

## South Shaganappi Study

Standing Policy Committee on Transportation and Transit

TT2018-0822

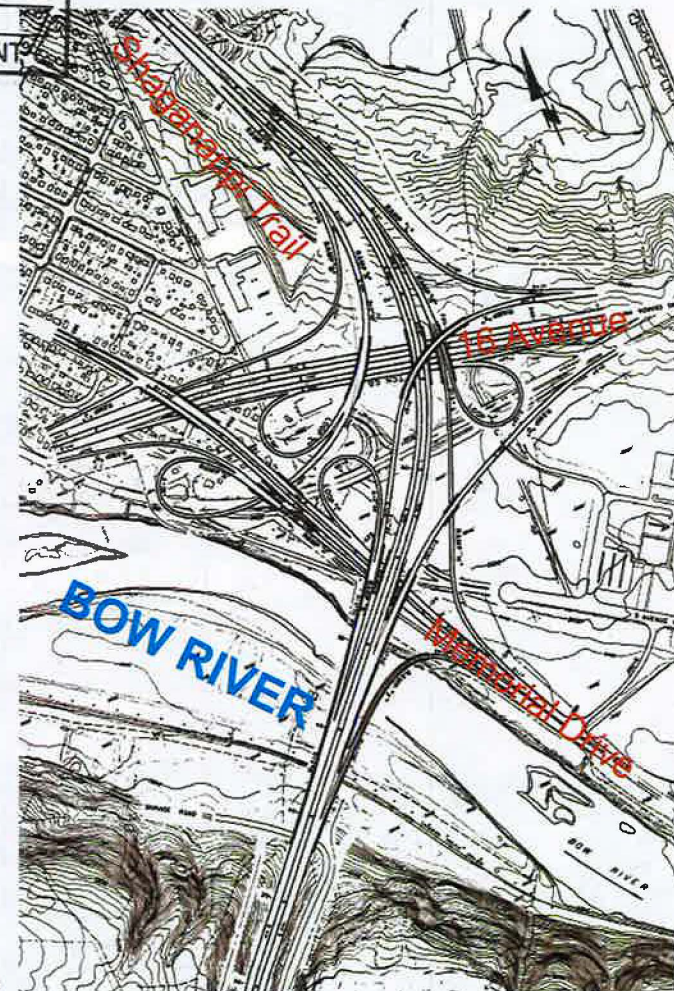
July 19, 2018





## Previous Council Direction

- 1977 Functional Plan
- 2009 Calgary Transportation Plan
- 2014 Transportation Corridor Study Policy
- 2015 Shaganappi Trail Corridor and High Occupancy Vehicle (HOV) Study



1977 Plan

Recommendations north of 16th Ave. to 40th Ave.



(north of 40th Ave., the multiuse pathway changes to a bike lane on the frontage road.)

