



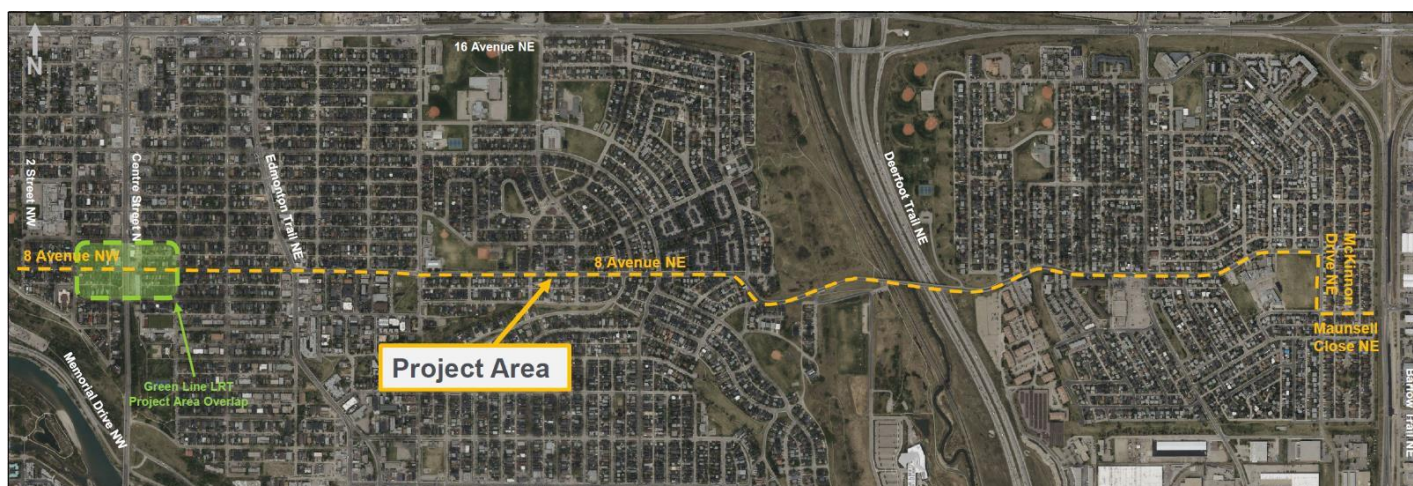
Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Did

June 2023

Project Overview

The 8 Avenue N. corridor provides a key transportation connection across barriers that divide the region, such as Deerfoot Trail, Nose Creek, and the Canadian Pacific Railway tracks. Based on the community's existing and future needs, the Unite the Heights – 8 Avenue N. Functional Planning Study identifies improvements to walking and wheeling connections along 8 Avenue N. between 2 Street N.W. and McKinnon Drive N.E., as well as sections of the connecting roadways of McKinnon Drive N.E. and Maunsell Close N.E., so that people have better and safer access to destinations within the surrounding communities. The recommendations arising from this study will provide a strategic plan to guide future investment in the area that aligns with the needs of the community.



Project Goals & Objectives

- Develop a plan to upgrade existing active transportation infrastructure to improve the safety, mobility, and efficiency of all travel modes in the area.
- Enhance the network of active modes facilities through the area neighbourhoods and across transportation barriers.
- Explore improvements to walking and wheeling connections along 8 Avenue N. and key connecting roadways so that people have better and safer access to the area and to neighbouring communities.

Key Points for Consideration

In addition to the public engagement process to develop our recommended concept design, we also closely studied and considered the following key elements that affect and/or intersect with this project:

- Technical data analysis, including safety, traffic, parking, maintenance, greenspace, infrastructure consistency, site geometric constraints, and costs.
- Close coordination with Green Line and other area projects/plans.
- Communications with adjacent private and public developments to coordinate work efforts, minimize budgetary impacts, and reduce construction impacts to the community.
- Ongoing consideration of the unique character and identity of these neighbourhoods to establish a sense of place that offers memorable experiences for residents and visitors.



