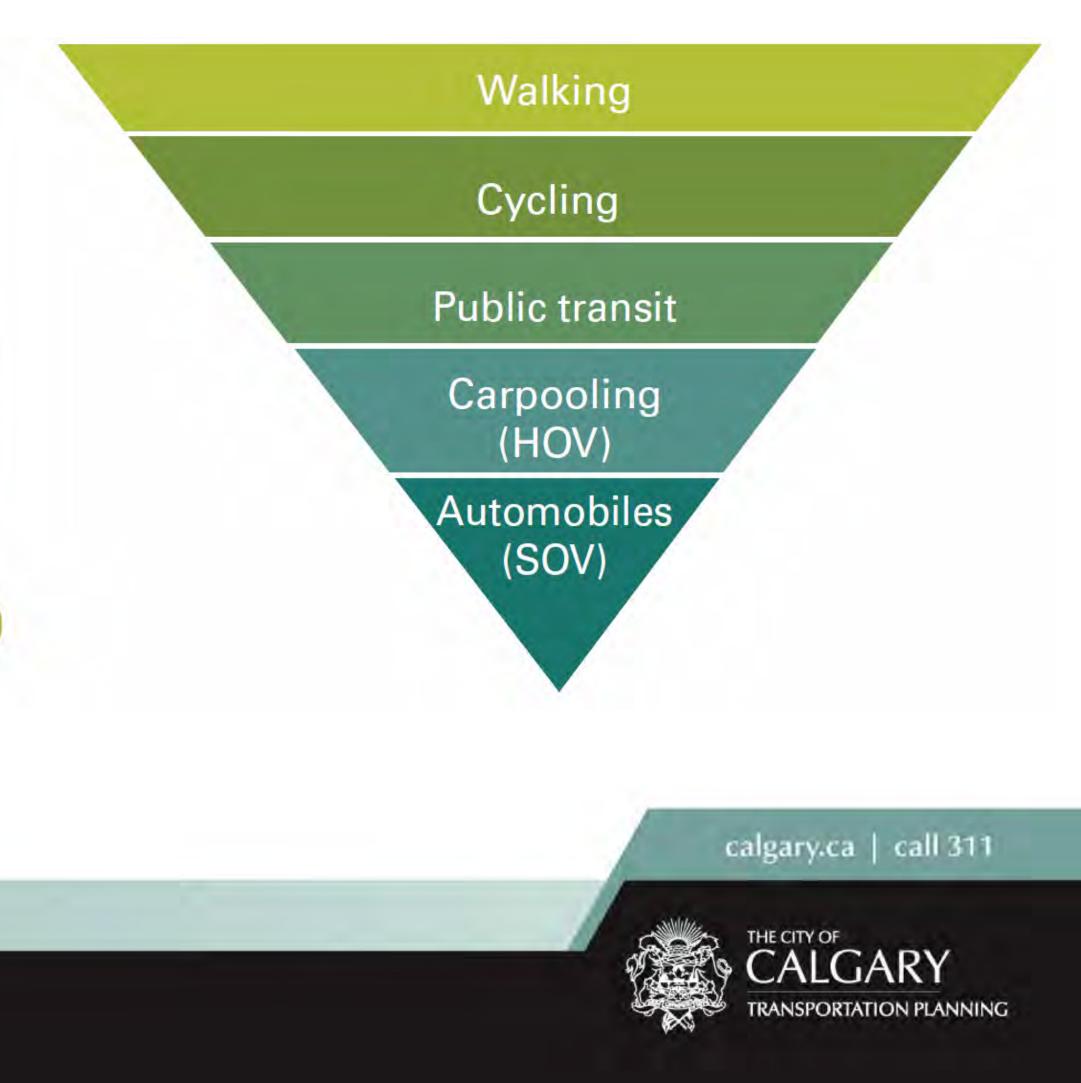


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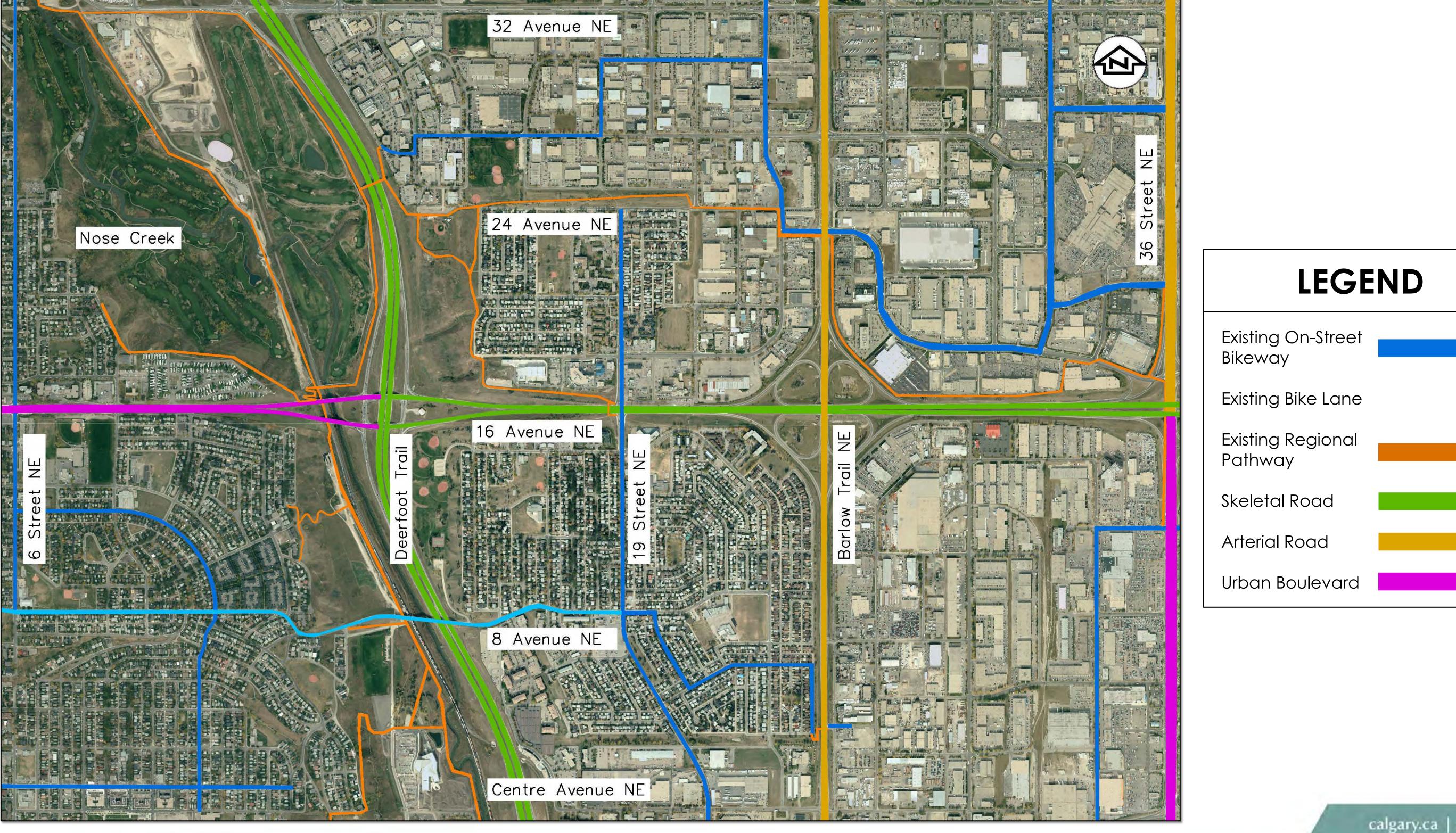








