

**Phase 1: Information Gathering & Assessment**  
**Public Input Summary**  
November 2013 to April 2014

## TRANSPORTATION STUDY

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The City of Calgary is conducting a transportation planning study for McKnight Boulevard from Deerfoot Trail to Stoney Trail N. The study purpose is to develop a recommended plan for the corridor that aligns with the Calgary Transportation Plan and improves safety and traffic operations for all users.

### Study goals

#### Traffic Optimization

Prepare an optimization study for McKnight Boulevard from Deerfoot Trail to Barlow Trail to align with the 2009 Calgary Transportation Plan by identifying low cost, innovative, short-term solutions (18 months) to optimize existing infrastructure, as well as improve connectivity and active transportation modes along the corridor.

#### High Occupancy Vehicle (HOV) Lane Feasibility

Evaluate the technical feasibility, benefit, and level of public acceptance for implementing High Occupancy Vehicle (HOV) lanes on McKnight Boulevard between Deerfoot Trail and Stoney Trail.

#### Interchange Functional Planning Study (if necessary)

Pending the results of the optimization phase of the study, conduct a functional planning study for an interchange at McKnight Boulevard and 12 Street N.E. to identify a long-term interchange design, land (right-of-way) requirements, estimated costs and construction staging.

While there is currently no funding available to construct the study recommendations, The City is conducting the study now to prioritize future transportation infrastructure projects through the 10-year *Investing in Mobility* plan.

## PUBLIC ENGAGEMENT

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The City of Calgary understands proposed transportation solutions for McKnight Boulevard will be improved if they incorporate the knowledge of frequent road users. In an effort to align with Council's direction to collaborate with citizens on corridor studies and develop options that reflect citizens' needs, the public consultation process for the McKnight Boulevard Transportation Study will include a Citizen Advisory Group (Advisory Group), in addition to public open houses and online feedback.

The City will work with the Advisory Group to evaluate and refine preliminary options before asking the public to comment in May 2014.

## Public engagement process

Public Engagement Process			
November 2013 – April 2014	May – August 2014	September 2014 – February 2015	
Information gathering & assessment	Develop & refine options	Select recommended plan	Share recommended plan
<u>PROJECT TEAM</u> Review technical information	<u>PROJECT TEAM</u> Develop preliminary options	<u>ADVISORY GROUP</u> Meeting#2 to confirm refined options and review presentation materials for public open house	<u>PUBLIC</u> Public information session to present the recommended option 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 feedback to introduce study scope and objectives, engagement process, and identify concerns and evaluation criteria	<u>PROJECT TEAM &amp; INTERNAL STAKEHOLDERS</u> Meeting to refine preliminary options	<u>PUBLIC</u> Public open house and online feedback to gather input on options	<u>PROJECT TEAM</u> Present recommended option and public engagement results to Council
	<u>PROJECT TEAM &amp; ADVISORY GROUP</u> Workshop to refine preliminary options		
<u>ADVISORY GROUP</u> Meeting#1 to discuss findings of previous consultation and work collaboratively to develop decision-making framework	<u>PROJECT TEAM</u> Refine options to incorporate stakeholder and Advisory Group input	<u>PROJECT TEAM &amp; ADVISORY GROUP</u> Meeting#3 to evaluate and select a recommended option	

### Public engagement from November 2013 to April 2014

In December 2013 and January 2014, The City met with area business and community representatives, held two public open houses and gathered feedback online. The City's focus during the *Information Gathering & Assessment* phase was to solicit feedback about the public engagement process, transportation needs and evaluation criteria. The project team will use the input received in this phase to help develop preliminary options.

### Stakeholder meetings

Approximately 75 stakeholders including community, special interest group, business and City of Calgary representatives have been identified for the project. These stakeholder groups have been invited to provide input and work with the project team throughout the study.

The City met with internal stakeholders on Nov. 28, 2013 and external stakeholders on Dec. 10, 2013 to introduce the project, outline the study scope, goals, objectives, public engagement process, and identify transportation concerns. A total of 42 stakeholders attended the meetings. Internal and external stakeholders' input was collected and will be used to develop preliminary options.

### Internal stakeholder meeting – Nov. 28, 2013

20 internal stakeholders attended the meeting and identified various issues and constraints, including:

- need for pedestrian/cyclist connectivity (3)
- redevelopment plans for McCall Lake Golf Course (2)
- environmental safety maintenance (1)

- impact of land use changes (1)
- poor fire coverage at McKnight Boulevard and 12 Street N.E. (1)
- planned road widening between 12 Street and 19 Street N.E. (1)
- proximity of Deerfoot Trail to 12 Street N.E. (1)
- many Calgary Transit services near the study area

#### External stakeholder meeting – Dec. 10, 2013

22 external stakeholders attended the meeting, and nine feedback forms were completed. Respondents (7) said traffic congestion is an issue on McKnight Boulevard. When asked if they would use HOV if it were available, 67% said yes, but 80% do not think HOV is a good fit on McKnight Boulevard.

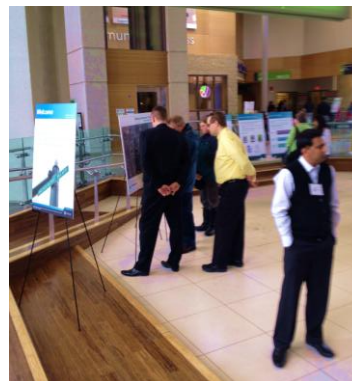


### **PUBLIC OPEN HOUSES AND ONLINE FEEDBACK**

Public open houses were held on Jan. 11 from 11 a.m. to 2 p.m. at the Genesis Centre and on Jan. 22, 2014 from 3 p.m. to 6 p.m. at the Best Western Plus Port O'Call Hotel. Approximately 124 people attended both open houses and 13 feedback forms were submitted. Public input was also collected online at [calgary.ca/mcknight](http://calgary.ca/mcknight) between Jan. 11 and 31 and 255 feedback forms were submitted.

