

Welcome

McKnight Boulevard
Transportation Study

The City of Calgary is conducting a transportation planning study for McKnight Boulevard from Deerfoot Trail to Stoney Trail.

Please join us, review the boards and share your ideas. Our team can help answer your questions.

Together, we can make McKnight Boulevard even better!



Moving Calgary Forward

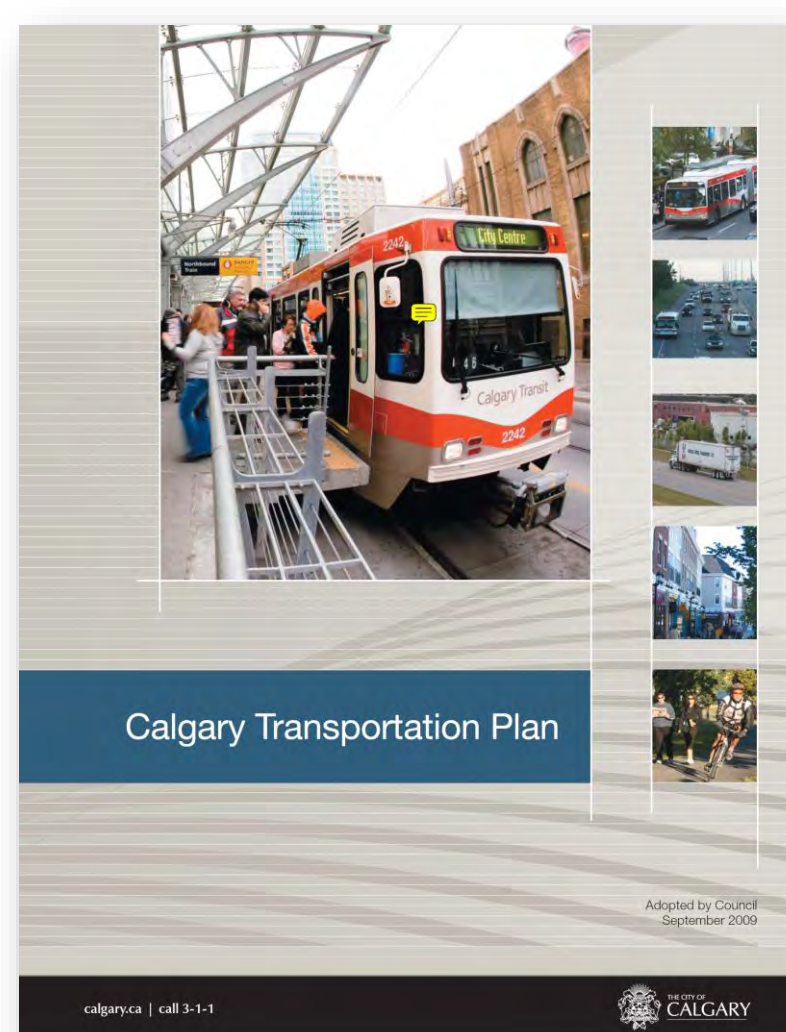
McKnight Boulevard
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The Transportation department plans, designs, builds, operates and maintains Calgary's transportation system, including pedestrian, transit and road facilities.

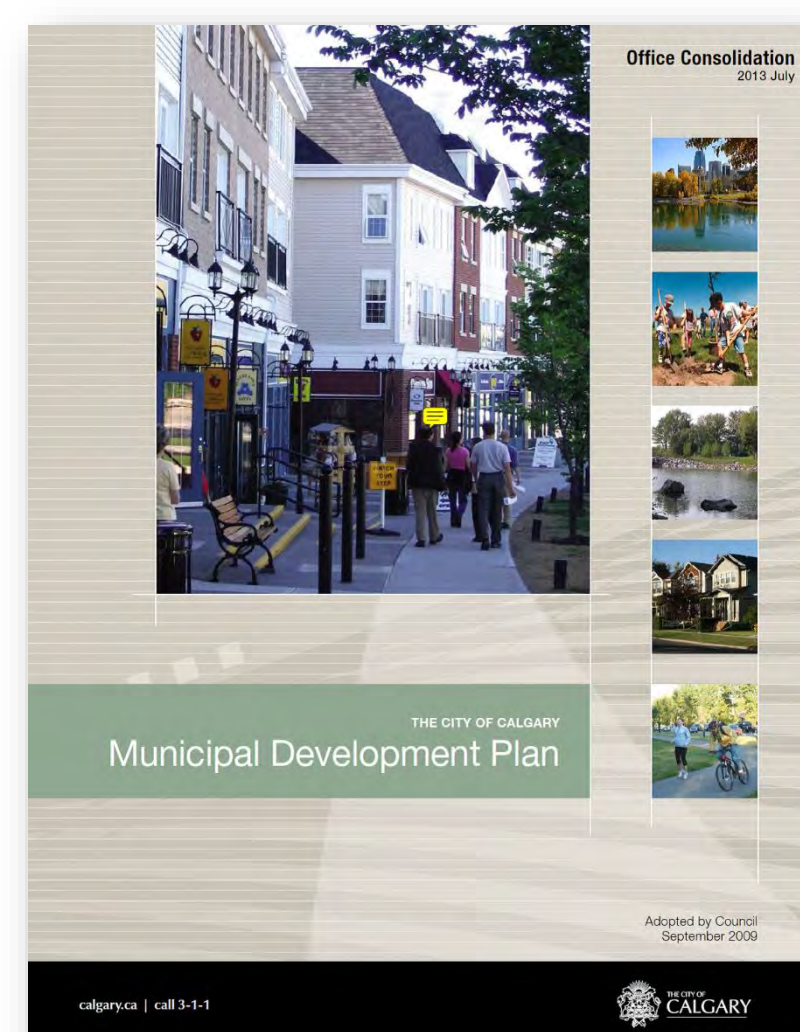
We are committed to keep Calgary moving forward by:

- Planning, designing and implementing transportation infrastructure that supports sustainability.
- Optimizing existing infrastructure – the way we use it and the way we maintain it – to move people, vehicles and goods more efficiently.
- Improving facilities for pedestrians and cyclists.