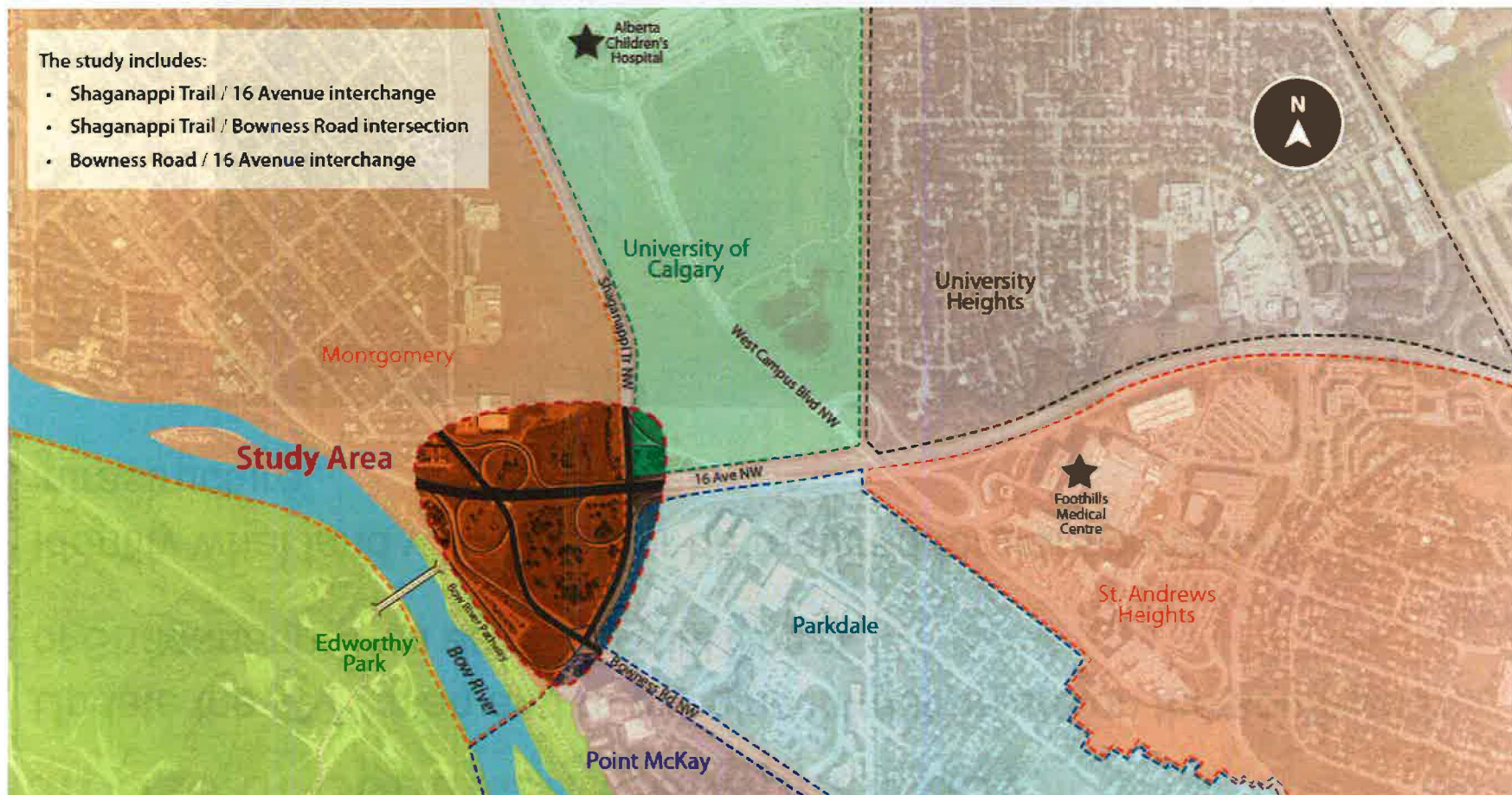
## Purpose of South Shaganappi Study

- Update the 1977 plan and re-imagine infrastructure on the south end of Shaganappi Trail as an Arterial Street
- Identify what land will no longer be required for transportation infrastructure