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Engagement Overview

For the project, we had two phases of public engagement where feedback was requested on our online portal at <https://engage.calgary.ca/UniteTheHeights>.

- In Phase 1, we had 2,085 participants visit the project webpage, and 1,205 contributions of feedback.
- In Phase 2, we had 2,664 participants visit the project webpage, and 526 contributions of feedback.

Phase 1 of Engagement asked for the public's feedback on what is and isn't working well along the corridor. We also asked for the top priorities for active modes improvements along the study area.

Based on the feedback received, we developed options for improvements to the study area. The three designs explored included:

1. Two-way off-street multi-use pathway
2. One-way off-street wheeling paths
3. One-way on-street wheeling lanes

In Phase 2 of engagement, we presented the corridor improvement options and asked questions to help determine which options would best meet the needs of the community.

Below is a summary of the communication tactics used to share information about the engagement opportunities with the community.

Phase 1 Engagement (June 6-26, 2022)	
June 6, 2022	Email to area Community Associations, Ward Offices, and key audiences re: engagement initiation
June 6, 2022	Postcard drop to area residents and businesses (14,900 total)
June 6-26, 2022	Sponsored social media advertising geo-targeted to area residents (58,104 total impressions)
June 6-26, 2022	Online engagement portal live
June 7, 2022	Two (2) virtual meetings with key audiences and members of the community
June 8-29, 2022	Five (5) Bold signs in the area
June 20, 2022	Newsletter sent to subscribers
July 14, 2022	Email to area Community Associations, Ward Offices and key audiences re: What We Heard Report #1
July 18, 2022	Newsletter sent to subscribers and key audiences
Phase 2 Engagement (September 19 – October 9, 2022)	
Sept. 14 – Oct. 9, 2022	Sponsored social media advertising geo-targeted to area residents (78,981 total impressions)
Sept. 14-15, 2022	Three (3) virtual meetings with key audiences and members of the community
Sept. 15, 2022	Email to area Community Associations, Ward Offices and key audiences re: engagement initiation
Sept. 15, 2022	Newsletter sent to subscribers
Sept. 19 – Oct. 9, 2022	Online engagement portal live



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Sept. 19, 2022	Five (5) Bold signs in the area
Sept. 19, 2022	Postcard drop to area residents and businesses (14,900 total)
Sept. 20, 2022	Email to area Community Associations, Ward Offices and key audiences re: open house #1
Sept. 20, 2022	Newsletter sent to subscribers
Sept. 20, 2022	Virtual open house #1 (33 attendees)
Sept. 29, 2022	Email to area Community Associations, Ward Offices and key audiences re: open house #2
Oct. 4, 2022	Virtual open house #2 (49 attendees)
Oct. 5, 2022	Newsletter sent to subscribers
Nov. 15, 2022	Email to area Community Associations, Ward Offices and key audiences re: What We Heard Report #2
Nov. 16, 2022	Newsletter sent to subscribers

Option Evaluation Process

When reviewing and assessing the different concept design options, the project team established a set of criteria to evaluate each option against. The criteria was developed to reflect the community priorities identified during engagement as well as the goals and objectives that were determined at the onset of the project. The set of criteria, in no particular order, includes:

- Pedestrian safety and accessibility improvements
- Wheeling safety and accessibility improvements
- Vehicle safety
- Winter maintenance
- Maintaining on-street parking
- Maintaining boulevard / greenspace
- Consistency across facilities / continuous network
- Cost

Based on this evaluation process and after assessing each option, the project team has selected the proposed design that best achieves the project objectives while balancing the community priorities identified through public engagement.



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Recommended Concept Design

The City of Calgary has reviewed the feedback provided and worked with our design team to generate a preferred concept design for the proposed improvements for 8 Avenue N. and connecting sections of McKinnon Drive N.E. and Maunsell Close N.E. The recommended concept includes a two-way off-street multi-use pathway along 8 Avenue N. from Edmonton Trail N.E. to McKinnon Drive N.E., as well as along connecting sections of McKinnon Drive N.E. and Maunsell Close N.E. In addition, a number of walking, wheeling, streetscape and intersection improvements are also included within the recommended design.