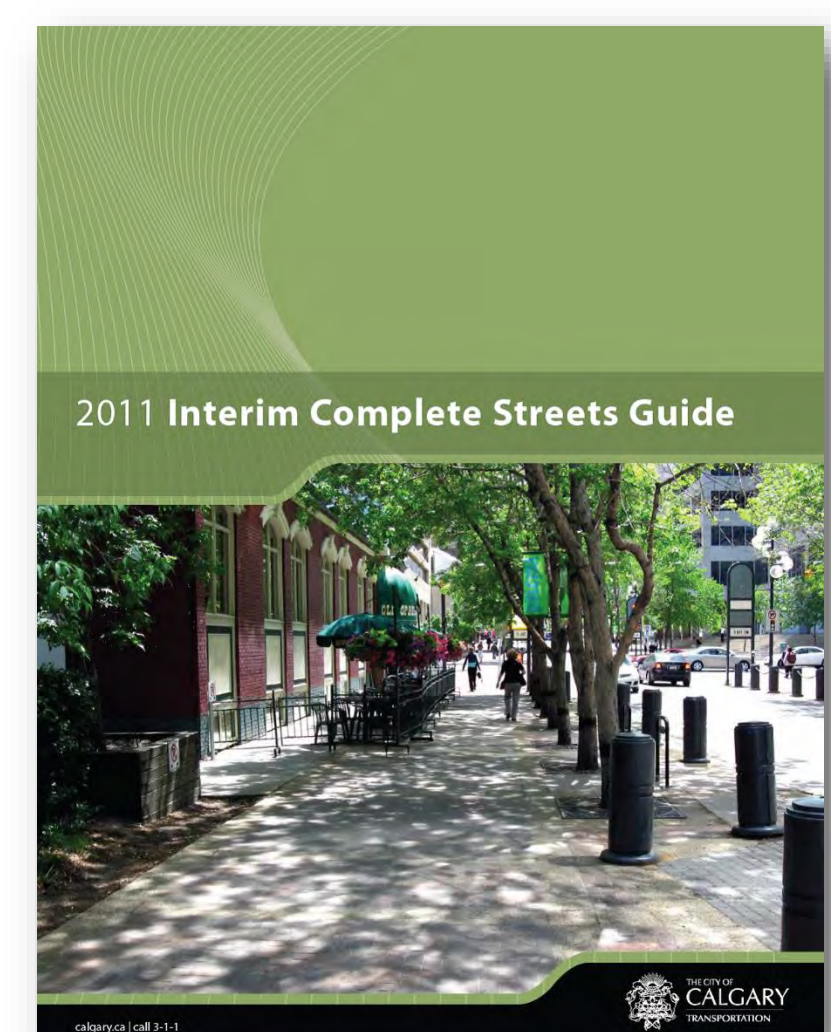
Guiding Documents:



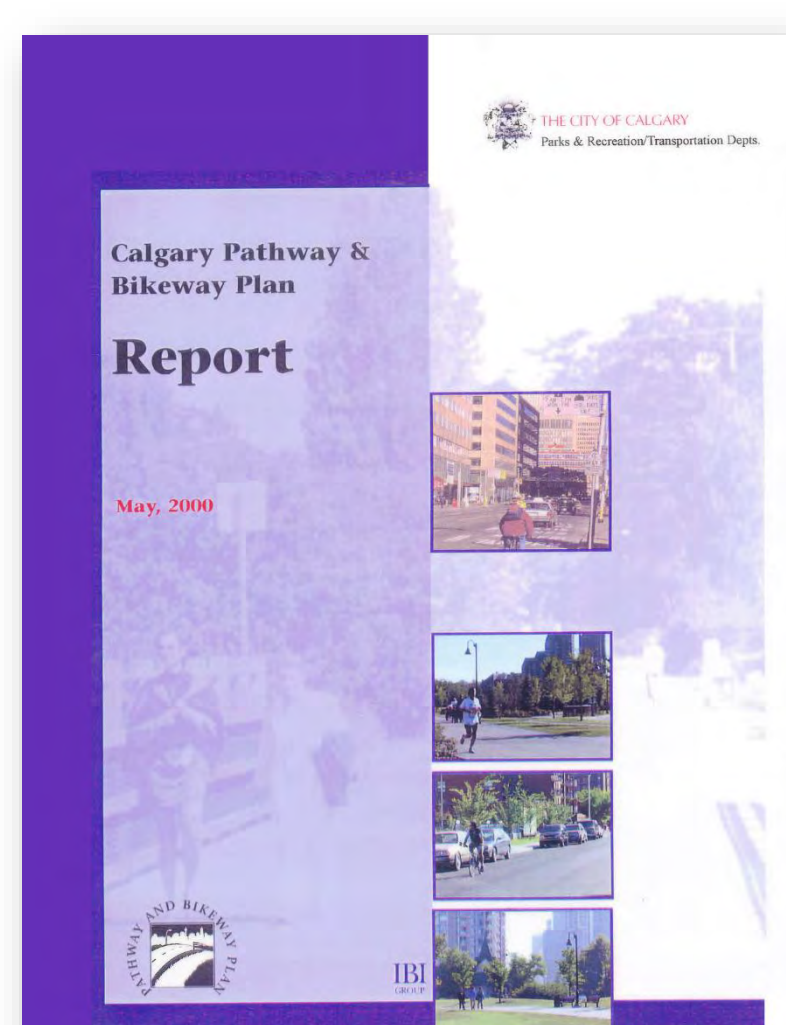
Calgary Transportation Plan, 2009



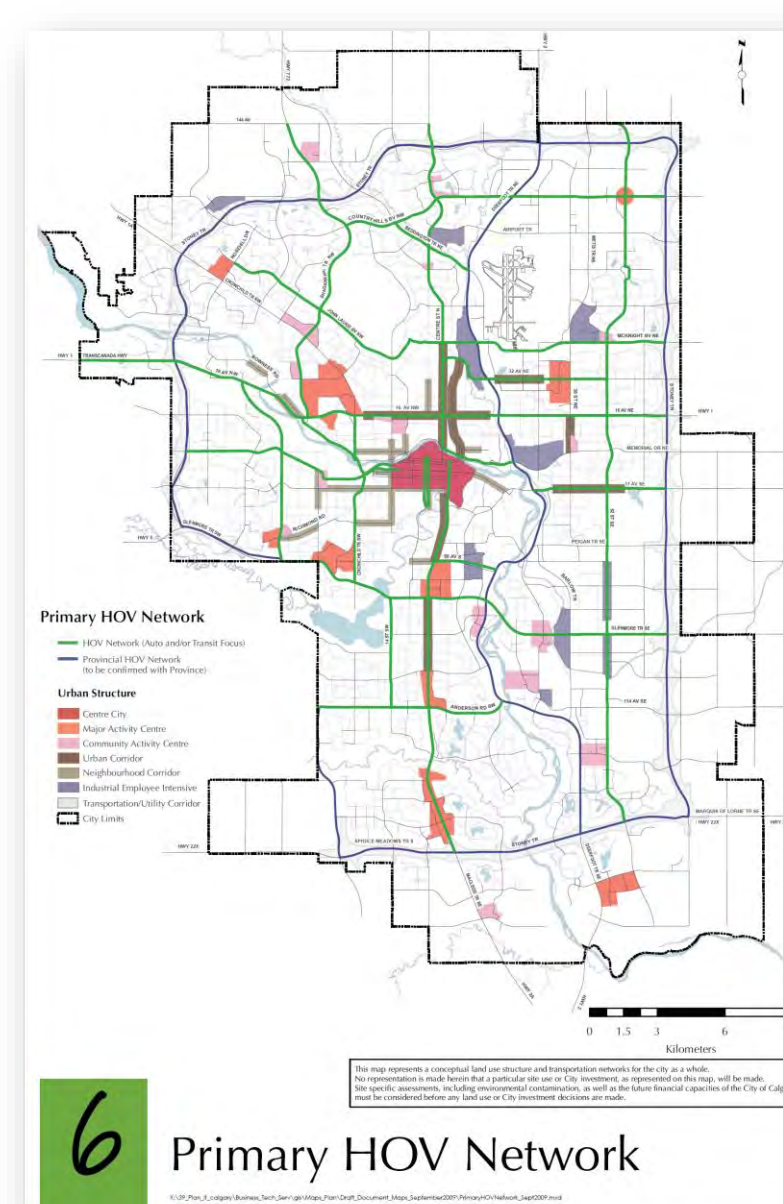
Municipal Development Plan, 2013



Interim Complete Streets Guide, 2011



Calgary Pathway & Bikeway Plan, 2000



Primary HOV Network

McKnight Boulevard

McKnight Boulevard
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McKnight Boulevard from Deerfoot Trail to Stoney Trail is:

- A critical east-west corridor in northeast Calgary.
- Classified as a “Skeletal Road”. A skeletal road is comparable to an expressway – a high speed, high volume roadway for long distance travel.
- Part of the Primary Goods Movement Network and the Primary High Occupancy Vehicle Network. High Occupancy Vehicles (HOV) include buses and vehicles with two or more occupants.
- Busy, with daily traffic volumes range from 20,000 vehicles per day (near Stoney Trail) to 65,000 vehicles per day (near Deerfoot Trail).
- Identified in previous transportation studies conducted in 1977 and 1986. Recommendations from those studies indicate needed changes to the 12 Street N.E. interchange. This interchange is listed as a high priority with an unfunded status in the 2013-2022 Transportation Infrastructure Investment Plan. Estimated costs to improve the 12 Street N.E. interchange are \$60M.
- Accommodating active modes of transportation including pedestrian and cyclist movements.



About This Study

McKnight Boulevard
Transportation Study

Keeping Calgarians on the move requires thoughtful consideration and short – and long-term planning.

McKnight Boulevard Transportation Study identifies planning opportunities to:

- 1. Increase the vehicle and people moving capacity of McKnight Boulevard.
- 2. Reduce travel times for all modes and users.
- 3. Reduce the frequency and severity of collisions.

We will accomplish this through three study phases.

Optimization Phase 1

We will identify low cost, innovative, short-term solutions (18 months) to optimize existing infrastructure, as well as improve connectivity and active transportation modes from 12 Street N.E. to Barlow Trail.

High Occupancy Vehicle (HOV) Phase 2

Determine the need for, feasibility and applicability of High Occupancy Vehicle (HOV) lanes on McKnight Boulevard between Deerfoot Trail and Stoney Trail.

Interchange Functional Plan (if required) Phase 3

An interchange functional planning study for McKnight Boulevard and 12 Street N.E. will be considered based on phase 1 recommendations. Should a long-term interchange study be deemed necessary, we will identify long-term interchange designs, land (right-of-way) requirements, estimated costs and construction staging.

Optimization – Phase 1

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What is optimization?

Traffic optimization studies look for ways to reduce delays and travel time by making existing infrastructure more efficient.

Benefits

- Reduced congestion and travel time for all road users (commercial/goods movement, emergency vehicles, public transit, and the public).
- Reduced frequency and severity of collisions.
- Lower cost improvements can be implemented quicker and at more locations.
- Uses existing infrastructure more efficiently.
- Ability to resolve existing bottlenecks.
- Improving travel reliability for goods movement and cars.
- Postponing or eliminating the need to construct additional road capacity.

Examples



Time of day restrictions



Lane reversals



Signal Timing Improvements



Innovative Intersection Design

High Occupancy Vehicle (HOV) – Phase 2

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What is HOV?

A High Occupancy Vehicle (HOV) is defined in Calgary as a bus; a motor vehicle with two or more occupants, including taxis; or a bicycle. HOV lanes can take many forms including travel lanes restricted for use by carpoolers, transit-only lanes, bus-only shoulders and queue jumps.

Benefits

- HOV lanes can encourage more people in one vehicle to reduce the number of vehicles on the road. Fewer vehicles on the road help improve air quality, reduce energy demands and greenhouse gas emissions, and support more land use intensification by linking Activity Centres and Corridors.
- HOV lanes discourages commuters to rely on single-occupant vehicles .
- Improves the speed and reliability of bus and car pools.
- Optimizes the person-moving capacity of the road rather than just the vehicle-moving capacity.
- Increases the average vehicle occupancy during peak demand periods.
- Encourages the use of more sustainable modes of transportation.
- Improves the cost-effectiveness of transit.