The open houses and online feedback were advertised:

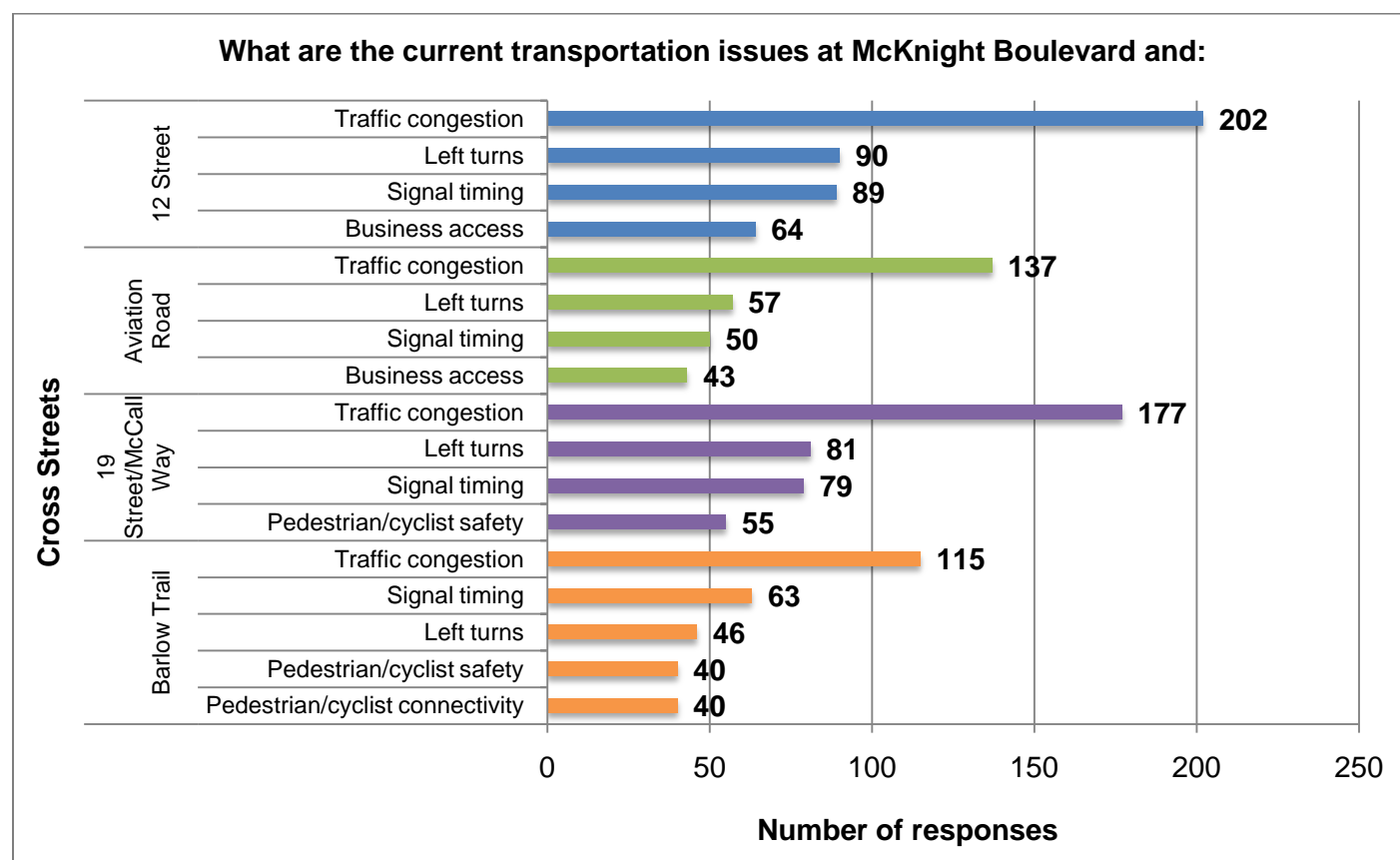
- on road signs along McKnight Boulevard and the study area cross streets
- online at [calgary.ca/mcknight](http://calgary.ca/mcknight)
- through information notices delivered to adjacent businesses
- via emails sent to stakeholders



The Thorncliffe/Greenview Community Association (TCGA) provided a letter indicating their support for the McKnight Boulevard Transportation Study. Specifically the TCGA:

- is in favour of an HOV along the corridor, especially during peak times (dependent of the technical feasibility of the study)
- is most concerned with the 12 Street intersection and feels this should be a priority
- said transit is an important consideration and The City lacks cross-city bus routes
- said cycling needs to be improved in this area of The City, specifically the improving the regional pathways

## Transportation Issues



### Other transportation issues the public provided:

Many respondents (68) said the poor condition of McKnight Boulevard is a major concern, including numerous potholes, unclear road surface markings and poor snow removal. Eight respondents also indicated the travel distance between Deerfoot Trail and 12 Street N.E. is too short.