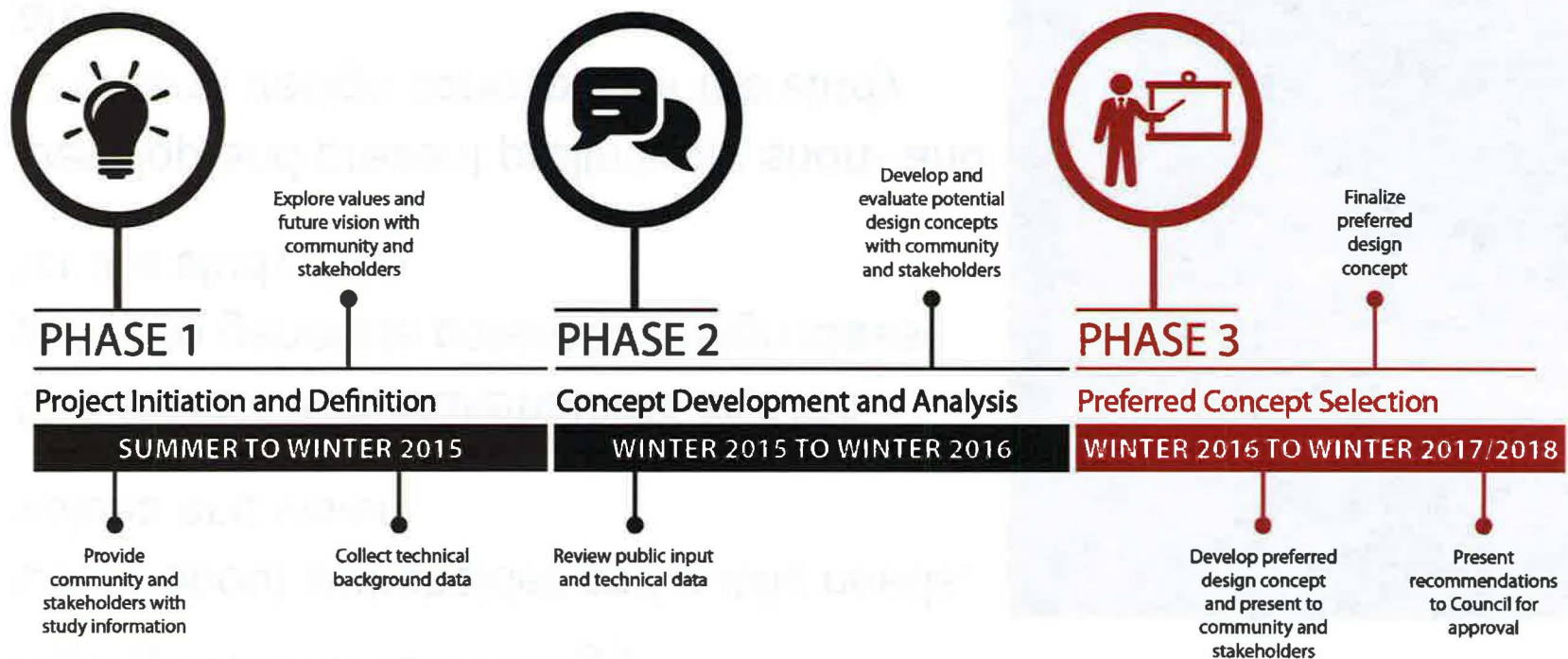




# Study Area and Scope



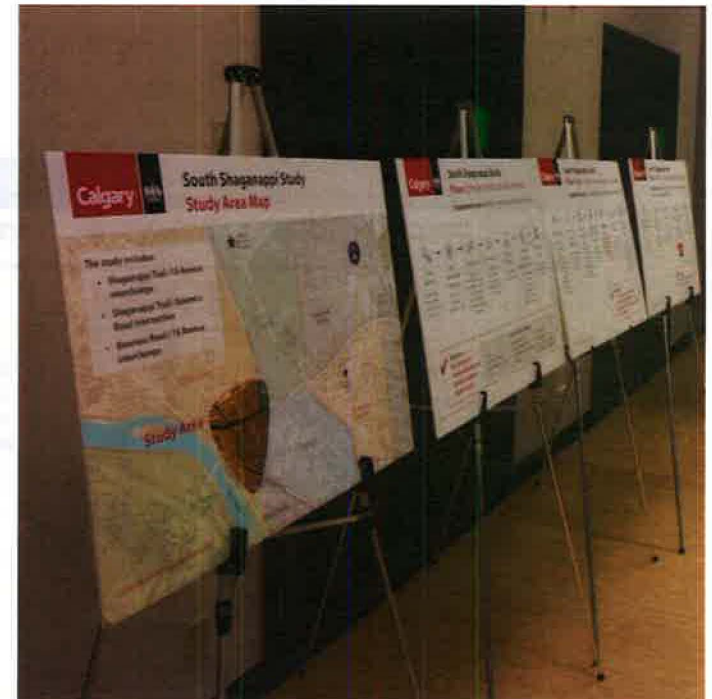
# Study Process





## Engagement Strategy

- Learn about stakeholder and public needs, values and vision
- Collaborate with stakeholders and the public to generate potential design ideas for the study area
- Develop and present preliminary short- and long-term design concepts for the study area
- Review and refine short- and long-term recommended plans with stakeholders and the public



## Concept Idea Generation



- Design idea workshop
- Attendees generated drawings of potential study area designs