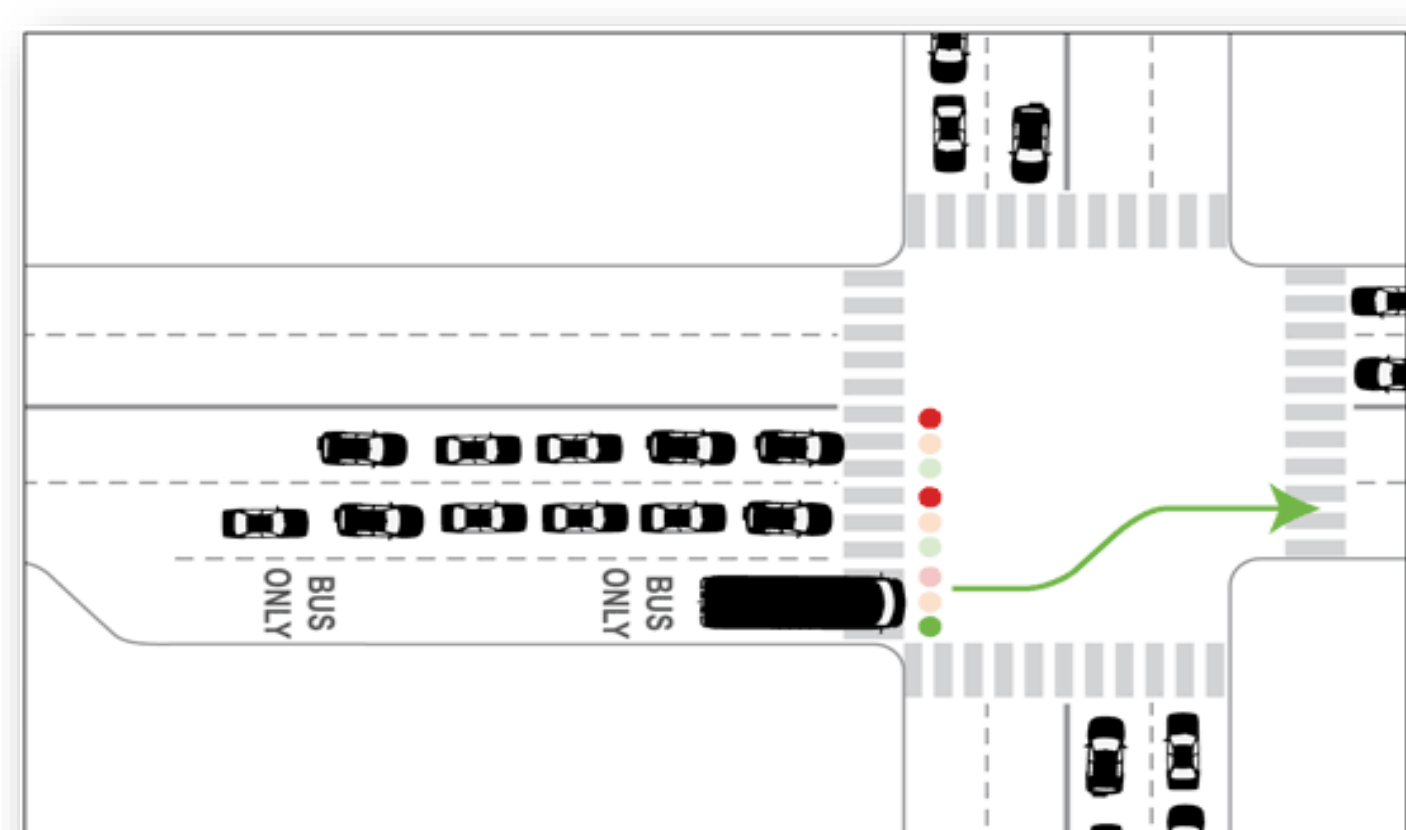
Examples



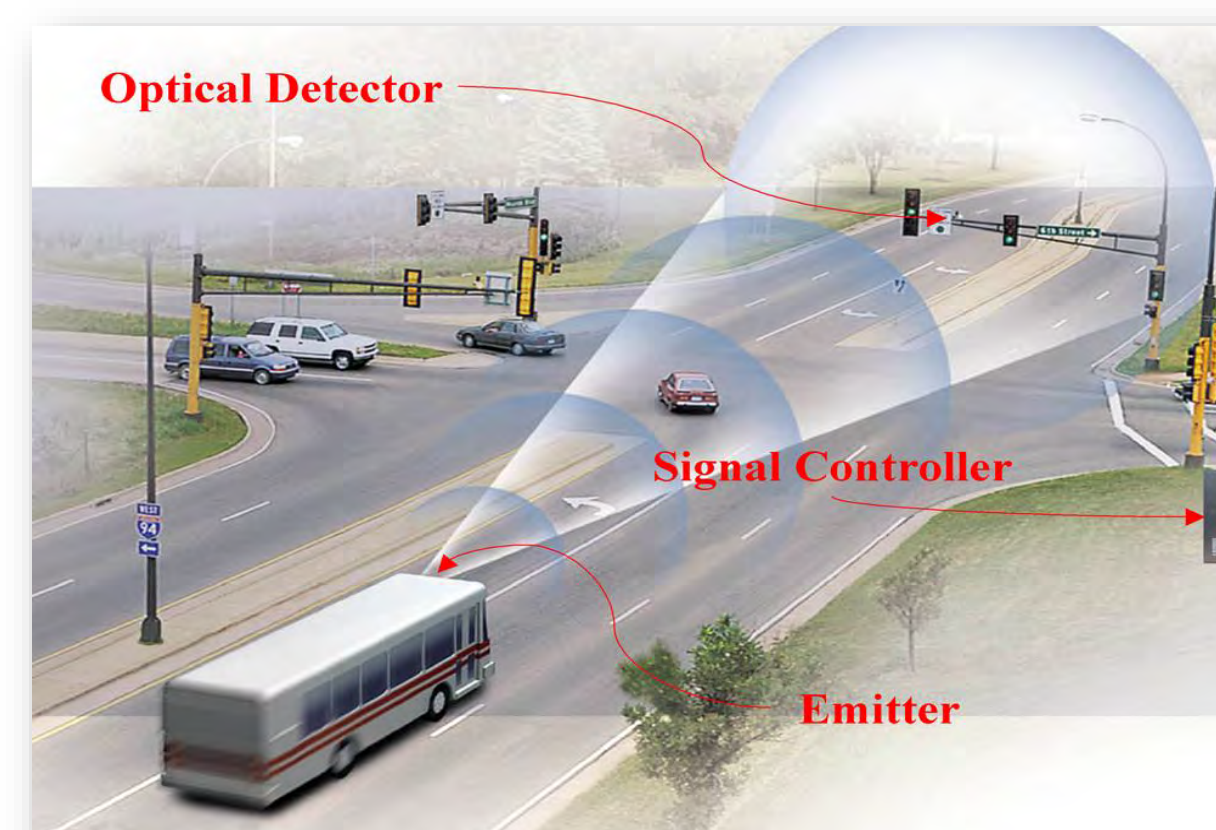
HOV Lane



Bus Only Lane



Transit Queue Jump



Transit Signal Priority

Interchange Functional Plan – Phase 3 (if required)

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What is an Interchange Functional Plan?

An interchange functional plan is an analysis of technical issues to:

- Identify ultimate interchange design
- Consider interaction with adjacent intersections
- Identify right-of-way requirements
- Prepare cost estimates
- Review constructability and staging options

Benefits

- Establishes future network and infrastructure upgrades required.
- Allows The City prioritize the project and secure funding.
- Identifies property impacts and land acquisition requirements.

Why is this plan dependent on Phase 1?

Functional planning is typically required when optimization does not improve travel on a particular corridor.

The process to develop an interchange functional plan is more comprehensive and, typically, the recommendations from a functional plan are more costly to implement. This is why we hope to find innovative, low-cost solutions in the Optimization phase so that a functional plan is not required.