### If you selected “vehicle speed on McKnight Blvd.” as a current transportation issue, please explain:

- It is difficult to reach the posted speed limit due to traffic congestion (22)
- Increase the speed limit (17); of those, six respondents would like the 70 km/hour speed limit increased to 80 km/hour



- Motorists speeding through intersections to make signal (6)

**If you selected “vehicle speed on cross street” as a current transportation issue, please explain:**

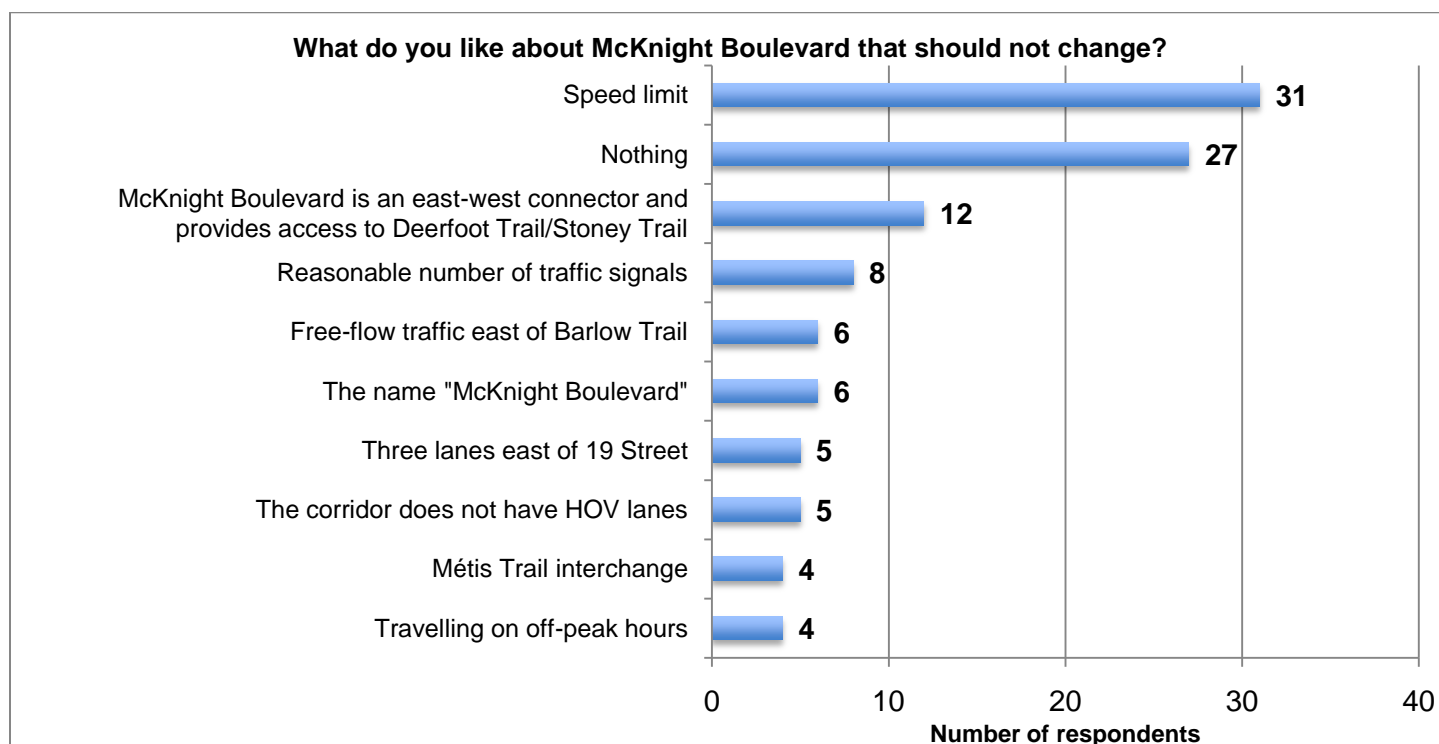
- Increase speed limit (5), of those, three respondents specifically mentioned McCall Way
- It is difficult to reach the posted speed limit due to traffic congestion (3)

**If you selected “signal timing” as a current transportation issue, please explain:**

- Signals are too short along McKnight Boulevard (56), specifically at:
  - 12 Street (15)
  - Barlow Trail (8)
  - McCall Way (8)
  - Aviation Road (5)
- Signal timings are not responsive to travel demand (20) (e.g. shiftwork commuters travelling in the early hours of the morning are often waiting at signals when there is no oncoming traffic).
- Signal timings are not synchronized across all intersections (18); of those, two respondents specifically mentioned the signals at Pegasus Way/McCall Way and McKnight Boulevard/McCall Way.

**If you selected “left turns” as a current transportation issue, which direction?**

- Eastbound McKnight Boulevard to northbound 12 Street (38)
- Eastbound McKnight Boulevard to northbound McCall Way (31)
- All intersections (7)
- Southbound Aviation Road to eastbound McKnight Boulevard (6)
- Northbound Barlow Trail to westbound McKnight Boulevard (5)
- Southbound 12 Street to eastbound McKnight Boulevard (4)
- All left turns at 12 Street (4)



### Are there any traffic operations or safety issues you would like to see addressed in this study?

Numerous respondents (46) were concerned with the poor road conditions along McKnight Boulevard, specifically many potholes, unclear road surface markings and snowdrifts coming from airport runways. Respondents also feel the short distance between Deerfoot Trail and 12 Street is unsafe (22) and would like better pedestrian/cyclist access along the corridor (18). Several respondents (14) said various merge lanes within the study area need to be addressed, specifically the merge lanes from:

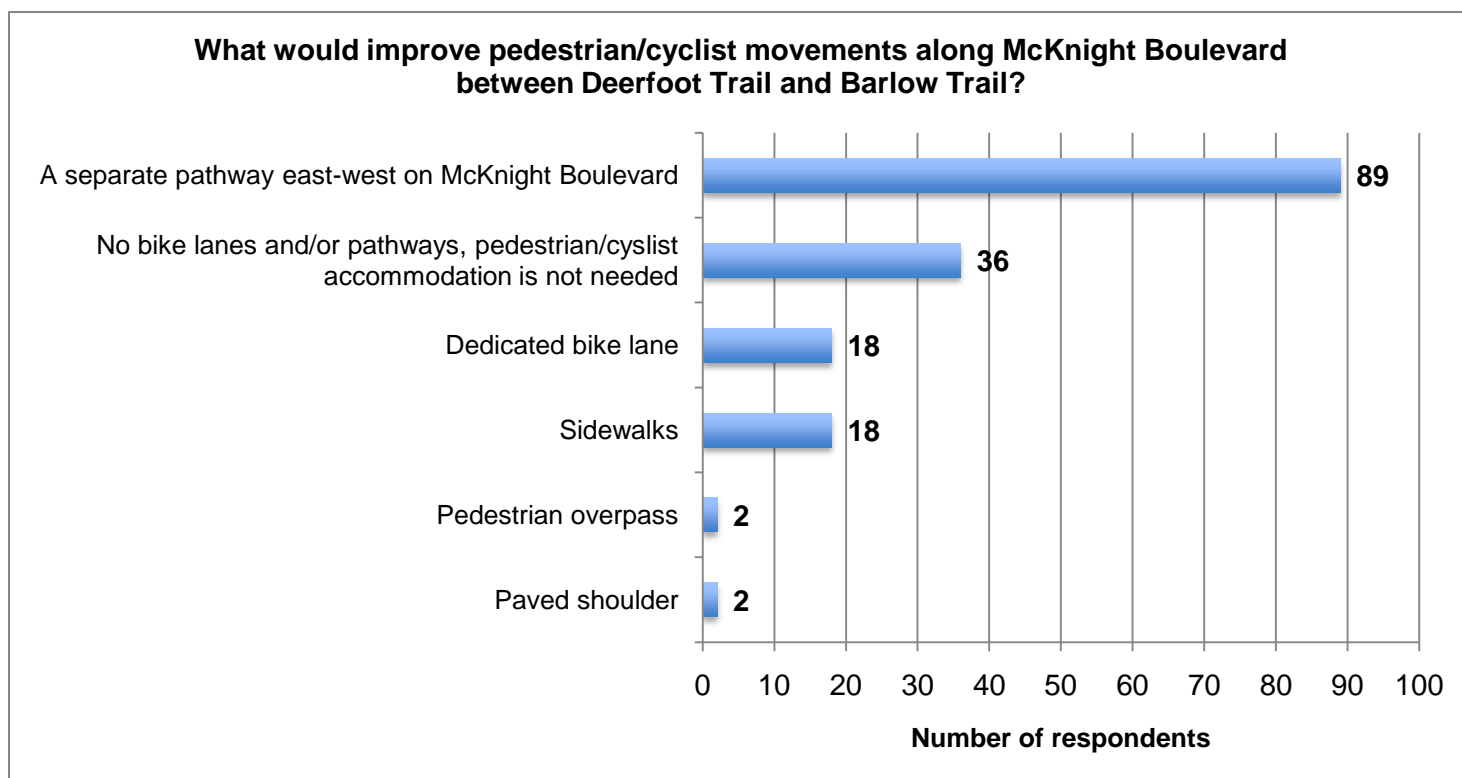
- Westbound McKnight Boulevard to northbound Deerfoot Trail (10)
- Northbound Barlow Trail to eastbound McKnight Boulevard (2)

A few respondents (6) indicated there are not enough lanes to accommodate the heavy traffic volume.

### Are there any specific improvements/upgrades to McKnight Boulevard you would like to see implemented?

Numerous respondents (74) re-iterated their concerns regarding the poor road conditions along the corridor and many respondents (61) would also like additional lanes on McKnight Boulevard. Several respondents (20) mentioned pedestrian/cyclist connectivity, specifically:

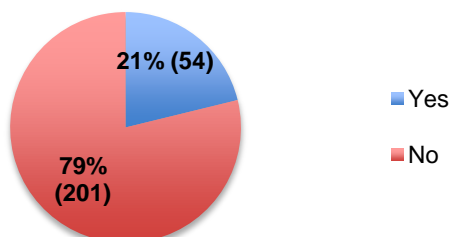
- East-west pathway along McKnight Boulevard (12)
- Pathway crossing Deerfoot Trail (3)
- Bike path south of McKnight Boulevard connecting east of Barlow Trail (3)



Of those who would like a separate east-west pathway, five respondents would like a pathway south of McKnight Boulevard and three respondents would like a pathway north of McKnight.

## High Occupancy Vehicle (HOV) lanes

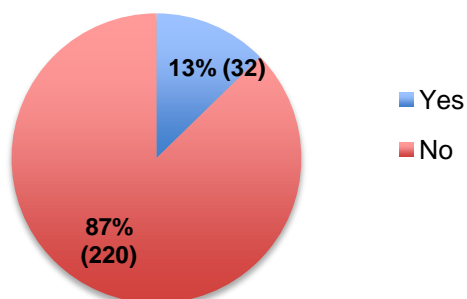
**Would you use HOV lanes if they were available?**  
(255 respondents)



The majority of respondents (201 or 79%) would not use HOV lanes if they were available.

Of those who answered yes, the majority (48) would carpool, use public transit (21) or taxis (3).

**Do you think HOV lanes are a good fit on McKnight Boulevard?**  
(252 respondents)



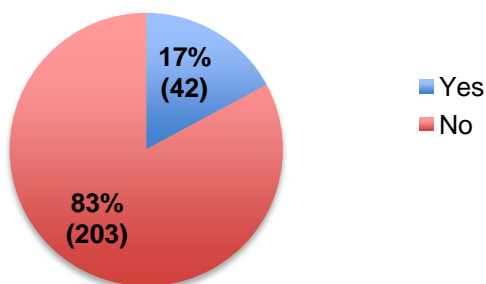
The majority of respondents (220 or 87%) do not think HOV lanes are a good fit on McKnight Boulevard because:

- Most commuters are single occupancy due to shift work at the airport or nearby businesses (77)
- There are not enough lanes to accommodate HOV (28)
- HOV would increase traffic congestion (14)
- There is no public transit along McKnight Boulevard to warrant HOV lanes (13)
- HOV is not ideal due to the number of intersections along the corridor (11)

Those who answered yes said:

- Only if an additional lane was dedicated for HOV (12)
- HOV lanes will encourage carpooling (10)

**Should the additional lane planned for McKnight Boulevard between 12 Street and 19 Street NE be used for HOV?**  
(245 respondents)



The majority of respondents (203 or 83%) said the additional lane should not be used for HOV.

