

RESTRICTED TIMES FOR SHAGANAPPI TRAIL NW TRUCK ROUTE

EXECUTIVE SUMMARY

Shaganappi Trail, north of Stoney Trail, was added to the truck route network in 2015 January and is an important arterial street for moving people and commercial goods. This network connection has helped balance the volume of truck traffic that previously was centred around 85 Street NW and Symons Valley Road NW.

Traffic studies confirm that the volume of vehicles, including trucks, on this section of Shaganappi TR on weekends is lower than similar routes in the area, and there were no reported collisions that involved pedestrians or commercial vehicles. Commercial business operators believe that weekend restrictions on truck movement on Shaganappi Trail would have a negative impact on their business, and would push the issue of truck traffic over to other routes and their neighbouring communities.

With due consideration of current conditions, community and economic impact, and the approval of the Glacier Ridge development, Administration does not recommend creating restrictions to commercial truck traffic on Shaganappi Trail.

ADMINISTRATION RECOMMENDATION(S)

That the Standing Policy Committee (SPC) on Transportation and Transit recommend that:

1. Council receive this Report for information;
2. Administration carry out an in-house safety review of this section of Shaganappi Trail, and implement any changes that can be incorporated within existing resources, and;
3. The affected location in the community of Sherwood, where traffic noise levels are above the recommended level, be submitted as a candidate for the Noise Barrier Retrofit Program for a future sound wall.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 OCTOBER 12:

That the Administration Recommendations contained in Report TT2016-0831 be approved.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2014 April 28 Council passed a Notice of Motion (NM2014-19) which directed "Administration to investigate the benefits of adding Shaganappi Trail, north of Stoney Trail, to the network of truck routes listed in the Truck Route Bylaw 60M90".

On 2014 December 17 the SPC on Transportation and Transit supported the recommendations presented in report TT2014-0931 to add the section of Shaganappi Trail that is north of Stoney Trail to the truck route network.

On 2015 January 12 Council gave three readings to Bylaw 2M2015 amending the Truck Route Bylaw 60M90 to add Shaganappi Trail NW (from Stoney Trail North to the North City Boundary) to the truck route network.

RESTRICTED TIMES FOR SHAGANAPPI TRAIL NW TRUCK ROUTE

On 2016 July 25 a Notice of Motion titled “Restricted Times for Shaganappi Trail NW Truck Route” (NM2016-July 21) was submitted to Council as an item of urgent business, which directed “Administration to close said truck route to truck traffic for the period of 6:00pm Friday to 6:00am Monday, and to carry out all steps necessary to enact such a restriction in order to preserve both public safety and quality of life during this period”. Council referred this matter to Administration to study and consider the volume of traffic on Shaganappi TR NW and consult with affected stakeholders for a report to the 2016 October 12 Regular Meeting of the SPC on Transportation and Transit (Attachment 1).

BACKGROUND

Establishing Truck Routes

Goods movement by the trucking industry is a key component to the economic prosperity of the City of Calgary. As the City expands it is important to maintain an efficient truck route network to keep pace with growth and demand for materials and commercial goods of all kinds. Roads and Transportation Planning work together to recommend additions or changes to the truck route network. Transportation Planning uses an established warrant study for the evaluation of truck routes. The evaluation looks at ten factors, each scored out of ten, to arrive at a total warrant score with a maximum of 100 points. 55 points is the threshold to recommend a route to be added to the network.

The warrant study conducted in 2014 for this section of Shaganappi Trail received a score of 80 points, including full points for Traffic Safety (roadway condition and collision rates) and Noise Attenuation (met development guidelines). Other factors that were considered in the recommendation were that Shaganappi Trail, south of Stoney Trail to Bowness RD NW, was already an established truck route, and the interchange at Shaganappi Trail and Stoney Trail were constructed to accommodate the efficient movement of heavy trucks.

Changes to the truck route network, including new routes or travel restrictions, require an amendment to the Truck Route Bylaw 60M90.