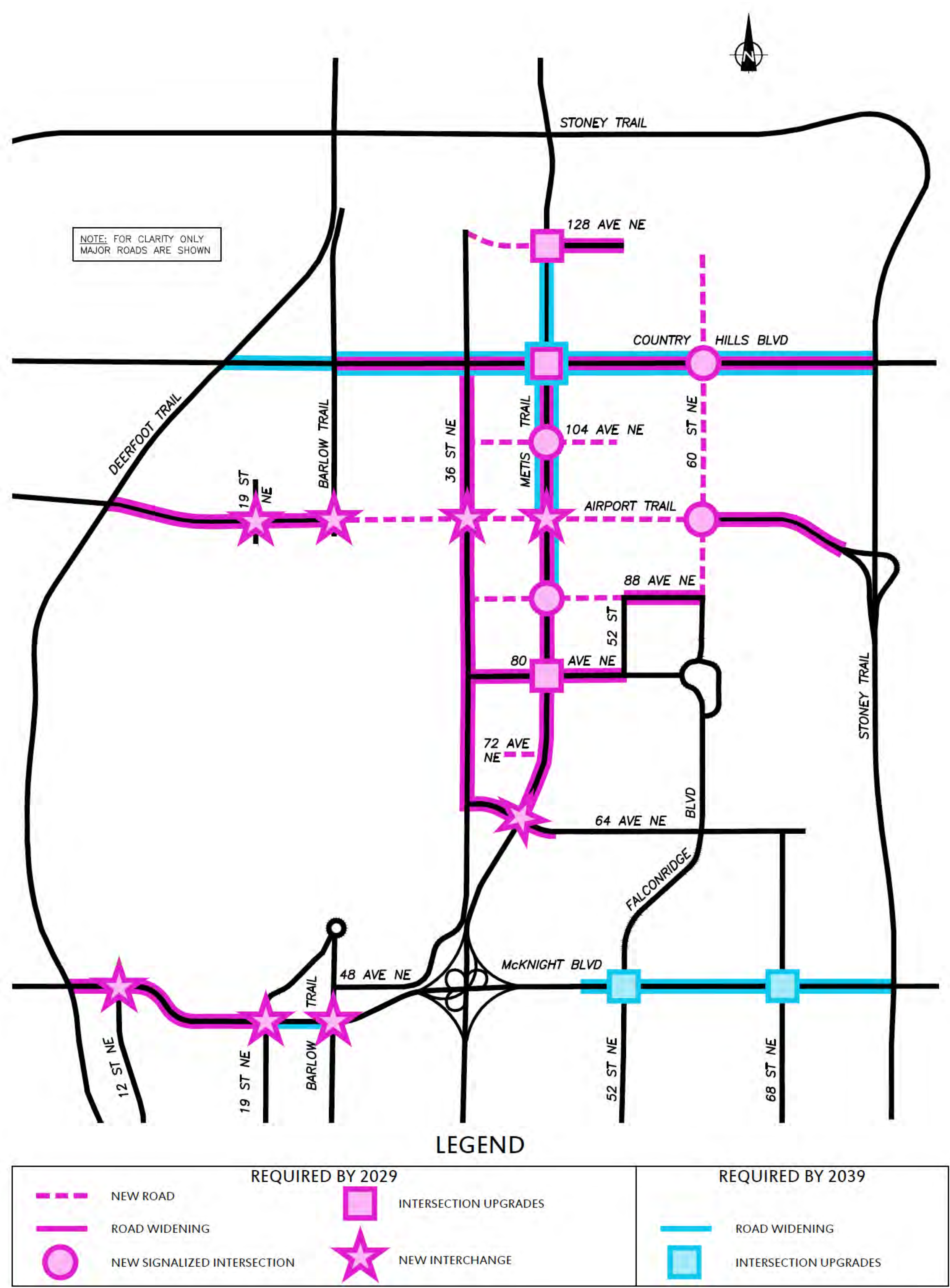
How This Study Connects The N.E. Network

In 2011, after Council approved the road classification of Airport trails to a skeletal road, they asked our department to review and analyze the northeast road network to confirm future transportation infrastructure requirements. We did this in 2012 through the development of the Northeast Calgary Transportation Network Study.

Findings from the Northeast Calgary Transportation Network Study identified needed road widening, intersection upgrades and new interchanges on McKnight Boulevard.

The McKnight Boulevard Transportation Study seeks to improve the N.E. network by aligning with work already identified in the Northeast Calgary Transportation Network Study.

Through thoughtful planning improvements along McKnight Boulevard and throughout the N.E. network will happen.



Implementation Timelines

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Transportation Study

Due to capital funding constraints, funding is currently unavailable to construct and implement this study's recommendations.

We are conducting the study now to prioritize and plan future transportation infrastructure projects so that we can have them reflected in updates to the 2013 – 2022 Transportation Infrastructure Investment Plan.

However, depending on the specific activities and associated costs, we believe many of the optimizations recommendations can be prioritized ahead of schedule – perhaps within ten years.

Your input on how to optimize transportation along McKnight Boulevard will help us to more effectively identify low cost, innovative short-term solutions.

Together, we can improve connectivity and active transportation modes along McKnight Boulevard.

How You Can Become Involved

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Transportation Study

December 2013 – January 2014	February – April 2014	May – September 2014	
Information gathering & assessment	Develop & refine options	Select preferred plan	Reporting back
<u>PROJECT TEAM</u> Review technical information	<u>PROJECT TEAM & INTERNAL STAKEHOLDERS</u> Workshop to develop preliminary options to reflect public input	<u>ADVISORY GROUP</u> Meeting to confirm options and presentation materials for public open house	<u>PUBLIC</u> Public information session to present the preferred options and report how public input was used
<u>STAKEHOLDERS</u> Meetings to introduce study scope and objectives, engagement process, and identify concerns and evaluation criteria		<u>PUBLIC</u> Public open house and online survey to gather input on options	
<u>PUBLIC</u> Public open house and online survey to introduce study scope and objectives, engagement process, and identify concerns and evaluation criteria	<u>PROJECT TEAM & ADVISORY GROUP</u> Workshop to refine and evaluate preliminary options collaboratively	<u>PROJECT TEAM & ADVISORY GROUP</u> Meeting to evaluate, select and refine preferred option	<u>PROJECT TEAM</u> Finalize preferred option
<u>ADVISORY GROUP</u> Meeting to discuss findings of previous consultation and work collaboratively to develop decision-making framework			

The City is forming an Advisory Group as part of the public engagement process for this project. The Advisory Group will act as an information conduit between The City and citizens, and work collaboratively with the project team to ensure Calgarians’ needs are reflected in the plans as much as possible.

Specifically, the Advisory Group will help the project team:

- identify issues and concerns;
- develop a decision-making framework;
- refine and evaluate options; and,
- select and confirm the preferred option.

If you would like to participate in the Advisory Group, please indicate your interest on the feedback forms provided, or on the online survey found at calgary.ca/mcknight.

Which Criteria Matters?

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Select the criteria that is important by placing a dot in that square.
Your selections will be used to rank the importance of the criteria.
Ranked criteria will help evaluate design options.

Business Access	Vehicle Travel Times	Pedestrian Accommodation	Bicycle Accommodation	Car Pooling
Traffic Safety	Public Transit	Emergency Access (Police, Fire, Ambulance)	Goods Movement (Commercial Vehicles)	Property Impacts (Land Acquisition)
Environmental Sustainability	Construction Costs	Urban Character / Aesthetics	Community Connectivity	Development/Redevelopment Opportunities
Other: _____	Other: _____	Other: _____	Other: _____	Other: _____

Issue Identification

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Are there any concerns or issues you would like addressed during the course of this study?
If so, please use the sticky notes provided to identify the issue and location.

McKnight Blvd./
12 Street NE

McKnight Blvd./
Aviation Road

McKnight Blvd./
19 Street NE

McKnight Blvd./
Barlow Trail

McKnight Blvd./
Metis Trail

McKnight Blvd./
47 Street NE

McKnight Blvd./
52 Street NE

McKnight Blvd./
68 Street NE

Other

Thank You

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Transportation Study

Thank you for taking time to review the presentation boards.

Feedback forms are available – please complete.