## Evaluation Criteria

Evaluation criteria are used to compare and evaluate options and recommendations during the design development and decision-making processes. Respondents were asked to rate each criterion as “high” or “low”.

**Which Criteria Matters?**  
McKnight Boulevard Transportation Study

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 Parking
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

McElhanney | call 311

Onward! Align transportation planning and infrastructure investment with city and regional land use directions and implementation strategies.

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**Issue Identification**  
McKnight Boulevard Transportation Study

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

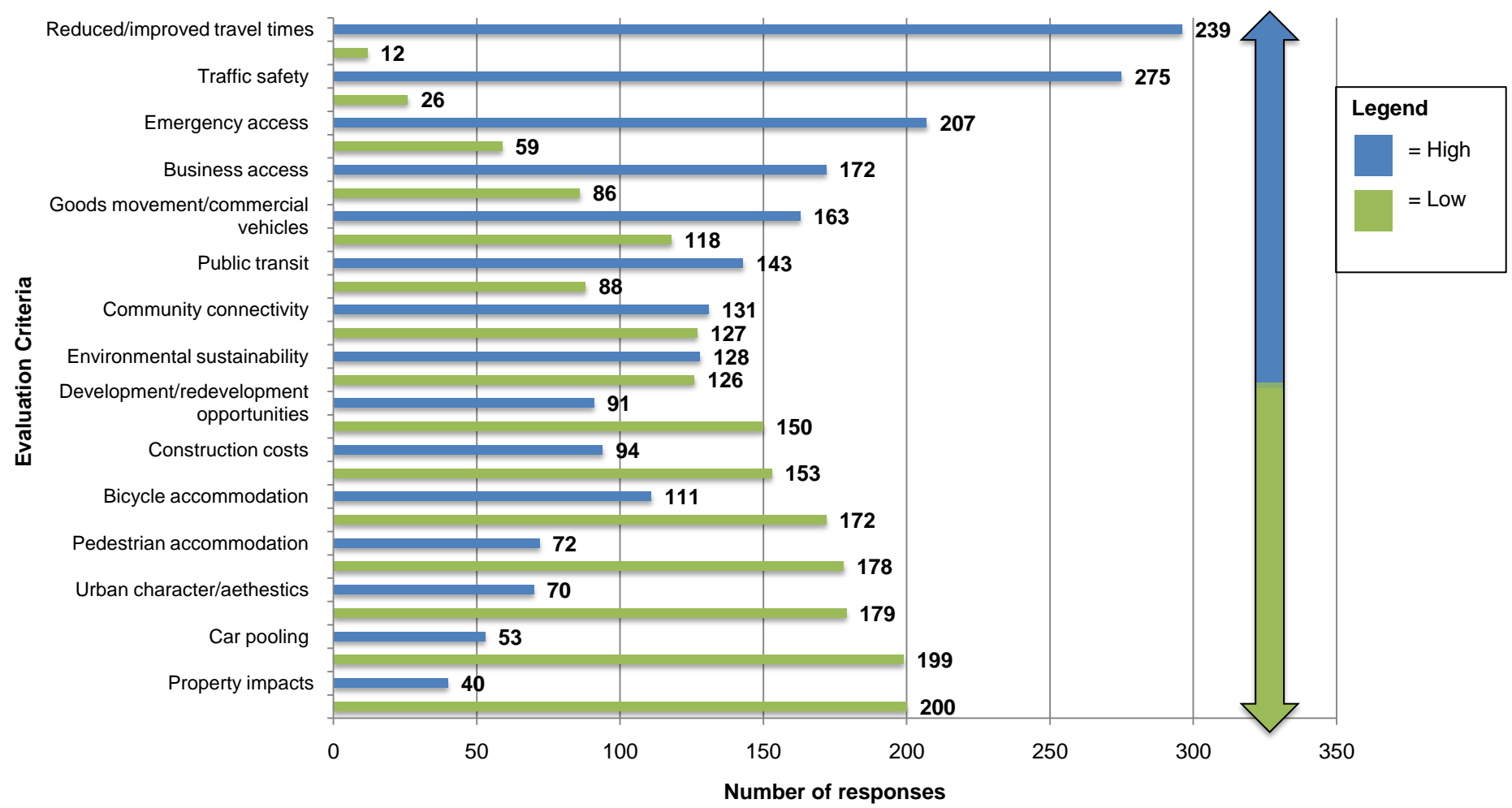
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To help us better understand what criteria matter please rate each criteria's importance as "high" or "low"



### Please explain your selections:

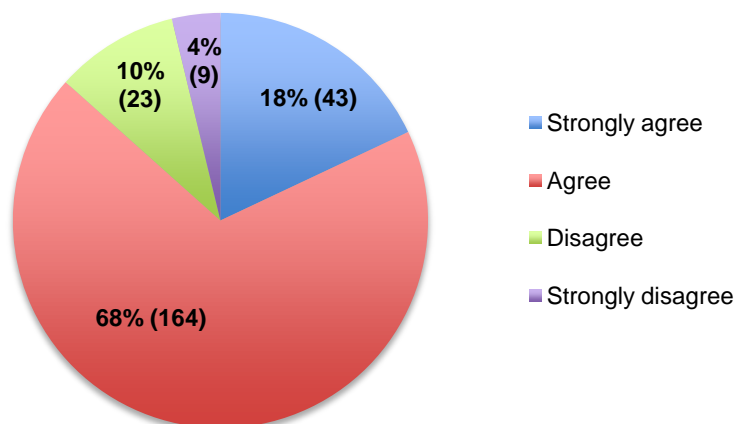
Many respondents (61) said the priority should be free-flow traffic on McKnight Boulevard. Respondents again stressed improving road conditions (21) and reducing travel times (20).

### Are there other criteria that should be included?

Some respondents (9) said improving road conditions and maintenance should be included in the evaluation process.

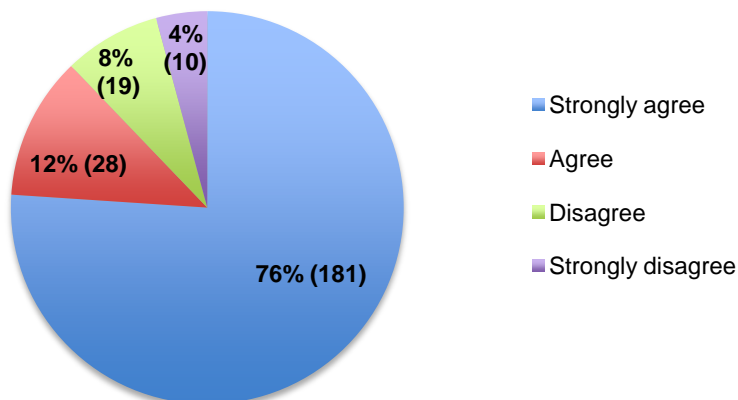
## Public Engagement Process

**The proposed engagement process provides more than adequate opportunities for input**  
(239 respondents)

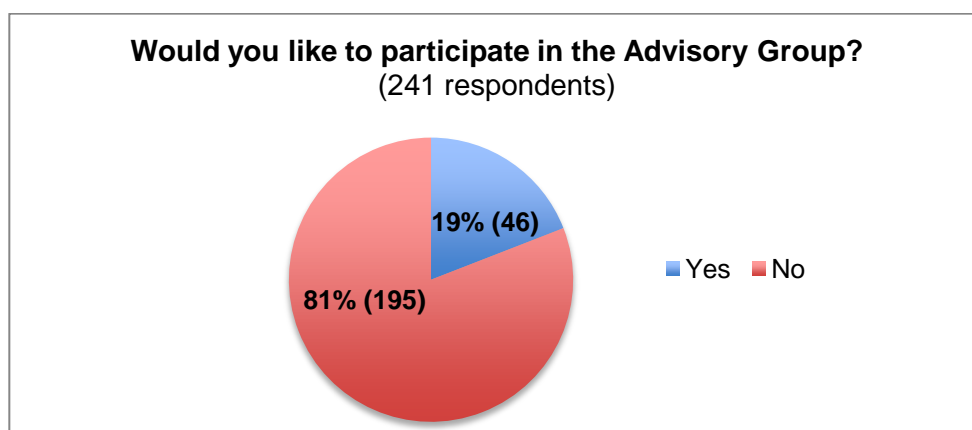


The majority of respondents (207 or 87%) *agreed* or *strongly agreed* the proposed engagement process provides more than adequate opportunities for input.

**The engagement process opportunities are taking place at appropriate stages in the study**  
(238 respondents)



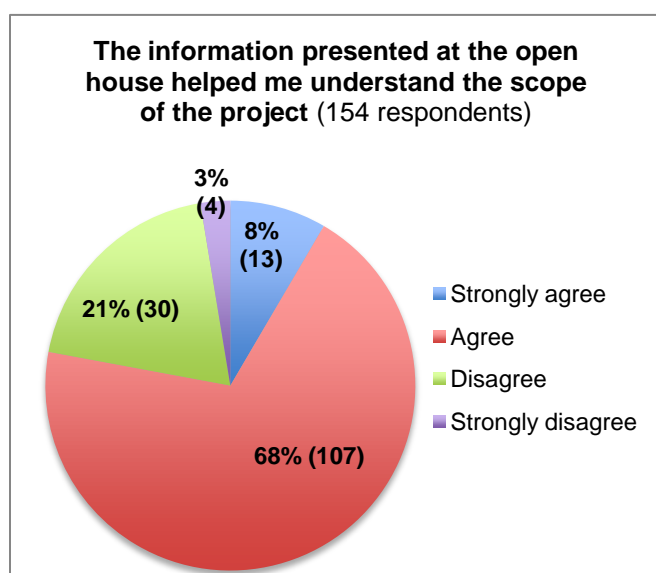
The majority of respondents (209 or 88%) *agreed* or *strongly agreed* the engagement process opportunities are taking place at appropriate stages in the study.



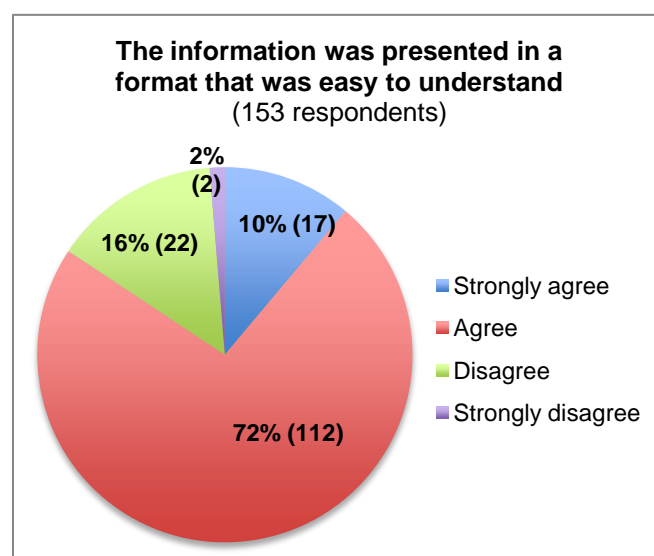
### Are there other ways you would like to provide input?