## What We Heard

- Safety
- Accessibility
- Traffic flow & connectivity
- Pedestrian & bicycle access
- Community connectivity
- Land use - parks, pathways and parking lots

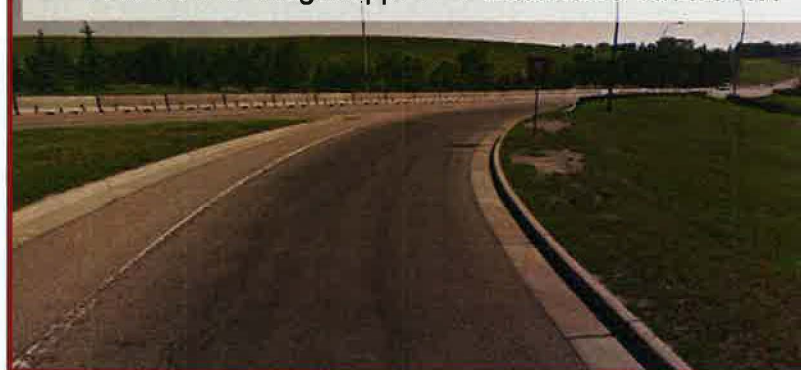




## Technical Considerations

- Safety Review
- Alignment with Main Streets in Montgomery
- Development in the NW
- Crowchild Trail Study Recommendations
- Analysis of existing and forecasted future traffic volumes
- Pedestrian and bicycle connectivity

Southbound Shaganappi Tr → Eastbound 16 Ave NW



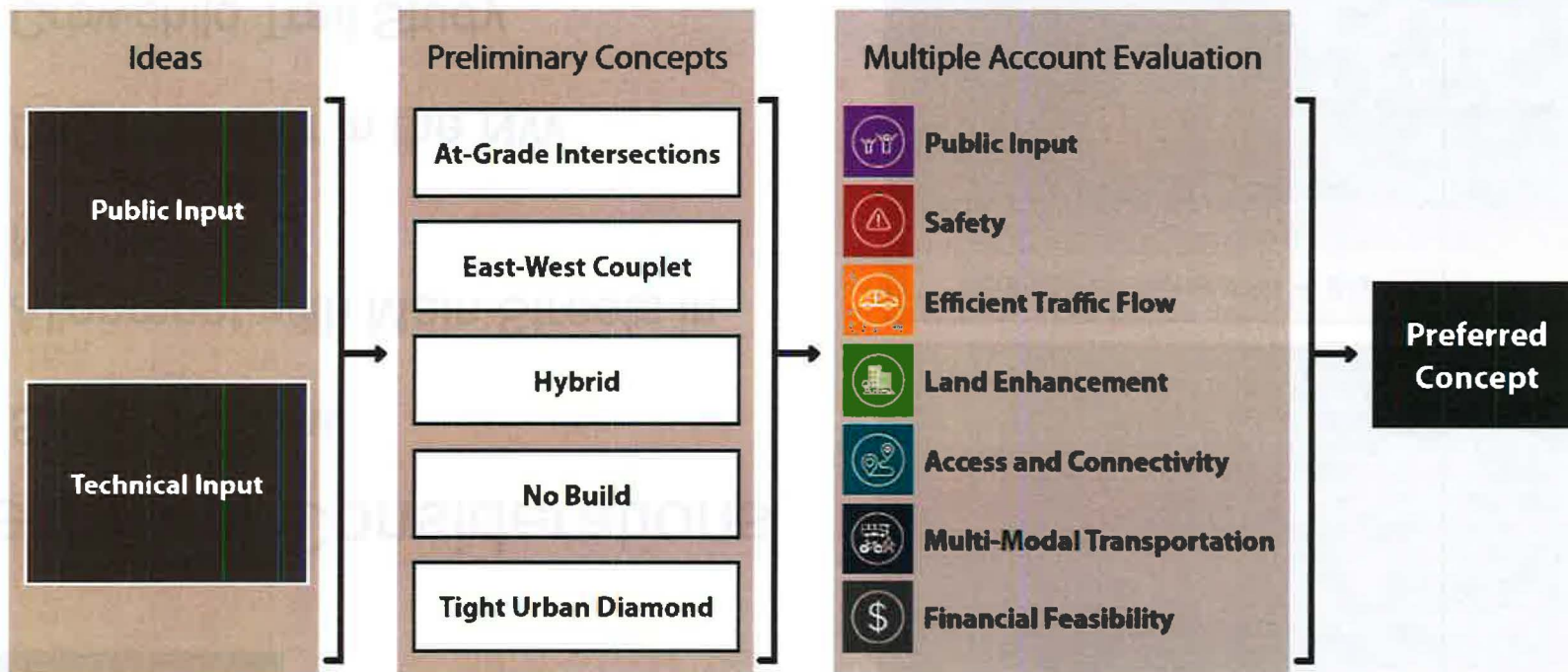
Northbound Bowness Rd → Westbound 16 Ave NW