Transportation Network





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Issues and challenges have been identified and include feedback from the previous open house and stakeholder meetings. This list is not exhaustive, but represents the main issues and challenges

that affected the generation of options.

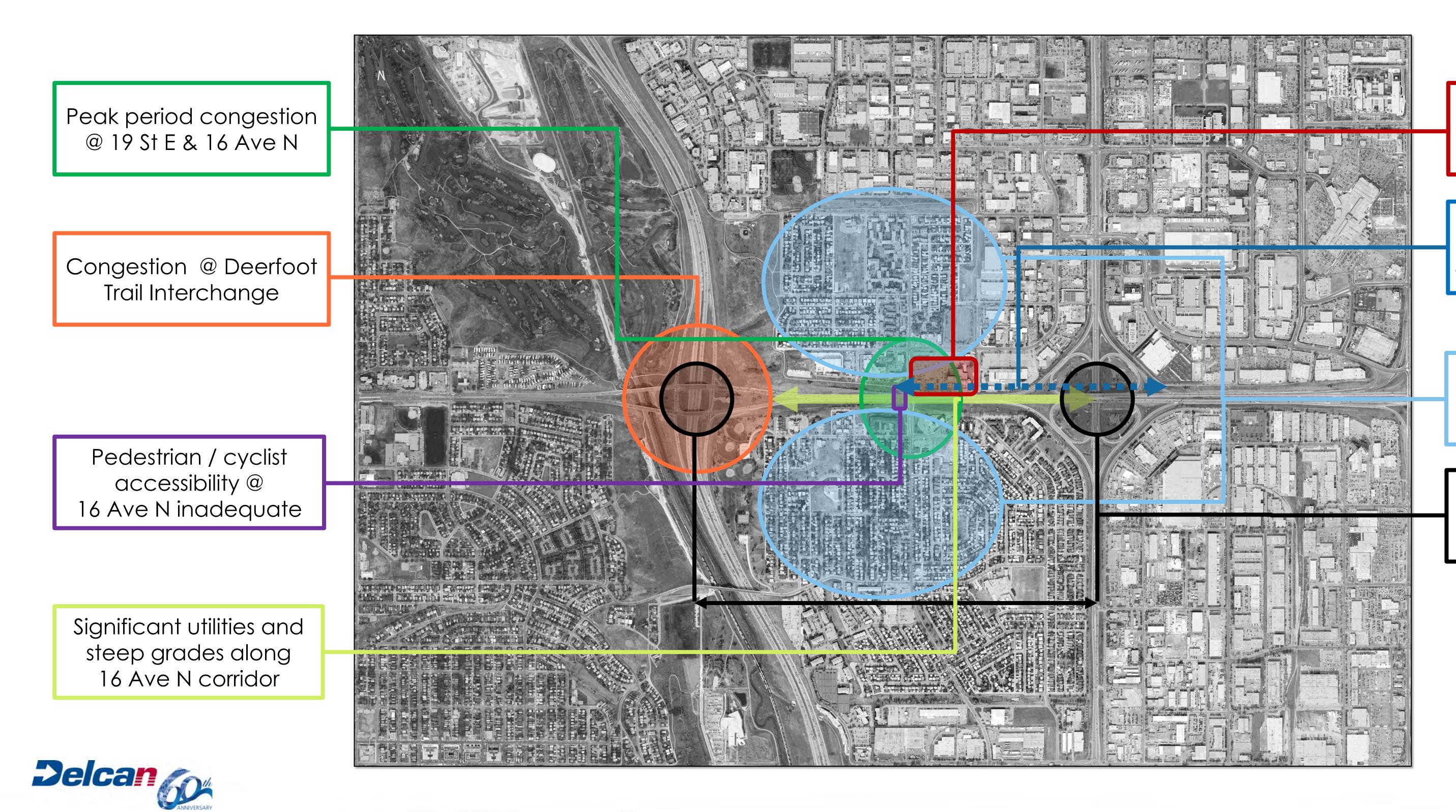
Congestion in the peak periods at 19 Street E / 16 Avenue N Significant congestion at Deerfoot Trail Interchange Community access and "short cutting" through neighbourhoods Close spacing of interchanges at Deerfoot Trail and at Barlow Trail Limited right-of-way in the NE quadrant of 19 Street E intersection No continuity of pedestrian / cycling facilities along 16 Avenue N Pedestrian / cyclist accessibility across 16 Avenue N is inadequate Significant utilities in the 16 Avenue N corridor Steep grades along 16 Avenue N



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Summary of Issues and Challenges





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Summary of Issues and Challenges

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Limited right-of-way NE quadrant of 19 Street E intersection