Respondents said they prefer to provide input online (10) and they would like more open house options (7). Of those, three respondents would like open houses to take place later in the evening. Several people (7) suggested more advertising for future engagement opportunities, and of those, four specifically requested media advertising.

### Public Open Houses Evaluation

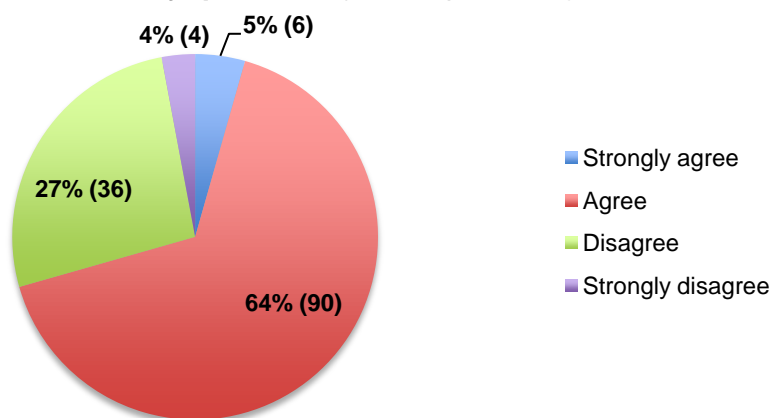


The majority of respondents (129 or 76%) *agreed* or *strongly agreed* the information presented at the open house helped them understand the scope of the project.



The majority of respondents (137 or 70%) *agreed* or *strongly agreed* the information was presented in a format that was easy to understand.

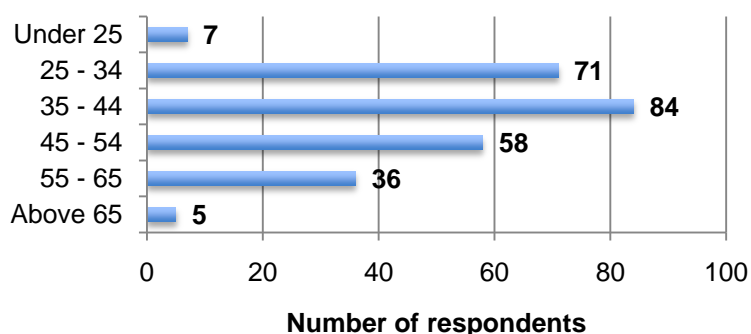
**The project team was able to adequately answer my questions (136 respondents)**



Most respondents (102 or 68%) *agreed* or *strongly agreed* the project team was able to adequately answer their questions.

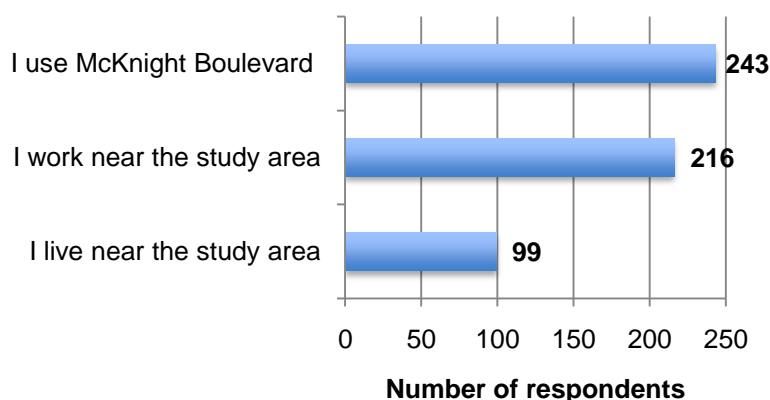
**Demographics**

**What is your age?**



Many respondents (125 or 48%) were between the ages of 25 to 44, more specifically, 32% were 35 to 44 and 27% were 25 to 34.

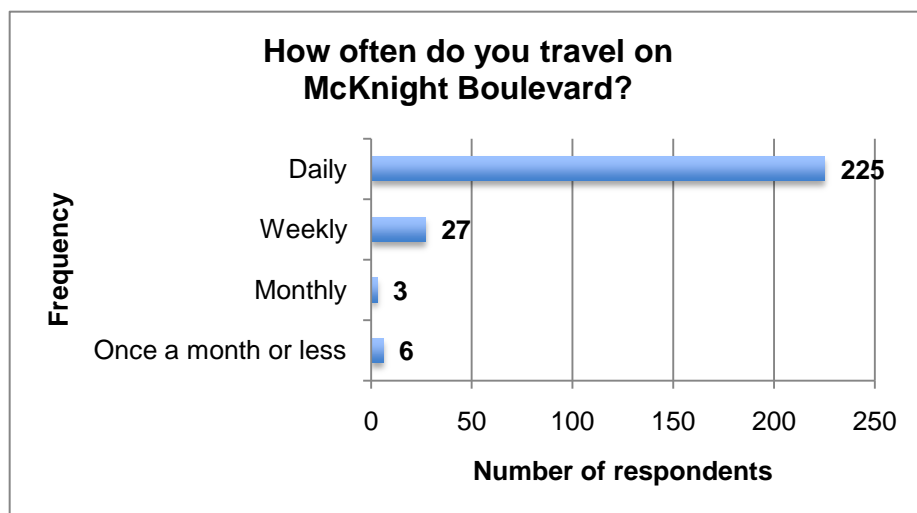
**Respondents relativity to the study area**



Many respondents (70) indicated they live and work near the study area, and a few respondents (15) use McKnight Boulevard but do not live or work near the study area.

Of those who live near the study area, the following are some of the communities listed: Thorncliffe (9), Temple (8), Saddle Ridge (7), Huntington Hills (7), Falconridge (5), Castleridge (5), Martindale (5), North Haven (5), Beddington (4), Coral Springs (3), Whitehorn (3), and Tuxedo (3).