The Truck Route Committee

The City of Calgary established a Truck Route Committee in 2007, as directed by Council’s Truck Route Network Development Policy (TP005). The committee meets 9 times per year to review truck routing, share information on commercial goods movement, and discuss concerns that arise from residents, communities and industry regarding the use of the truck routes. Current membership includes representation from private industry involved in the mining and production of gravel, the Canadian Home Builders Association-Urban Development Institute, the Alberta Motor Transportation Association and the Government of Alberta. The City of Calgary business units represented include Roads, Transportation Planning, Calgary Growth Strategies, Waste & Recycling Services, the Calgary Fire Department and the Calgary Police Service.

RESTRICTED TIMES FOR SHAGANAPPI TRAIL NW TRUCK ROUTE

The Truck Route Committee previously established an agreement with the sand and gravel producers in NW Calgary to voluntarily limit their use of 85 Street NW to address issues of congestion, and instead use Sarcee Trail, Shaganappi Trail and Symons Valley Road to gain access to Stoney Trail.

Approved Glacier Ridge Plan for Shaganappi Trail

The Glacier Ridge Area Structure Plan (GRASP) was approved by Council in 2015 December, with a land area of 1290 hectares that will accommodate 58,800 people and 10,900 jobs. The north limit of the plan area is currently the municipal boundary north of Shaganappi Trail, however the Intermunicipal Development Plan between the City and Rocky View County identified an additional 15 sections of land to the north for future annexation and development by the City. Maps of the GRASP area may be found in Attachment 2.

This GRASP established the following functions for Shaganappi Trail between 144th Avenue NW and the north City limit:

- High Load Corridor Truck Route to connect to the Province's existing High Load Corridor on Highway 772
- High Occupancy Vehicle (HOV) lanes to connect to the HOV lanes south of Shaganappi Trail currently identified in the Calgary Transportation Plan
- Arterial street connection to Stoney Trail

The future Symons Valley Road closure and conversion to a pathway depend on Shaganappi Trail assuming the truck route and high load corridor functions. This route will function best if the truck route and high load corridor designation are extended from Glacier Ridge to Stoney Trail, so that commercial and oversized vehicles have fewer turns to make at intersections.

Reclassification of Shaganappi Trail

Shaganappi Trail, north of Stoney Trail, was originally planned to be an Expressway, which operate at speeds of 70 kilometres per hour or greater, and have limited access to adjacent developments and communities. It was reclassified by Council in 2008 May 12 to a Major (Arterial) Street, as an amendment to the Symons Valley Community Plan (CPC2008-061). This change was intended to reduce vehicle speeds and make the roadway less of a barrier between communities. While it narrowed the width of the roadway area from 120 metres to 51 metres, and eliminated the need to build two interchanges, it also allowed properties to be built closer to the road as well.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Traffic Volume and Sound Study

Shaganappi Trail is classified as an Arterial Street. Arterials provide a reasonably direct connection between multiple communities and major destinations and typically carry between 20,000 and 35,000 vehicles per day. Transportation Planning conducted weekend studies on the three primary arterial streets in this northwest area of the City – Sarcee Trail, Shaganappi Trail and Symons Valley Road – to measure traffic volume, vehicle classification and sound levels. The studies took place over three weekends in August and September (Attachment 3).

RESTRICTED TIMES FOR SHAGANAPPI TRAIL NW TRUCK ROUTE

Weekend traffic volume for Shaganappi Trail averaged 14,292 vehicles per day, which was half the volume of vehicles recorded on Sarcee Trail and Symons Valley Road. The total number of trucks on Shaganappi Trail, over four weekend days, was 1468. This represents 53% less truck traffic than Sarcee Trail (2251), but 24% higher than Symons Valley Road (1183).

Sound measurements of vehicle traffic on Shaganappi Trail were taken in the community of Kincora from a property that backs onto the roadway. The sound levels were within The City's recommended standard for road design. However, sound measurements taken in the community of Sherwood did exceed the recommended levels. This location area will be submitted as a candidate for The City's established Noise Barrier Retrofit Program. This program constructs concrete walls to reduce traffic noise.