No continuity of pedestrian / cycling facilities along 16 Ave N

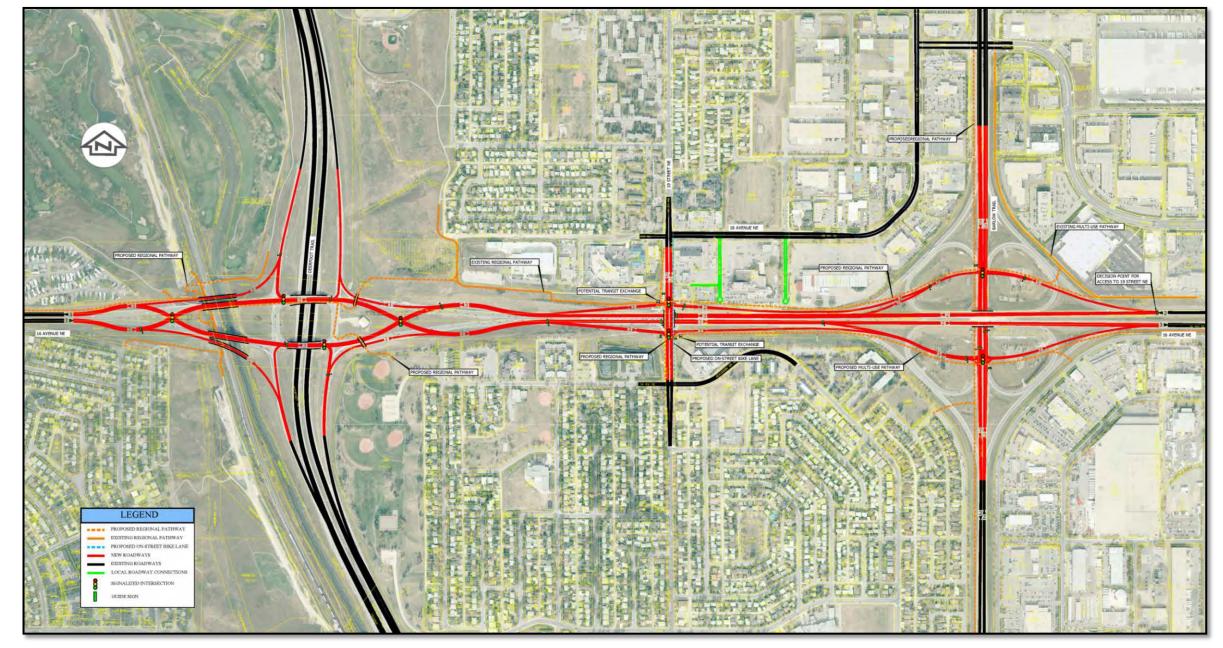
"Short-cutting" through neighbourhoods

> Close spacing of Interchanges

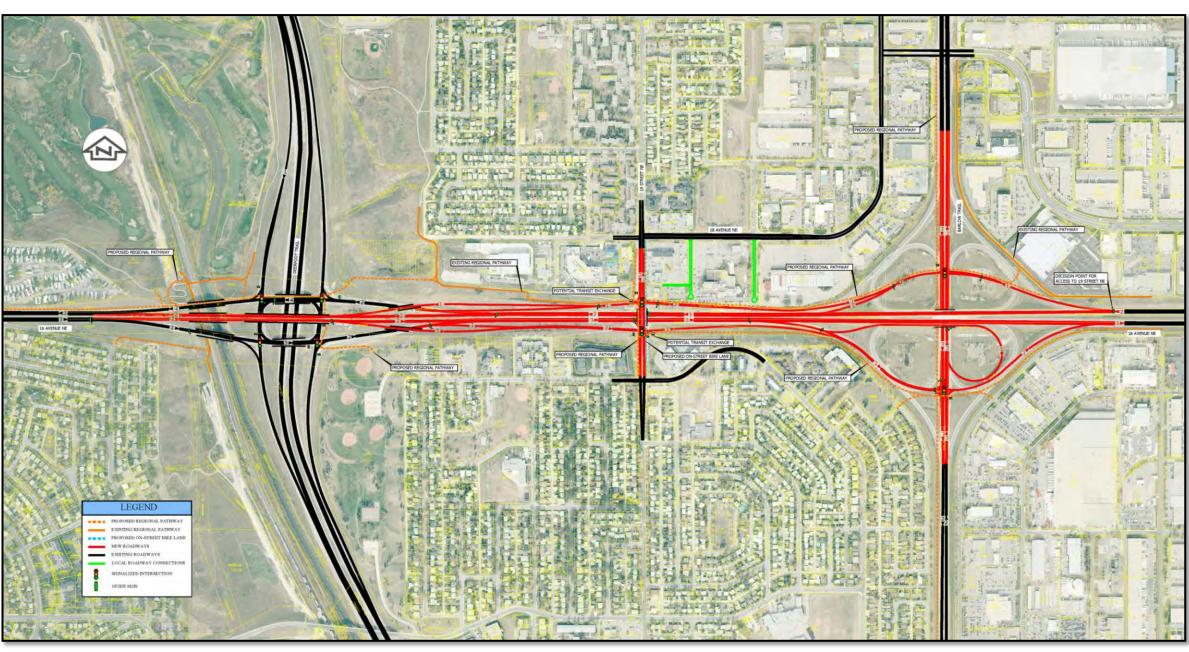




Option 1



Option 2

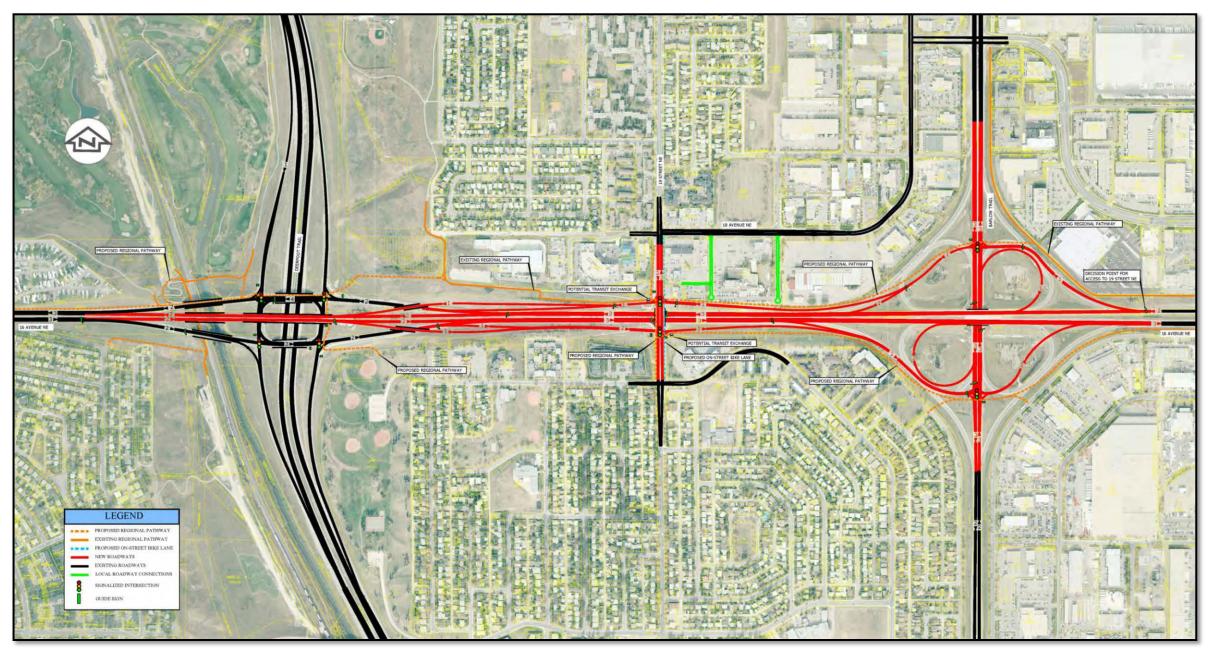




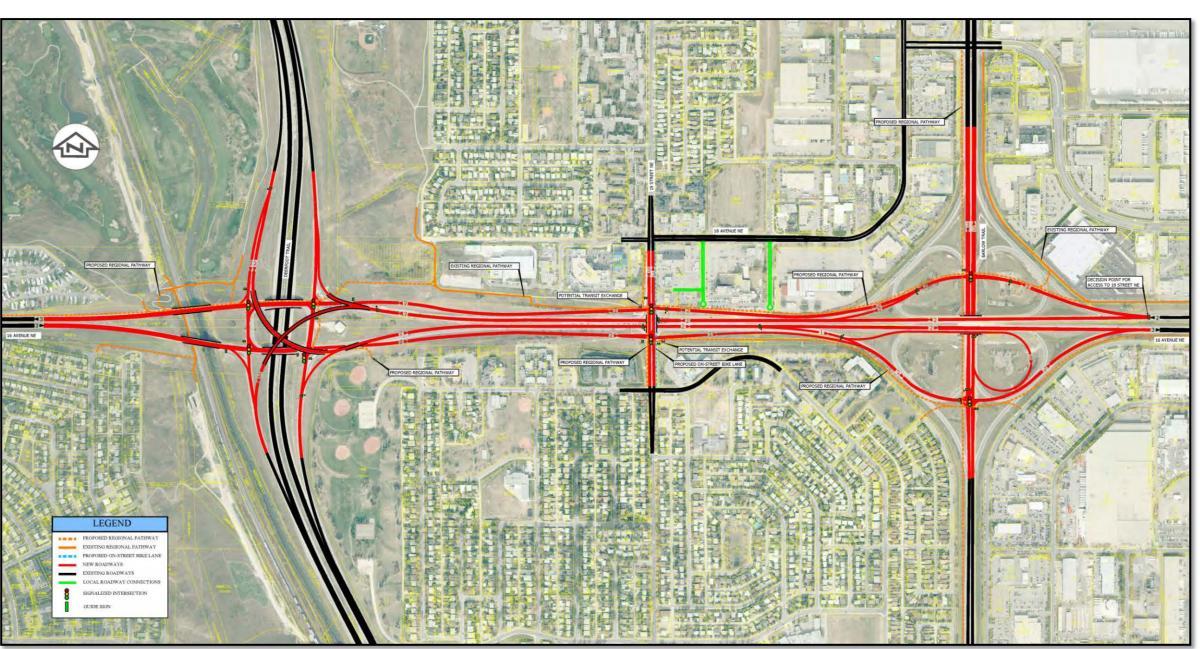
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Options Overview

Option 3



Option 4



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Proposed Evaluation Criteria The following evaluation criteria will be used by the project team in assessing the four proposed options to identify the preferred solution.

| CRITERIA | |
|-----------------------|-------------|
| Traffic Operations | |
| Connectivity | F |
| Accessibility | F C T |
| Safety | F |
| Property Impacts | |
| Vehicle Emissions | |
| Guide Sign Complexity | |
| Design Forgiveness | |
| Constructability | |
| Costs | |
| Benefit / Cost | |



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| Mode | INDICATOR * |
|--|---|
| Autos / Trucks | Hours of Total Vehicle Delay / Savings (Intersection Performance (Level of Serv |
| Pedestrians Cyclists | Neutral / Minimal / Moderate / Significa Improvement or Impact |
| Pedestrians Cyclists Transit Autos / Trucks | Neutral / Minimal / Moderate / Significa Improvement or Impact |
| Pedestrians Cyclists Autos / Trucks | Neutral / Minimal / Moderate / Significa Improvement or Impact |
| | Number of Properties Affected Square metres of property impacted by |
| Autos / Trucks | Tonnes of Greenhouse Gases (GHGs) |
| | Minimal / Moderate / Significant Comp |
| | No / Minimal / Moderate level of forgiv |
| | Minimal / Moderate / Significant Comp |
| | Construction Costs (\$) Property Acquisition Costs (\$) |
| | Comparison of Benefits (\$) to Costs (\$) |
| | |

Savings (hrs) vel of Service)

- / Significant
- / Significant

/ Significant

pacted by type (GHGs) ant Complexity

of forgiveness

ant Complexity

*All criteria are measured against existing and future "base" conditions (e.g. what's out there today)