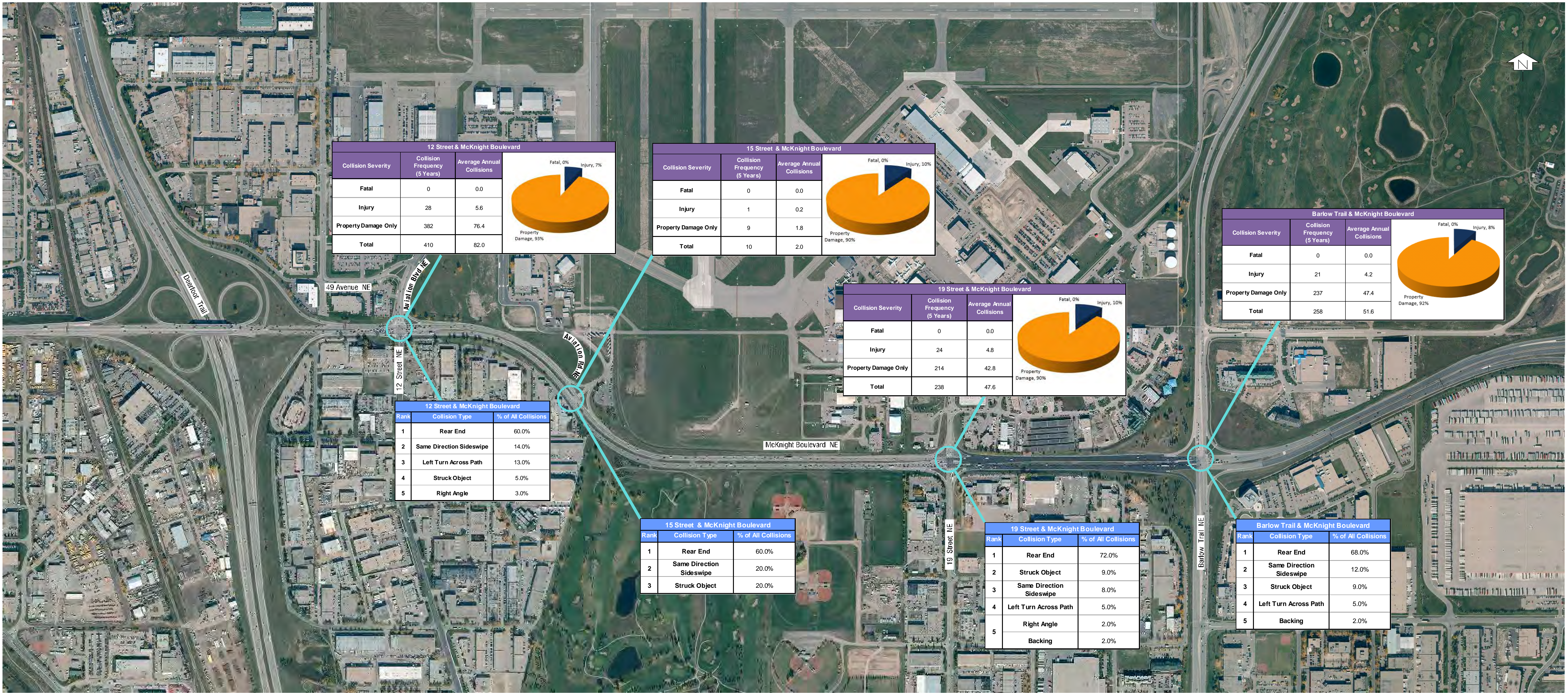
Feedback forms are also provided online at calgary.ca/mcknight

Opportunities to get involved

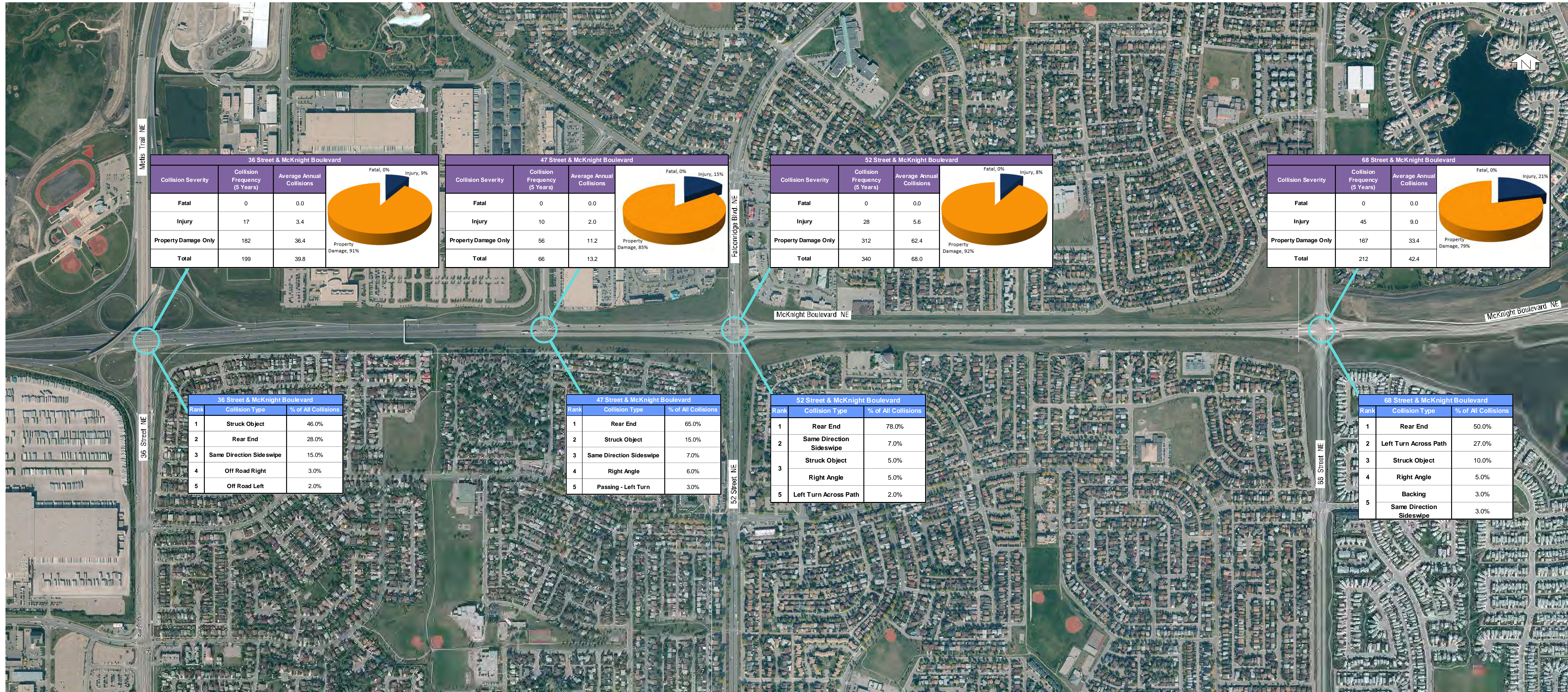
- Advisory Group
- Open Houses
- calgary.ca/mcknight (for ongoing updates and online feedback)
- Call 311



Collision History (2008-2012)