The proposed improvements balance the needs identified by the community through engagement and align with the project goals of providing better and safer active modes access to destinations within the surrounding communities.

The proposed design is conceptual at this stage. Specific features that have been proposed may be refined when funding is confirmed and the project proceeds to the detailed design phase as the team identifies various site constraints, such as utility right-of-way, existing infrastructure, and more. Graphics illustrating the final recommended concept designs are available on the web page at Engage.Calgary.ca/UniteTheHeights.

Design Rationale

This table shows how the design has responded to the feedback from the community and project participants throughout the engagement process:

<i>What We Heard:</i>	<i>What We Did:</i>
Maintaining boulevard / greenspace	<ul style="list-style-type: none">• Design maintains the south side of 8 Ave N. as is• The north side boulevard space, street trees, and greenspace are preserved throughout much of the 8 Ave N. corridor, and also along the west side of McKinnon Drive N.E.
Improving intersection crossings	<ul style="list-style-type: none">• Curb extensions offer improved visibility, shorter crossing distances at intersections• Proposed additional marked crossings• Signalization of 8 Ave N. / Centre St intersection to improve safety and crossings
Improving accommodations for pedestrians	<ul style="list-style-type: none">• Continuous multi-use path offers consistent experience for those walking from Edmonton Trail N.E. to Barlow Trail N.E.• Design maintains quality Transit service along the corridor and connections to Transit stops, as well as improvements at some transit stop locations• Curb extensions offer improved visibility, shorter crossing distances at intersections• Focused sidewalk rehabilitation and remediation where required



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	<ul style="list-style-type: none"> Improved wheelchair ramps for increased accessibility where feasible
Improving accommodation for wheeling users	<ul style="list-style-type: none"> Multi-use path offers consistent experience for those wheeling from Edmonton Trail N.E. to Barlow Trail N.E. Wheelchair ramp improvements at intersections for increased space and maneuverability Multi-use path provides physical separation between active modes users and vehicles
Maintaining parking	<ul style="list-style-type: none"> Multi-use path option maintains most of the on-street parking on both sides of 8 Avenue N. west of 19 Street N.E. Design was developed to preserve on-street parking wherever possible while supporting the project goals of improved active mode user safety
Providing facilities that separate vehicles and pedestrians	<ul style="list-style-type: none"> Multi-use path provides physical separation between active modes users and vehicles Addition of barrier to the existing multi-use path along 8 Ave N. east of Renfrew Drive N.E. Barrier separation between vehicle lanes and new multi-use pathway along Deerfoot Trail bridge
Improvements for people walking and wheeling along Deerfoot Trail bridge	<ul style="list-style-type: none"> Multi-use path protects those walking and wheeling across the bridge Improved lighting increases visibility and safety along the bridge Barrier separation between vehicle lanes and new multi-use pathway along the bridge
Traffic calming measures	<ul style="list-style-type: none"> Curb extensions function to slow traffic at intersections and crossings Narrower vehicle lanes promote slower driving speeds Potential to reduce posted speed limit along 8 Ave N. to 40 km/h (with the exception of the Deerfoot Trail bridge section)



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Next Steps

Timeline

Spring 2022

Functional Design Planning

Preliminary analysis, establish framework for design planning

June 2022

Phase 1 Engagement

Gather initial feedback on project area (priorities, issues & opportunities)

Summer 2022

Review engagement feedback, continued technical analysis, concept development

Fall 2022

Phase 2 Engagement

Further evaluate design concepts and gather public feedback on options

Winter 2022 / Spring 2023 (CURRENT PHASE)

Phase 3 Report Back

Review engagement feedback, concept refinement, report back on recommended concept

Detailed Design & Construction Phases (FUTURE)

Project remains unfunded for detailed design & construction