Traffic Incident and Enforcement Review

The Calgary Police Service reviewed data for both collisions and violations on this section of Shaganappi Trail for the period of January 1, 2016 to July 31, 2016. 18 collisions were reported on this segment of the street, and none involved commercial vehicles. 495 tickets were issued during this period, mostly for speeding violations. While the speeding violations could include a number of commercial vehicles, as that data is not captured, there were no violations issued under the Commercial Vehicle Safety Regulations of the Traffic Safety Act during this period (Attachment 3).

Stakeholder Engagement, Research and Communication

The City's Truck Route Committee reviewed and discussed the proposed weekend restrictions to truck traffic on Shaganappi Trail. The Committee was not supportive of the restrictions. Loblaw's, RioCan Management Inc., Lafarge, Standard General and Burnco submitted letters to the Truck Route Committee voicing their opposition to the proposed weekend restrictions for trucks.

Administration met with the Presidents of the Kincora and Sherwood Community Associations (CA) regarding the proposed restrictions and what impact they may have. Sherwood CA was supportive of weekend restrictions as some residents have complained about noise from trucks. However, Kincora CA was opposed as restrictions would just move additional truck traffic to Sarcee Trail and Symons Valley Road, which also borders their community.

A summary of the stakeholder engagement, including written submissions, are provided in Attachment 4.

Strategic Alignment

The recommendations in this report align with the Calgary Transportation Plan:

- Transportation Goal 1: Align transportation planning and infrastructure investment with city and regional land use directions and implementation strategies;
- Transportation Goal 5: Promote economic development by ensuring efficient goods movement and labour force mobility; and
- Transportation Goal 7: Ensure transportation infrastructure is well managed.

RESTRICTED TIMES FOR SHAGANAPPI TRAIL NW TRUCK ROUTE

The process to evaluate and manage the City's truck route network does align with Council's policy on Truck Route Network Development (TP005).

Social, Environmental, Economic (External)

Truck routes permit the efficient flow of truck traffic, which is an essential component of Calgary's economic prosperity. Safety is optimized when commercial vehicles operate on roads that have been designed to accommodate them. Efficient movement of trucks and commercial vehicles leads to reduced traffic and idle times. Established truck routes also help to enhance liveability in communities where truck volumes are high.

Financial Capacity

Current and Future Operating Budget:

The cost of producing this report as an urgent matter of business, requiring traffic and sound studies not previously scheduled or budgeted for, was approximately \$16,000. These costs will be absorbed in the current operating budget for Roads and Transportation Planning. This report does not have any impact on future operating budgets.

Current and Future Capital Budget:

Adding the affected Sherwood properties as a candidate project for the Noise Barrier Retrofit Program will increase demand for future capital from that program budget.

Risk Assessment

The addition of Shaganappi Trail (north of Stoney Trail) to the truck route network in 2015 January was supported by an established evaluation process used by Transportation Planning. The traffic volume studies and sound level studies conducted in 2016 August and September for this report also followed established evaluation processes. As such, the recommendation to leave the route unchanged is considered to have an acceptable level of risk.

REASON(S) FOR RECOMMENDATION(S):

Shaganappi Trail, and the interchange at Shaganappi Trail and Stoney Trail, have been designed for the efficient movement of people and commercial goods. Traffic volume studies concluded that overall traffic volume, including commercial vehicles, is less than similar routes in the north-west area. However, as concerns regarding safety on this truck route were brought forward, an in-house safety review is recommended. Any adjustments or changes would be implemented within existing budgets and resources.

The City has a recommended sound level standard for road design. As the sound study found that an area of Sherwood community now exceeds this standard, it should be submitted as a candidate for a future sound wall through The City's established Noise Barrier Retrofit Program.

ATTACHMENT(S)

1. Notice of Motion – Restricted Times for Shaganappi Trail NW Truck Route
2. Maps of Glacier Ridge Area Structure Plan, December 2015
3. Investigative Studies for Shaganappi Trail NW (north of Stoney Trail)
4. Stakeholder Engagement Summary and Submissions