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Option Evaluation Summary

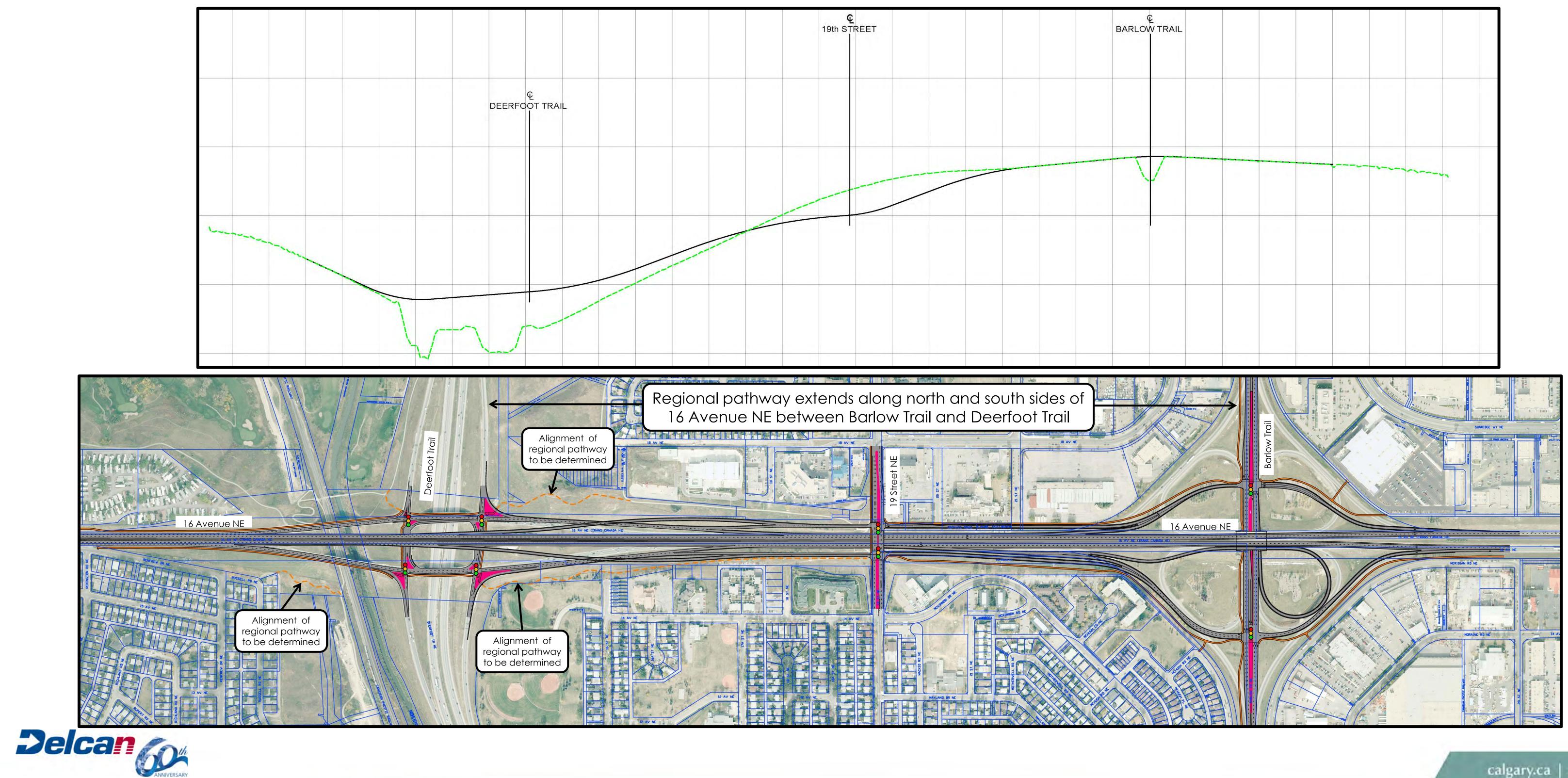
| Option 1 | | Option 2 | | Option 3 | | Option 4 | |
|--|---|--|--|--|--|--|---|
| Decrease in Travel Time | | Decrease in Travel Time | • | Significant Decrease in Travel Time | | Increase in Travel Time | |
| Significant Improvements | | Significant Improvements | | Moderate Improvements | | Significant Improvements | |
| Significant Improvements | | Significant Improvements | | Moderate Improvements | | Significant Improvements | |
| Pedestrians: 20 Cyclists: 21 Vehicles: 63 | | Pedestrians: 26 Cyclists: 25 Vehicles: 82 | | Pedestrians: 20 Cyclists: 21 Vehicles: 83 | | Pedestrians: 28 Cyclists: 29 Vehicles: 85 | |
| Number of properties impacted: 5 Square Metres: 7,115 | | Number of properties impacted: 5 Square Metres: 7,055 | | Number of properties impacted: 5 Square Metres: 7,055 | | Number of properties impacted: 4 Square Metres: 6,060 | |
| <i>Moderate Increase (2.2 – 2.9%) in Vehicle Emissions</i> | | Mild Increase (0.01 – 0.8%) in Vehicle Emissions | | Mild Increase (0.4 – 0.7%) in Vehicle Emissions | 0 | Moderate Increase (>10%) in Vehicle Emissions | |
| Minimal to Moderate Complexity | | Minimal Complexity | | Minimal Complexity | | Moderate to Significant Complexity | |
| Minimal Forgiveness | | Moderate Forgiveness | | Moderate Forgiveness | | No to Minimal Forgiveness | |
| Minimal to Moderate Complexity | | Moderate to Significant Complexity | | Moderate to Significant Complexity | | Significant Complexity | |
| \$135M | | \$205M | | \$210M | | \$220M | |
| 0.85 | | 1.04 | | 1.14 | | -0.95 | |
| | Decrease in Travel Time Significant Improvements Significant Improvements Pedestrians: 20 Cyclists: 21 Vehicles: 63 Number of properties impacted: 5 Square Metres: 7,115 Moderate Increase (2.2 – 2.9%) in Vehicle Emissions Minimal to Moderate Complexity Minimal to Moderate Complexity State Complexity State Complexity State Complexity State Complexity State Complexity | Decrease in Travel TimeSignificant ImprovementsSignificant ImprovementsPedestrians: 20 Cyclists: 21 Vehicles: 63Number of properties impacted: 5 Square Metres: 7,115Moderate Increase (2.2 – 2.9%) in Vehicle EmissionsModerate Increase (2.2 – 2.9%) in Vehicle EmissionsMinimal to Moderate ComplexityMinimal to Moderate ComplexityMinimal to Moderate ComplexityMinimal to Moderate ComplexityMinimal to Moderate ComplexityState ComplexityMinimal to Moderate Complexity | Decrease in Travel TimeDecrease in Travel TimeSignificant ImprovementsSignificant ImprovementsSignificant ImprovementsSignificant ImprovementsPedestrians: 20 Cyclists: 21 Vehicles: 63Pedestrians: 26 Cyclists: 25 Vehicles: 82Number of properties impacted: 5 Square Metres: 7,115Number of properties impacted: 5 Square Metres: 7,055Moderate Increase (2.2 - 2.9%) in Vehicle EmissionsMild Increase (0.01 - 0.8%) in Vehicle EmissionsMinimal to Moderate ComplexityMinimal ComplexityMinimal to Moderate ComplexityModerate to Significant Complexity\$135MS205M | Decrease in Travel Time Decrease in Travel Time Significant Improvements Significant Improvements Significant Improvements Significant Improvements Significant Improvements Significant Improvements Pedestrians: 20 Pedestrians: 26 Cyclists: 21 Cyclists: 25 Vehicles: 63 Pedestrians: 26 Number of properties impacted: 5 Number of properties impacted: 5 Square Metres: 7,115 Number of properties impacted: 5 Moderate Increase (2.2 - 2.9%) in Vehicle Emissions Mild Increase (0.01 - 0.8%) in Vehicle Emissions Minimal to Moderate Complexity Minimal Complexity Minimal Forgiveness Moderate Forgiveness Minimal to Moderate Complexity Moderate to Significant Complexity \$135M \$205M | Decrease in Travel Time Decrease in Travel Time Significant Decrease in Travel Time Significant Improvements Significant Improvements Moderate Improvements Significant Improvements Significant Improvements Moderate Improvements Significant Improvements Significant Improvements Moderate Improvements Pedestrians: 20 Pedestrians: 26 Pedestrians: 20 Cyclists: 21 Pedestrians: 26 Pedestrians: 20 Vehicles: 63 Number of properties impacted: 5 Number of properties impacted: 5 Square Metres: 7,115 Number of properties impacted: 5 Number of properties impacted: 5 Moderate Increase (2.2 - 2.9%) in Vehicle Emissions Mild Increase (0.01 - 0.8%) in Vehicle Emissions Mild Increase (0.4 - 0.7%) in Vehicle Emissions Minimal to Moderate Complexity Minimal Complexity Minimal Complexity Minimal Complexity Minimal to Moderate Complexity Moderate to Significant Complexity Moderate to Significant Complexity Moderate to Significant Complexity \$135M \$205M \$210M \$210M \$210M | Decrease in Travel Time Decrease in Travel Time Significant Decrease in Travel Time Significant Improvements Significant Improvements Moderate Improvements Moderate Improvements Significant Improvements Significant Improvements Moderate Improvements Moderate Improvements Improvements Significant Improvements Significant Improvements Moderate Improvements Impr | Decrease in Travel Time Decrease in Travel Time Significant Decrease in Travel Time Increase in Travel Time Significant Improvements |