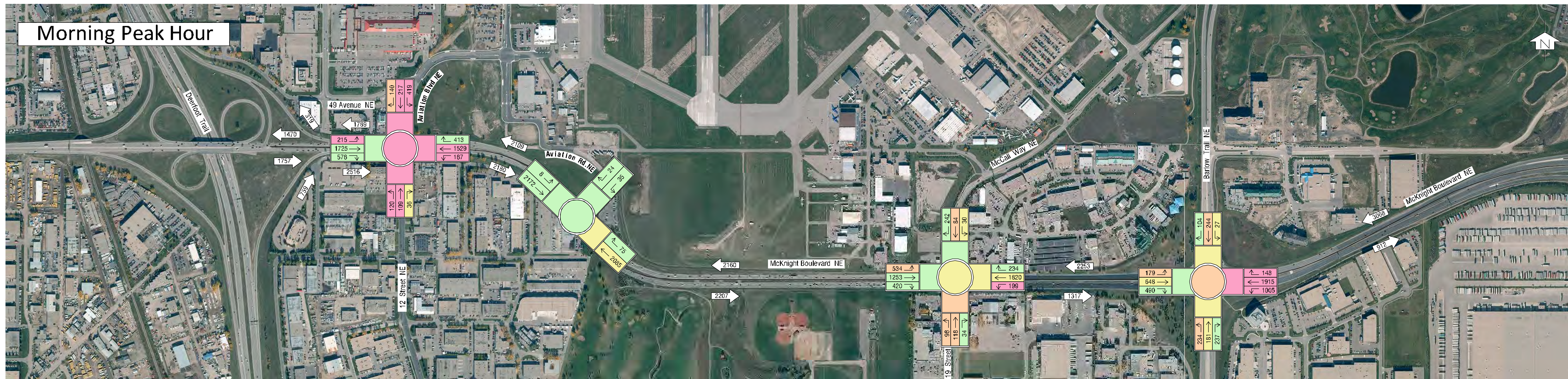


McKnight Boulevard Transportation Study

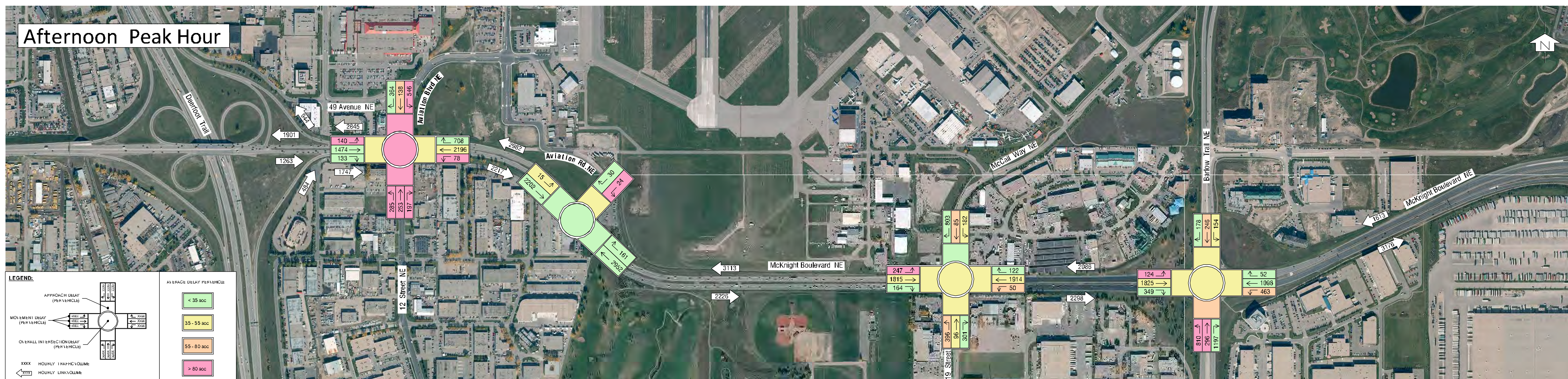


Existing Traffic Volumes and Delays

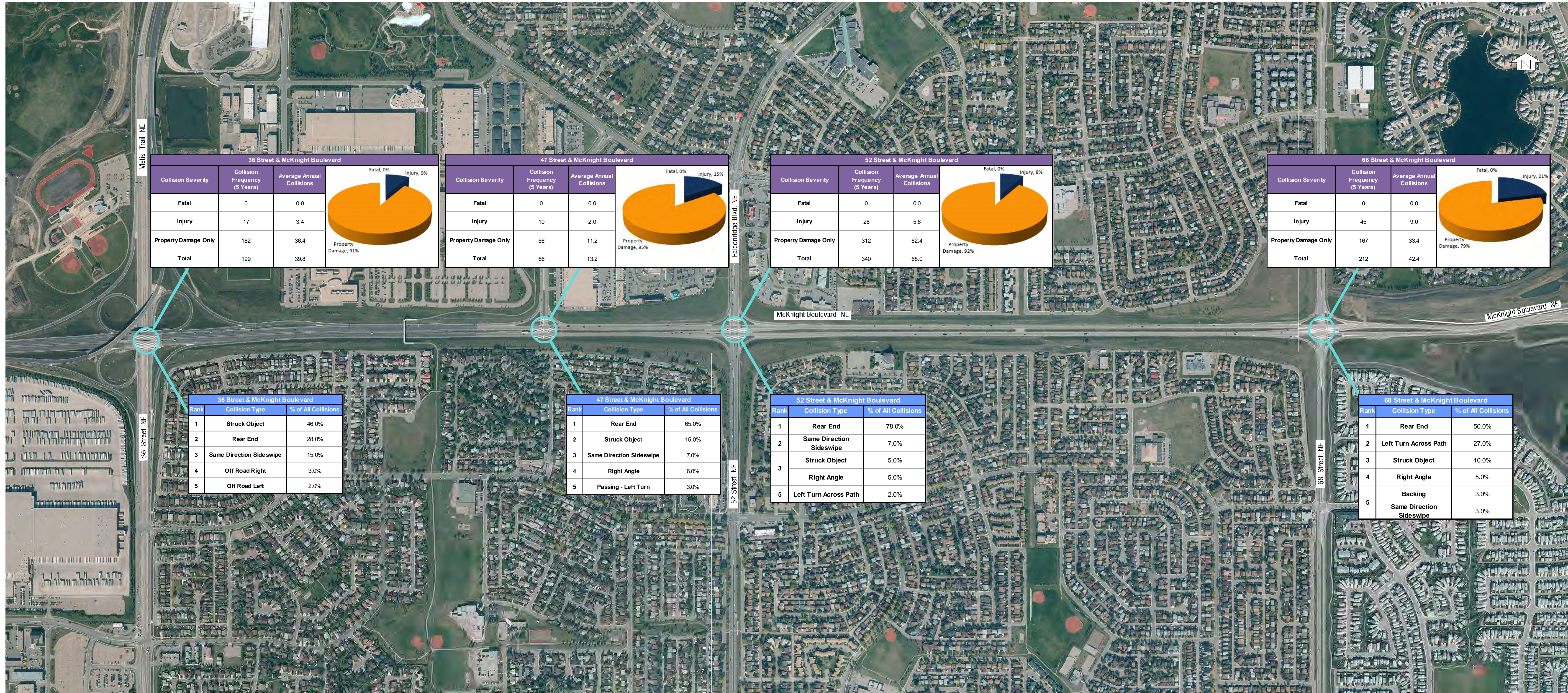
Morning Peak Hour



Afternoon Peak Hour



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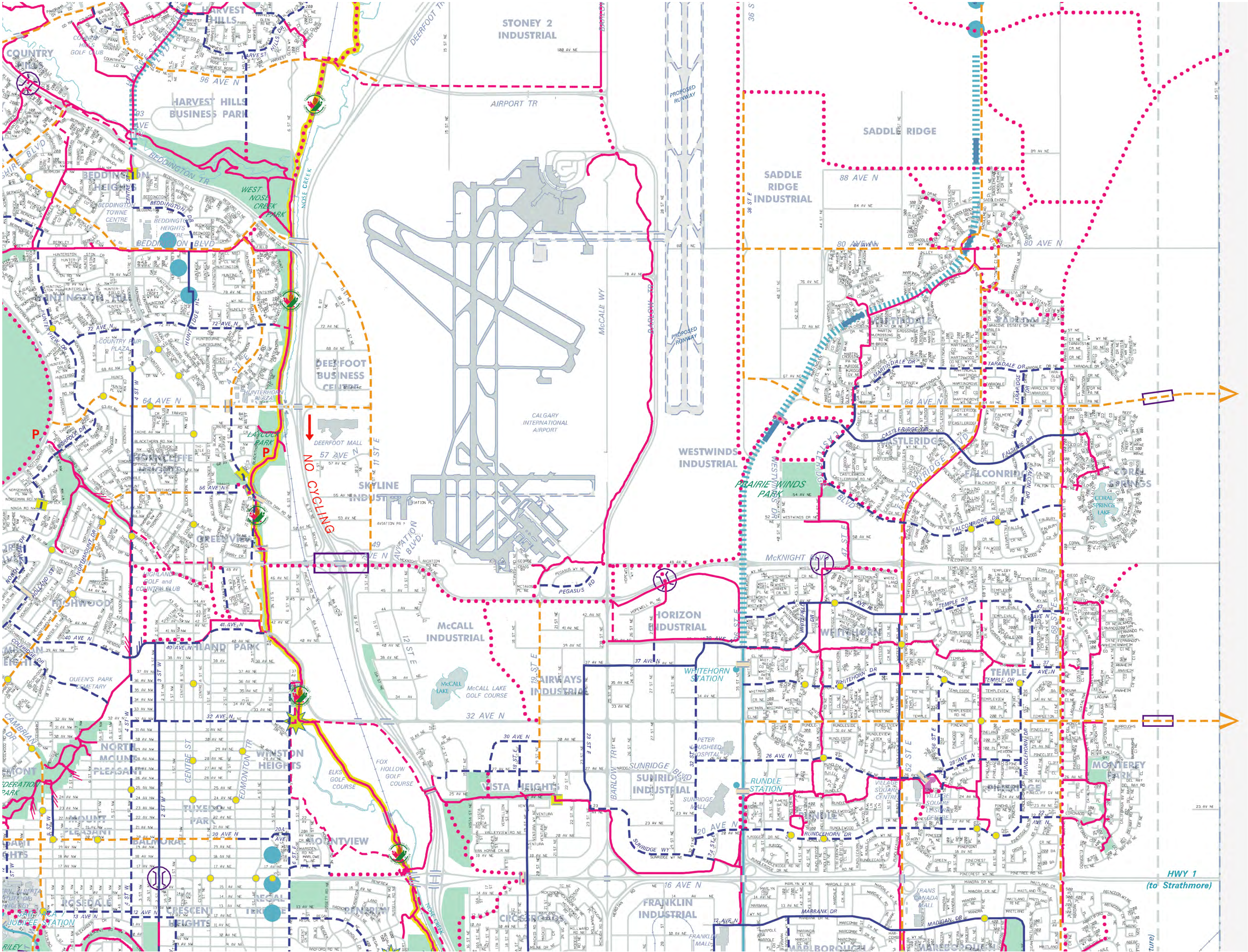


Pathways and Bikeways Implementation Plan

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The Pathway and Bikeway Plan is a long range plan for Calgary. The plan is a result of the work of the general public and over sixty stakeholder groups.

Council adopted the Plan for the south half of Calgary on July 3, 2000. The south plan includes a policy document: *Calgary Pathway and Bikeway Plan Report*. Council adopted the Plan for the north half of Calgary on July 23, 2001. This Implementation Plan is a compilation of the north and south plans and policies contained in the policy report.



LEGEND:

- Existing Pathway¹
- Approved Pathway¹
- Proposed Pathway Alignment²
- Preferred Trans-Canada Trail Route
- Existing On-Street Bicycle Route¹
- Recommended On-Street Bicycle Route¹
- Recommended Bicycle Lane¹ / Wide Curb Lane¹
- Recommended Intersection Improvement
- Bus Only Crossing
- Flashing Pedestrian Crosswalk

- Existing Pedestrian Bridge
- Approved Pedestrian Bridge
- Recommended Pedestrian / Cycle Bridge
- Key Crossing of Major Barrier (provide pathway and bike lane or wide curb lane on structure)
- Existing Road
- Future Road
- Existing LRT
- Future LRT
- LRT Alignment to be Determined
- Future LRT Station
- Major Park or Natural Area