Southbound Bowness Rd → Eastbound 16 Ave NW



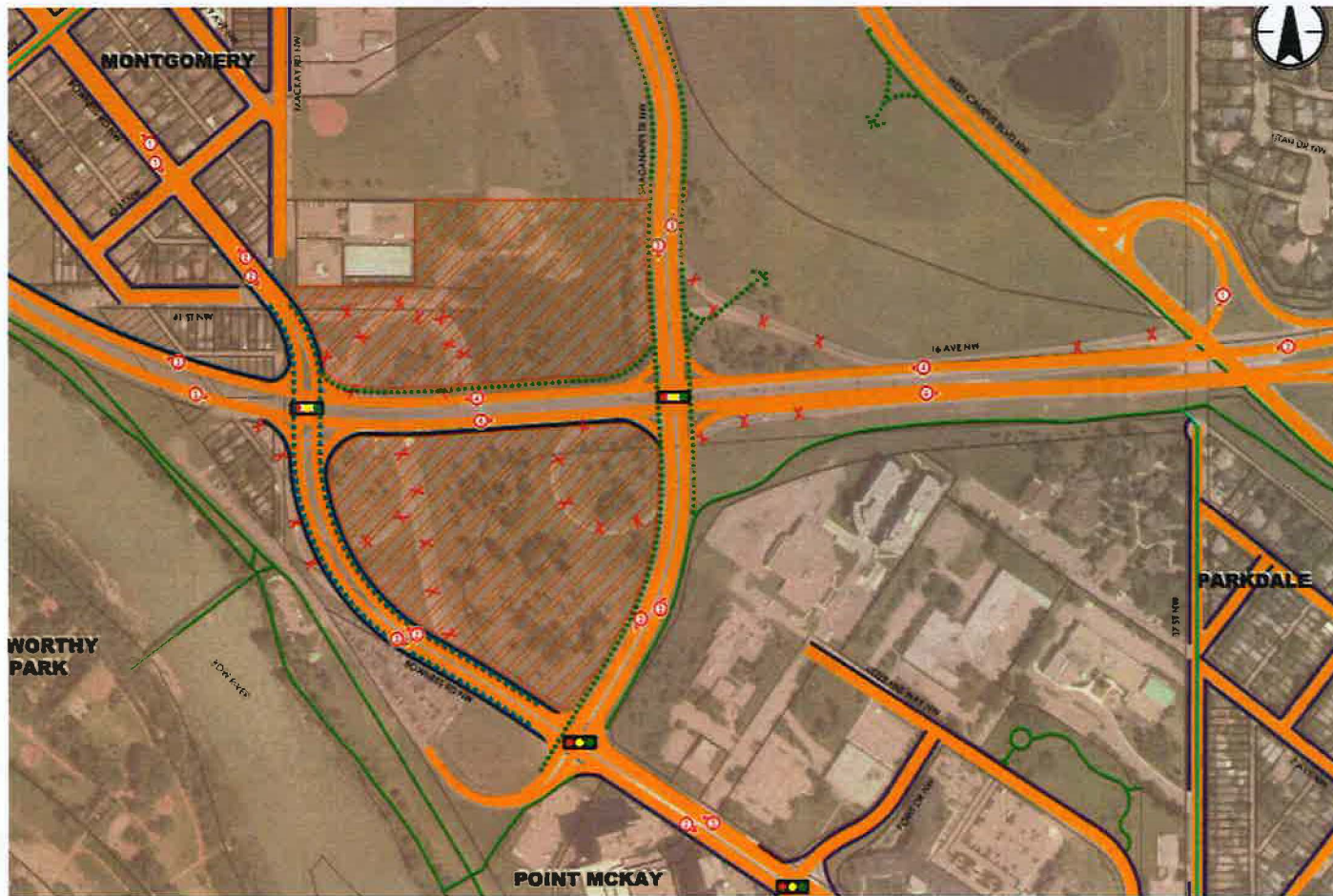
# Concept Evaluation Process





# Preliminary Concepts

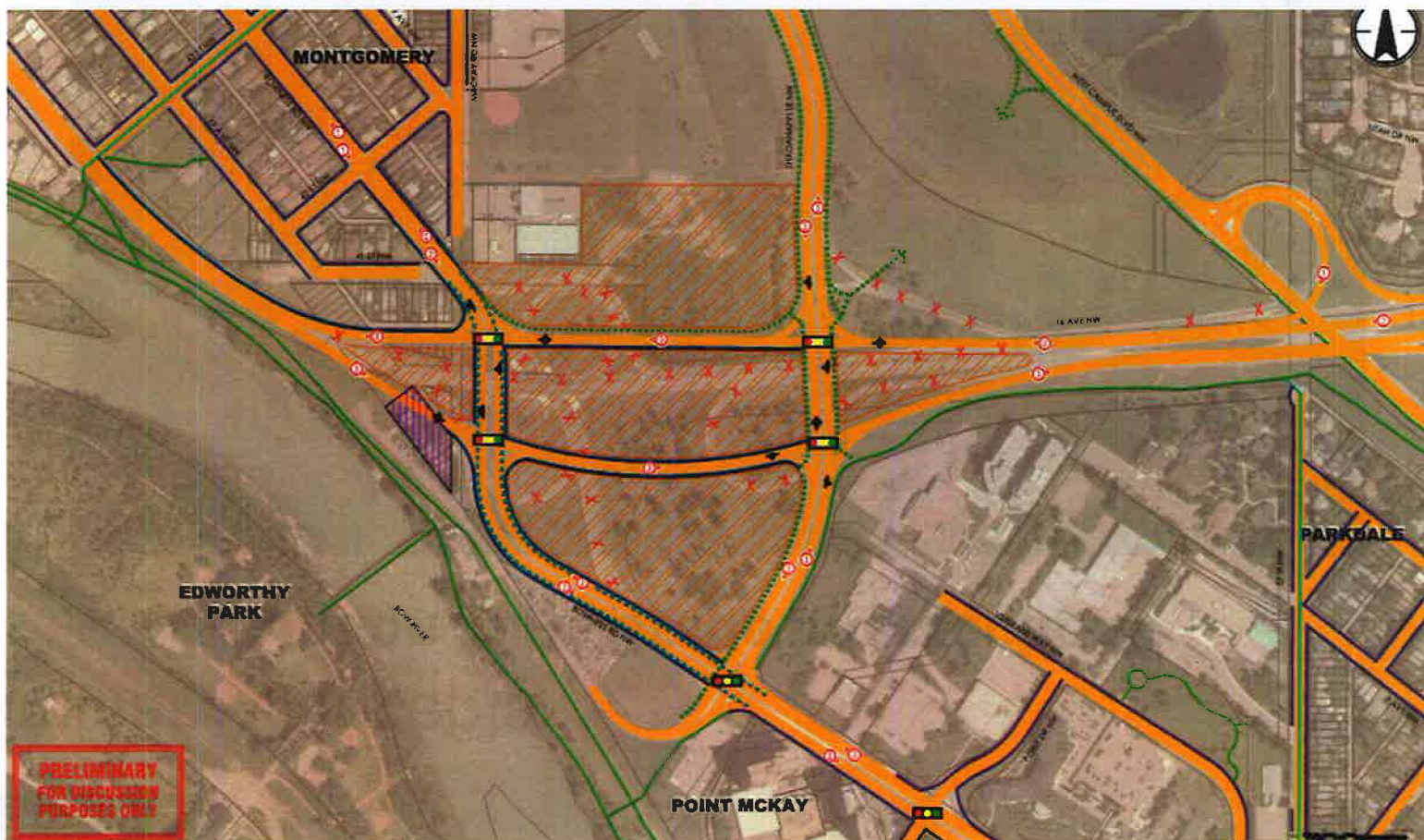
## Option 1: At Grade Intersections





# Preliminary Concepts

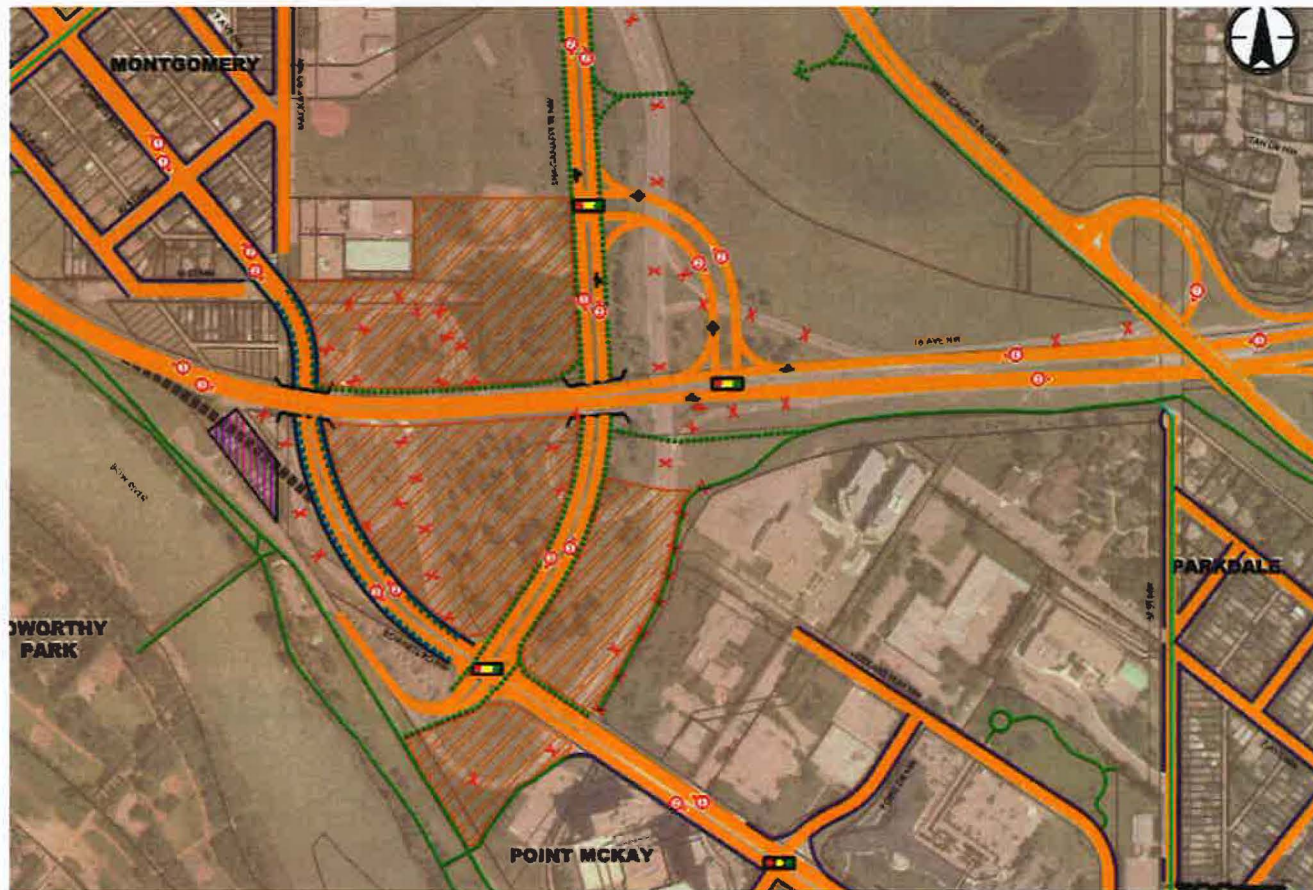
## Option 2: East West Couplet





# Preliminary Concepts

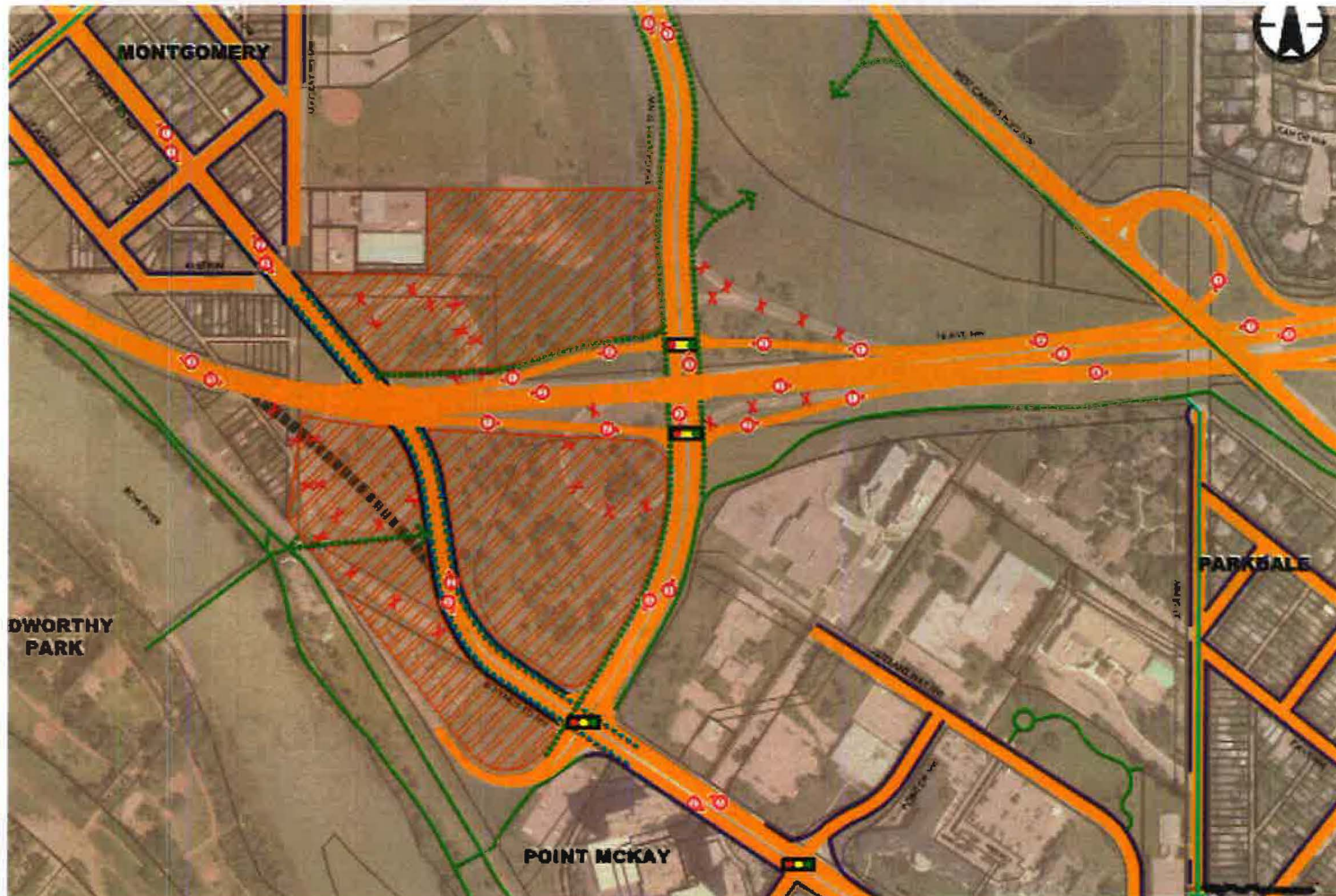
## Option 3: Hybrid





## Preliminary Concepts

### Option 4: Tight Urban Diamond





## Preliminary Concepts

### Option 5: No Build (do nothing)





# Technical and Public Evaluation: Overall Rankings

## Results

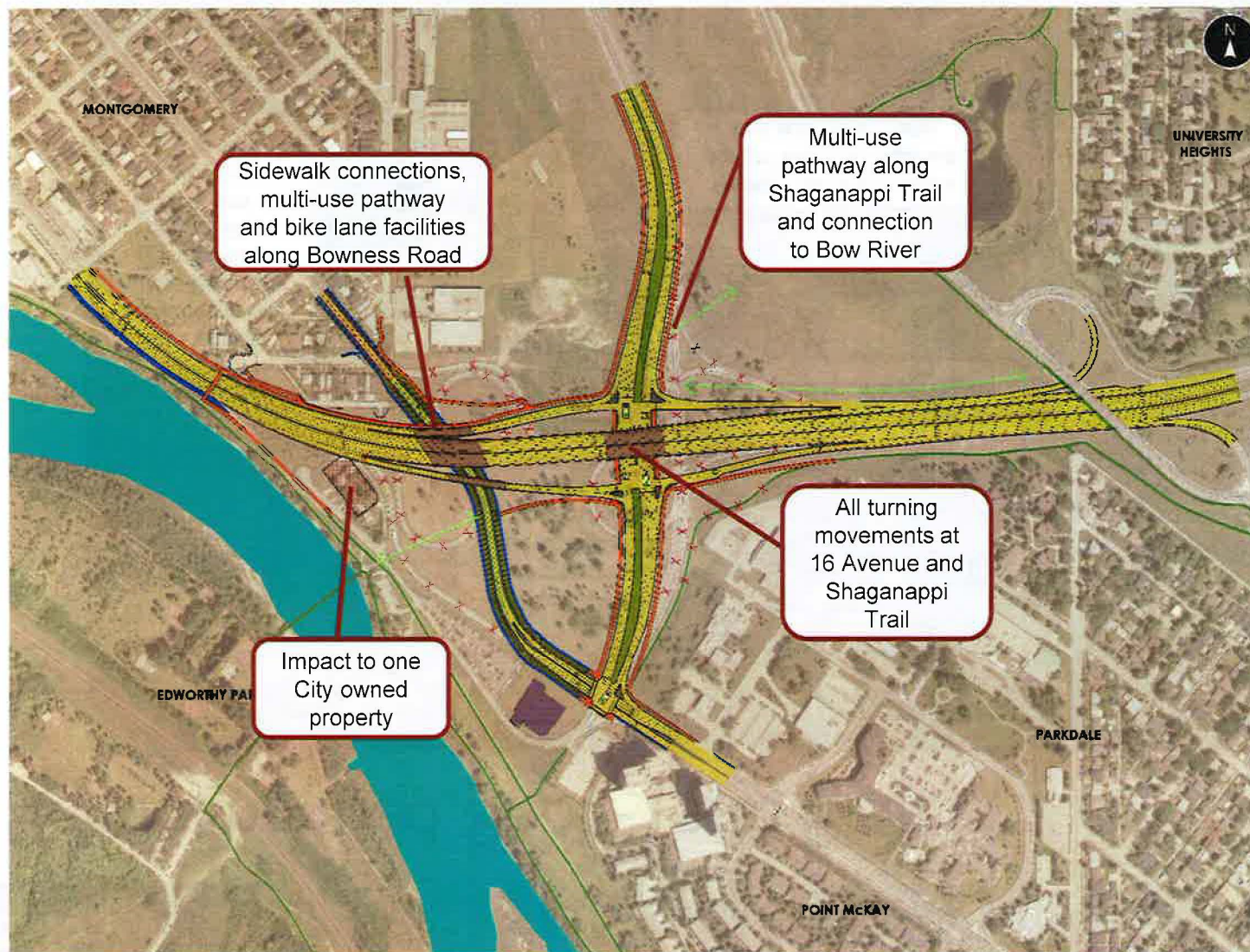


## Outcome:

The Tight Urban Diamond is the preferred concept because it best meets the technical evaluation criteria, community values and project objectives.

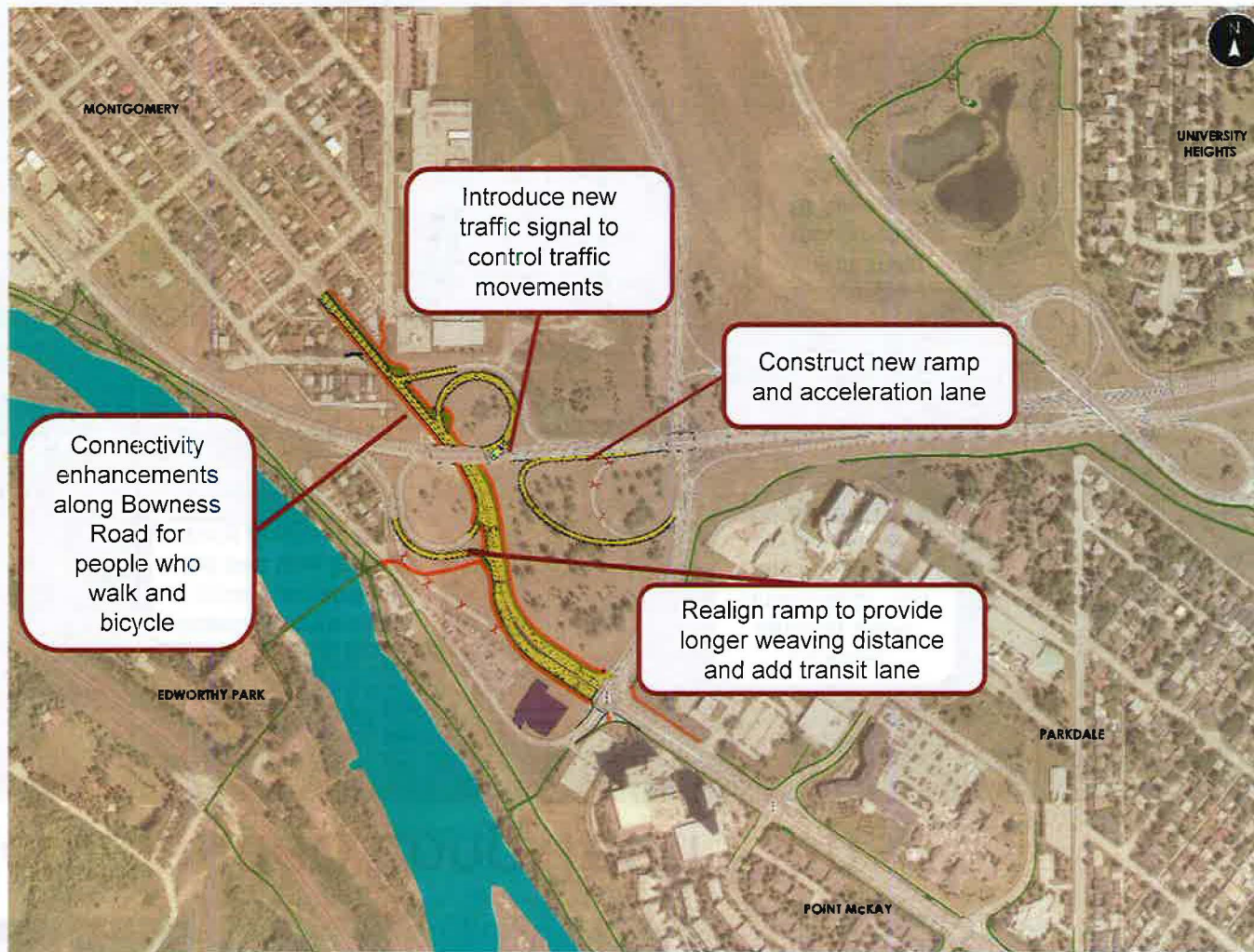


## Recommended Long-Term Plan





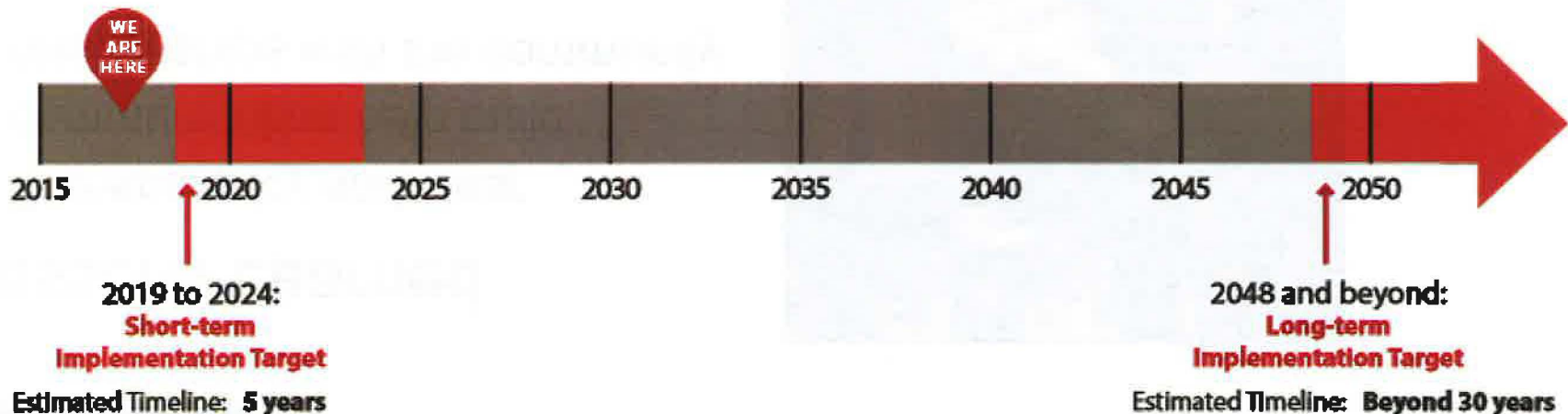
## Recommended Short-Term Plan





## Estimated Costs and Timeline

- A Class 5, high level cost estimate for the short-term plan is approximately \$3.8 Million. This plan could be implemented within five years, after the Bowness Road Main Street project is implemented.
- A Class 5, high level cost estimate for the long-term plan is approximately \$105 Million. The plan can be implemented in 20 to 30 years and beyond.





## Lessons Learned

- Transparency and clear communication help build relationships with the community
- Be mindful of Community Leaders' time and commitment, and opportunities for coordinated City events
- Bringing technical experts together with stakeholders and the public helps to create design options that are reflective of community needs and values







## **Recommendation(s):**

That the SPC on Transportation and Transit recommends that Council:

1. Approve the South Shaganappi Study report and the recommended short-term and long-term plan, as shown in Attachments 2 and 3.
2. Direct Administration to include the recommended short-term plan in the One Calgary Capital Budget process for the fall of 2018.





Thank you!