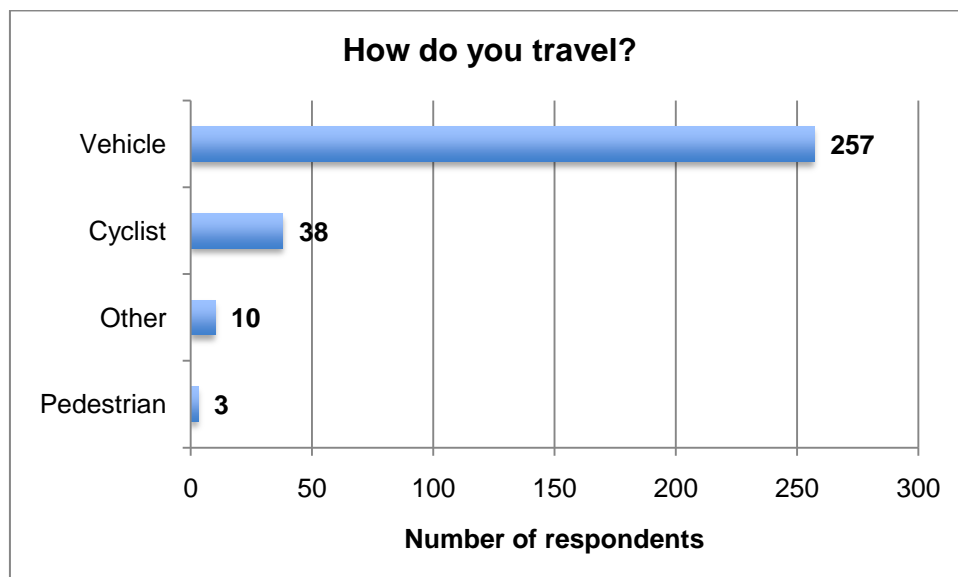
The majority of respondents (225 or 86%) use McKnight Boulevard on a daily basis.

### What is your destination or the purpose of your trip during the week?

Most respondents (211) travel to and from work during the week. Respondents also use McKnight Boulevard for personal trips (13), to go shopping (7), go to school (5), access sport/recreation facilities (5), and use the corridor for goods movement (2).

### What is your destination or the purpose of your trip on the weekend?

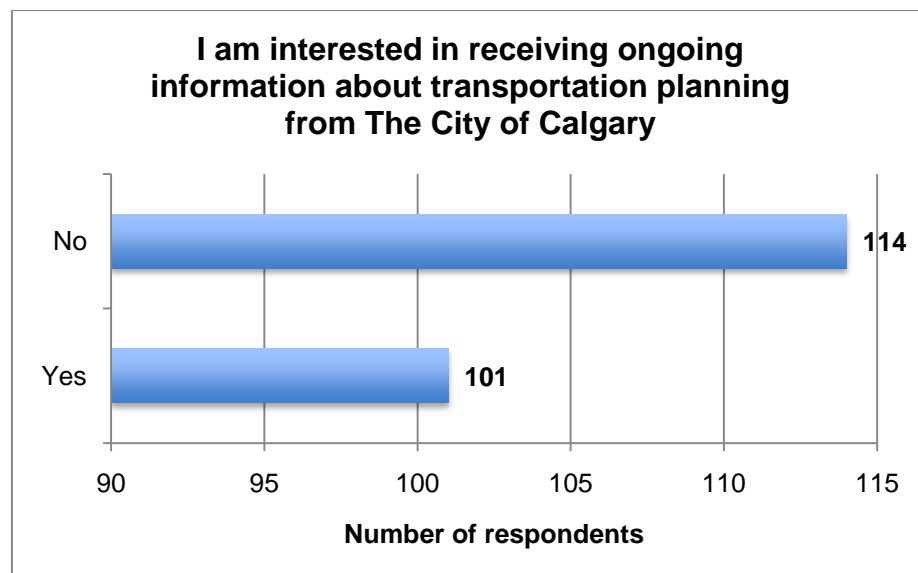
Some respondents (54) use McKnight Boulevard to travel to and from work over the weekend. Respondents also use the corridor for personal trips (46), to go shopping (38), access sport/recreation facilities (12), go to restaurants/movies (5), and as a connector when commuting out of town (4).



The majority of respondents (257 or 83%) are motorists and few travel as cyclists or pedestrians.

The respondents who selected other (10 or 3%) mostly travel via public transit or taxi.

## The City of Calgary communication



The majority of respondents (114 or 53%) are not interested in receiving ongoing communication about transportation planning from The City of Calgary.

## Conclusions

- The main transportation issue identified across all intersections (12 Street, Aviation Road, 19 Street/McCall Way and Barlow Trail) is traffic congestion (631 responses)
- Many respondents (197 mentions) are concerned with the poor road condition of McKnight Boulevard.
- Respondents like the speed limit on McKnight Boulevard (31)
- Many respondents (89) would like a separate east-west pathway to accommodate pedestrians and cyclists
- The majority of respondents would not use HOV lanes if they were available (79%), do not think HOV is a good fit on McKnight Boulevard (87%), and do not think the additional lane planned between 12 Street and 19 Street should be used for HOV (83%)
- The evaluation criteria most frequently rated of high importance were *reduced/improved travel times* (239), *traffic safety* (275), and *emergency access* (207)
- The evaluation criteria most frequently rated of low importance were *property impacts* (200), *carpooling* (199), and *urban character/aesthetics* (179)
- The majority of respondents (87%) *agreed* or *strongly agreed* the engagement process provides more than adequate opportunities for input
- The majority of respondents (88%) *agreed* or *strongly agreed* the engagement process opportunities take place at appropriate stages in the study
- The majority of respondents (225) use McKnight Boulevard on a daily basis and most respondents (211) travel to/from work during the week
- The majority of respondents (257) travel on McKnight Boulevard by vehicle