- Provincial Park

FOOTNOTES:

¹ Definitions:

- | | |
|----------------|--|
| Pathway | <ul style="list-style-type: none">Off-street asphalt path used by walkers, runners, cyclists, persons with disabilities, in-line skaters, skateboarders and othersWider (at least 2.5 m) than a sidewalkLocated in a park, along a river or next to a roadIdentified by signs and a yellow stripe along middle of pathway |
| Bicycle Route | <ul style="list-style-type: none">Route on lower volume, lower speed (40-50 km/h) roadIdentified by signs |
| Wide Curb Lane | <ul style="list-style-type: none">Extra wide (4.3 m²) right side lane on higher volume, medium speed roadIdentified by signs and on-road bike symbols |
| Bicycle Lane | <ul style="list-style-type: none">Extra lane for bicycles (1.2 m to 1.5 m wide) on higher volume, medium speed roadIdentified by lane markings, signs and on-road bike symbols |

² Proposed Pathways

"Proposed" pathways are conceptual links to major community facilities, river valleys, waterways, park systems, escarpments & ravines, bikeways, LRT stations, major employment centres, schools, etc... In order to realize the Calgary Pathway and Bikeway Plan vision of interconnected neighbourhoods, all planning projects must provide "proposed" pathways links shown on this drawing. The exact routing of "proposed" pathway links is subject to on-site conditions such as safety, existing infrastructure, environmental sensitivity, availability of public property, continuity, accessibility and topography.

Project Schedule

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Study Timeline:

