

McKnight/John Laurie Intersection Meeting

North Haven Community Association

2017-04-18



Meeting Record

The attendance log has 137 names. Most are from North Haven but Thorncliff /Greenview and Highwood were represented by members of their DRCs. We were live streaming the event Katie Mikalson: “I also wanted to add that we had fantastic engagement online and Alex was able to live stream the majority of the meeting. The video has 200 views and 30 comments as of this morning. The event and additional posts on FB reached well upwards of 1500 people and over 100 engagements.”

Global provided coverage with Tony Tighe’s on site interview with Bob in the afternoon. There was an article in the Calgary Herald. CTV attended the meeting and the story was on the evening news.

We received 4 written comments to supplement the discussion during the meeting.

This is a summary of comments by topic. Notes of the actual expressions are available.

1. Bob Porteous presentation of history and issues: this is posted to the website.
2. Naveed Butt with City of Calgary Transportation Planning provided a presentation on how the McElhaney Engineering functional plan from 2005 fits within the Calgary Transportation Plan. This is classified as a skeletal road and the grade separation at the

intersection remains the eventual plan. It is not funded in the current 10 year transportation capital plan due to the relatively low traffic volume and its' rating on 9 criteria. This plan will be updated in 2019 and the Green Line and Highland Park rezoning may result in a change in rating. The residents expressed concern that safety concerns were not being fully recognized. Naveed expressed a willingness to work with the community.

3. Tony Churchill with City of Calgary Transportation Safety Engineering explained the safety statistics. The intersection may be perceived as unsafe but that appears to heighten caution. The actual stats for serious accidents is 2.3 per year with 9% resulting in injury. Comparison to city stats shows 1.1 million annual journeys with only 0.8 collisions. This is below the city's average. 2 way flow in 2000 had 48,000 journeys and this declined to 41,000 in 2014. Current 2016 data shows 43,000. The residents expressed concern that this does not reflect the stress of dealing with an intersection that was never designed for these volumes and serves as the primary exit for the community. Concerns were raised about emergency vehicle access times during peak hours.

4. Short Term improvements:

Several types of short term improvements were discussed:

- Install traffic lights: Naveed said the volumes do not support interfering with the through traffic free flow. Residents responded that the traffic currently does not have "free flow" but rather is congested and is backed up at least from the 4th Street traffic lights. Residents believe lights would make the intersection safer.
- Make pedestrian crossing safer by increasing the flashing lights to make more visible especially when there is sunlight glare in motorists' eyes.
- Consider a traffic circle.
- Adjust the layout by eliminating north turns into 48th.
- Adjust the layout by increasing the length of the east bound stacking area by extending it to become a merge lane. This would allow vehicles to merge safer without having to accelerate from zero.
- Reduce the speed approaching the turn for longer distances in both directions.
- Should the bus trap be removed?
- The speed of traffic and the variable weather conditions make it very difficult to evaluate traffic flow and safe actions.
- Not sure who has the priority for actions in various situations at this intersection.
- Cyclists avoid crossing at this intersection.
- Students avoid crossing at this intersection. Junior high students can walk 5 minutes to school but instead have to be driven 30 minutes to class. Parents ensure students avoid intersection because it is too dangerous.
- Pedestrian crossing light is not suited to this intersection's sunlight.
- Need a sidewalk from Egerts Park to the school. Discourage illegal crosswalk.
- Add safe intersection at North Haven Drive and 48th.
- Increase signage to state that there is no access to 14th.

- Should east bound traffic be required to go up to 14th grade separation to turn?
5. Long Term vision:
- Residents expressed concern that this intersection was not being prioritized as a stand alone problem but rather is tied to the upgrade McKnight to Deerfoot. Multiple opinions expressed of this being a stand alone safety project.
 - Residents expressed concern that city council was approving increased density along centre and in Highland Park without first considering and building the transportation infrastructure to support the population increase.
 - Residents asked if there was similar intersection in Calgary.
 - There was some confusion from the city regarding the future of John Laurie and McKnight roads being upgraded from 4 lanes to 6 lanes.

Our community overwhelmingly describe this intersection as dangerous.

The Development Review Committee will be meeting with City Transportation over the summer to address the raised issues and will report back to the community on moving forward with short term and long term solutions. The meeting will be scheduled around September 7th. We will post progress statements each month until September.

Terry Arnett
Director, Civic Affairs