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Recommended Plan: Option 2



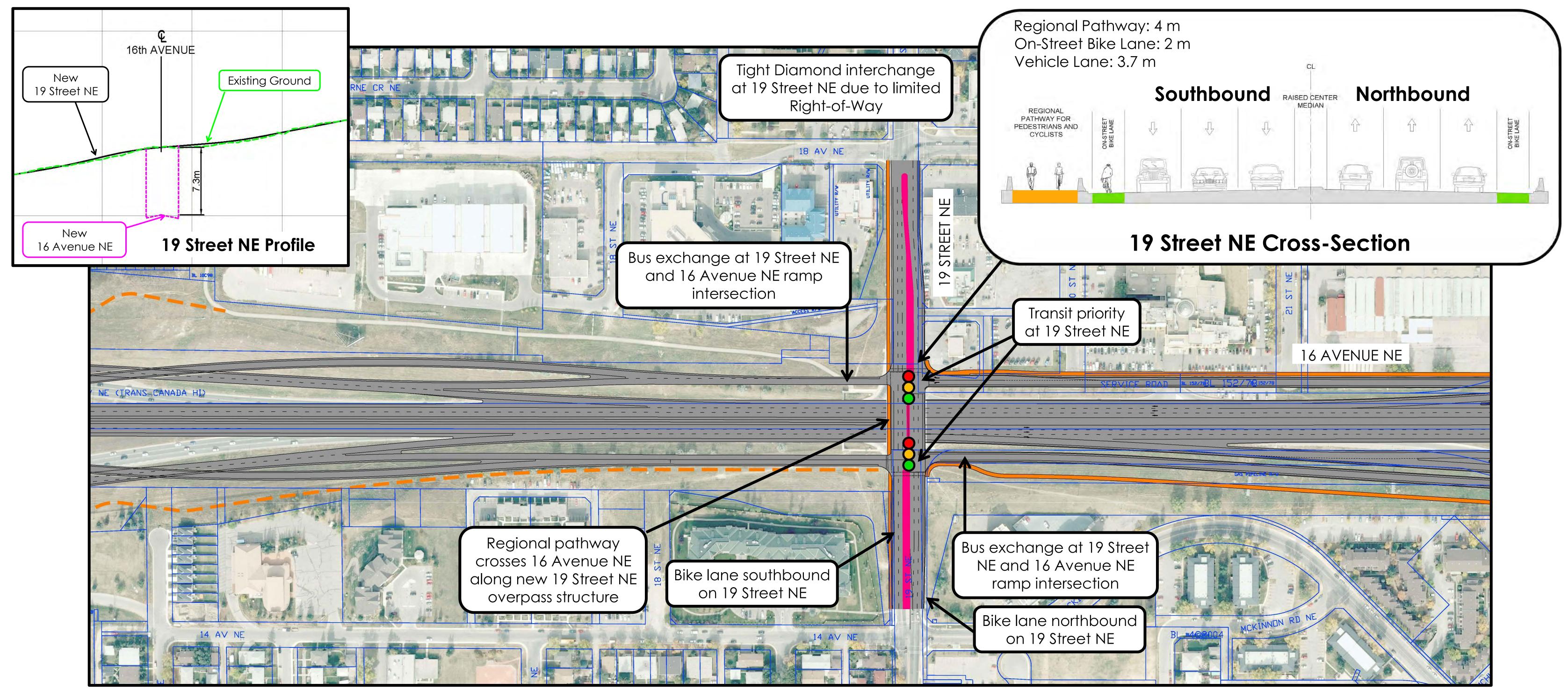
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Recommended Plan – 19 Street NE



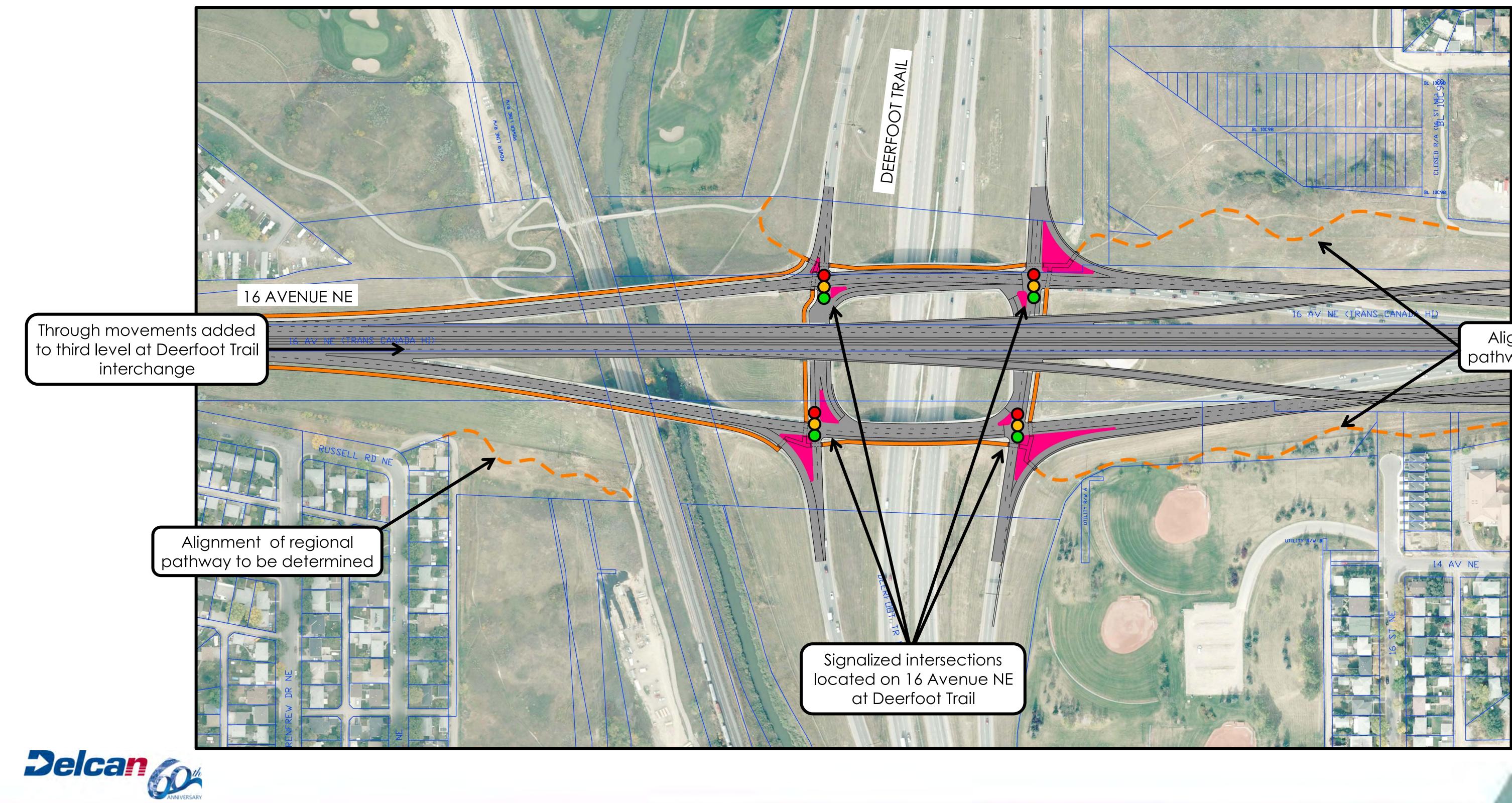


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Recommended Plan – Deerfoot Trail



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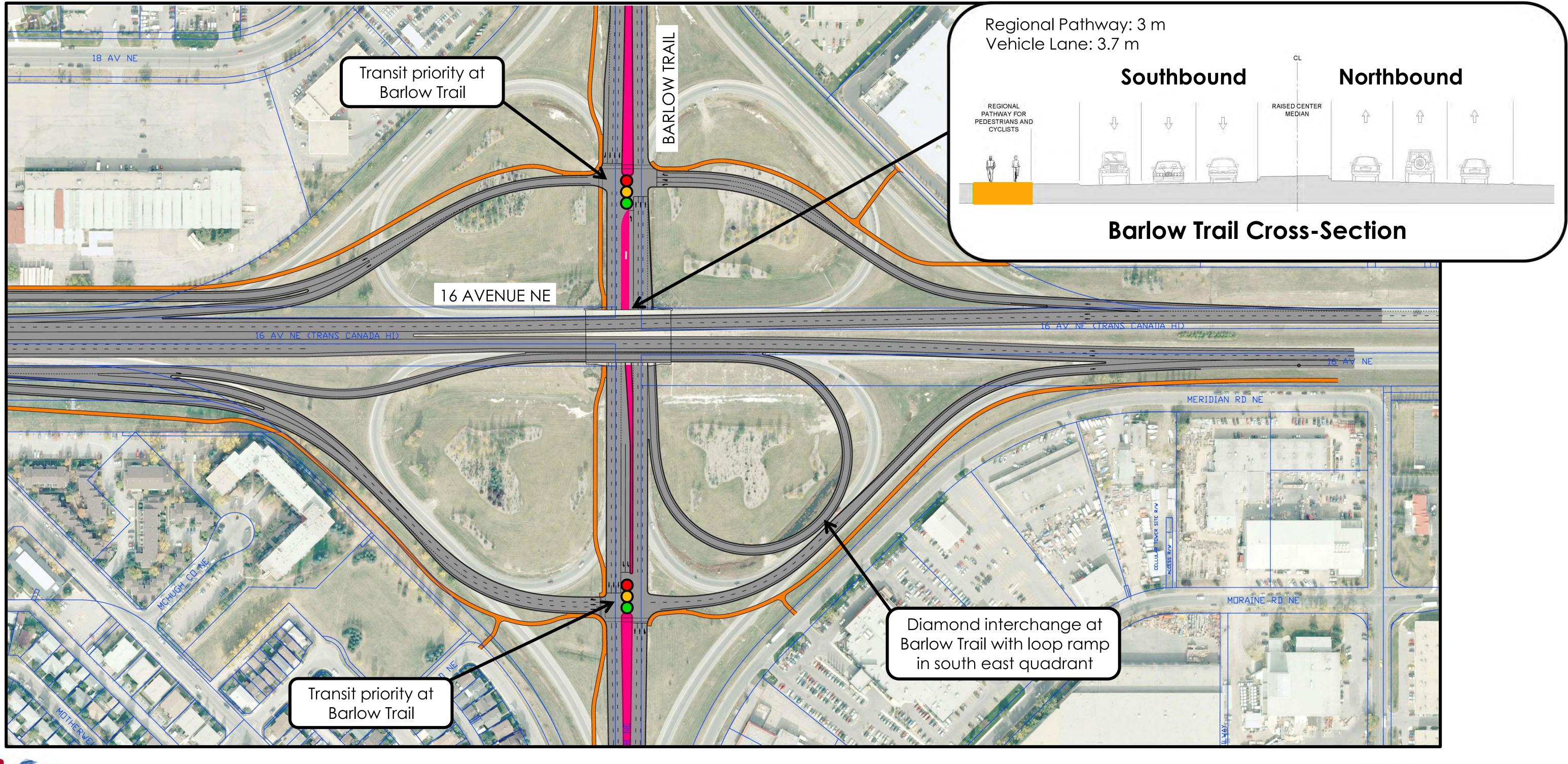
Alignment of regional 1 pathway to be determined

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CALGARY TRANSPORTATION PLANNING

Recommended Plan – Barlow Trail





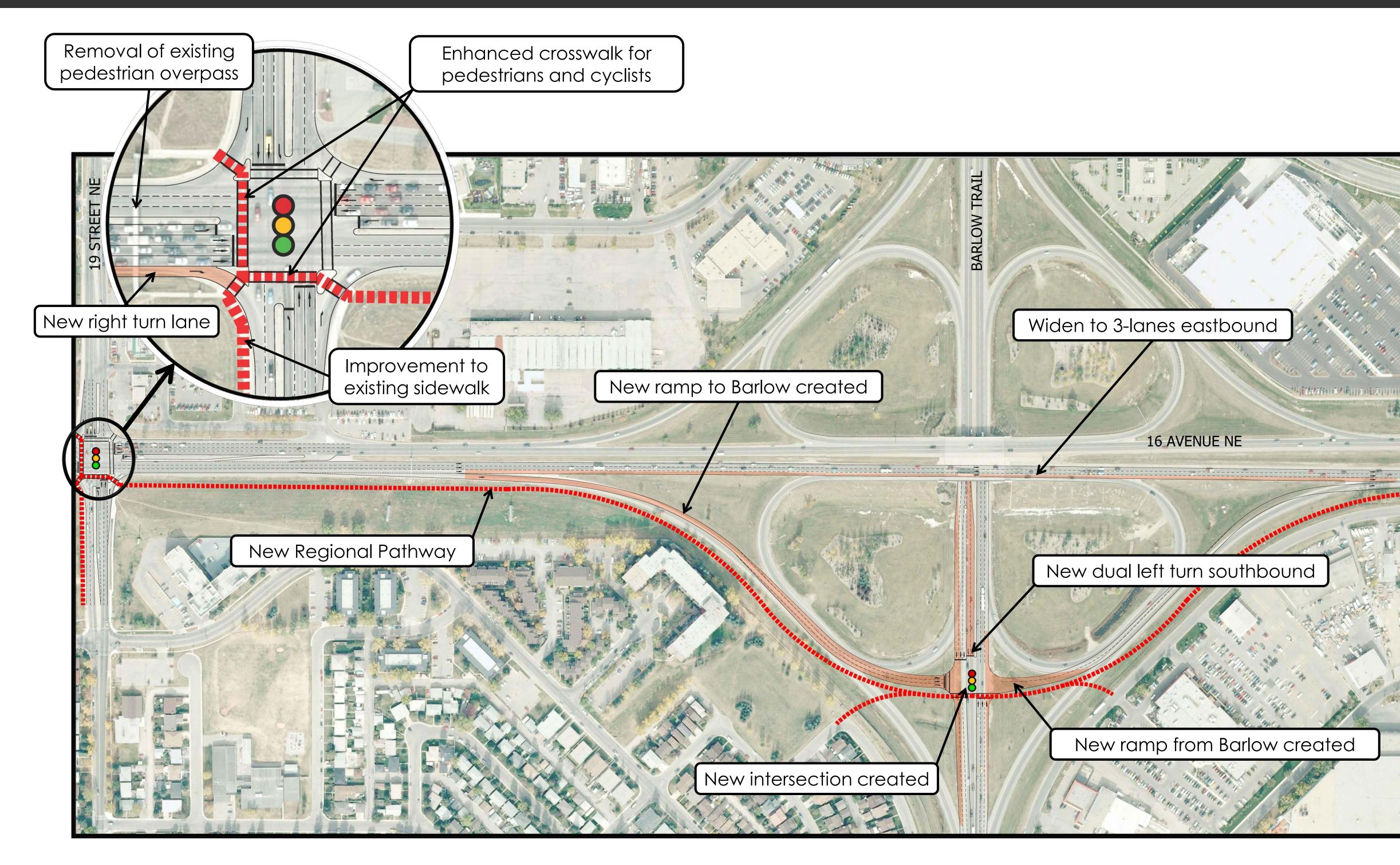
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THE CITY OF CALGARY TRANSPORTATION PLANNING

Short-Term Improvement – Phase 1





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Highlights of Improvement:

- Improve pedestrian and cycling connectivity across 16 Avenue NE at 19 Street NE.
- Improve pedestrian and cycling connectivity across Barlow Trail.
- Improve safety at Barlow Trail intersection.
- Improve traffic operations on 16 Avenue NE by adding an additional eastbound lane to the east of 19 Street NE.
- Improve traffic operations at 19 Street NE by adding an eastbound right turn lane.
- Approximate cost: \$14 Million



- Prepare final report.
- Analyze public comments from information session. • Finalize the functional design for the recommended plan.
- Present recommended plans to City Council for approval.

Thank you for your attendance and input throughout the project.



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Next Steps

