

### Mobility Network Assessment Priority Locations

The application of the prioritization framework yielded a ranked list of locations which best align with the City's strategic direction and offer varied opportunities to improve mobility for multiple transportation modes. In examining the list of locations, the following groupings emerged:

- First Group - Top 8 locations listed in Table 1 and shown in Figure 1
- Second Group - Top 32 locations listed in Table 2, also shown in Figure 1
- Third Group - Top 100 locations listed in Table 3 and shown in Figure 2

Locations are listed in the order of ranking determined through the prioritization process.

Composite programs were also considered as part of the evaluation process, all of which showed high alignment with the City's strategic direction. A summary of the composite profiles is included in Table 4.

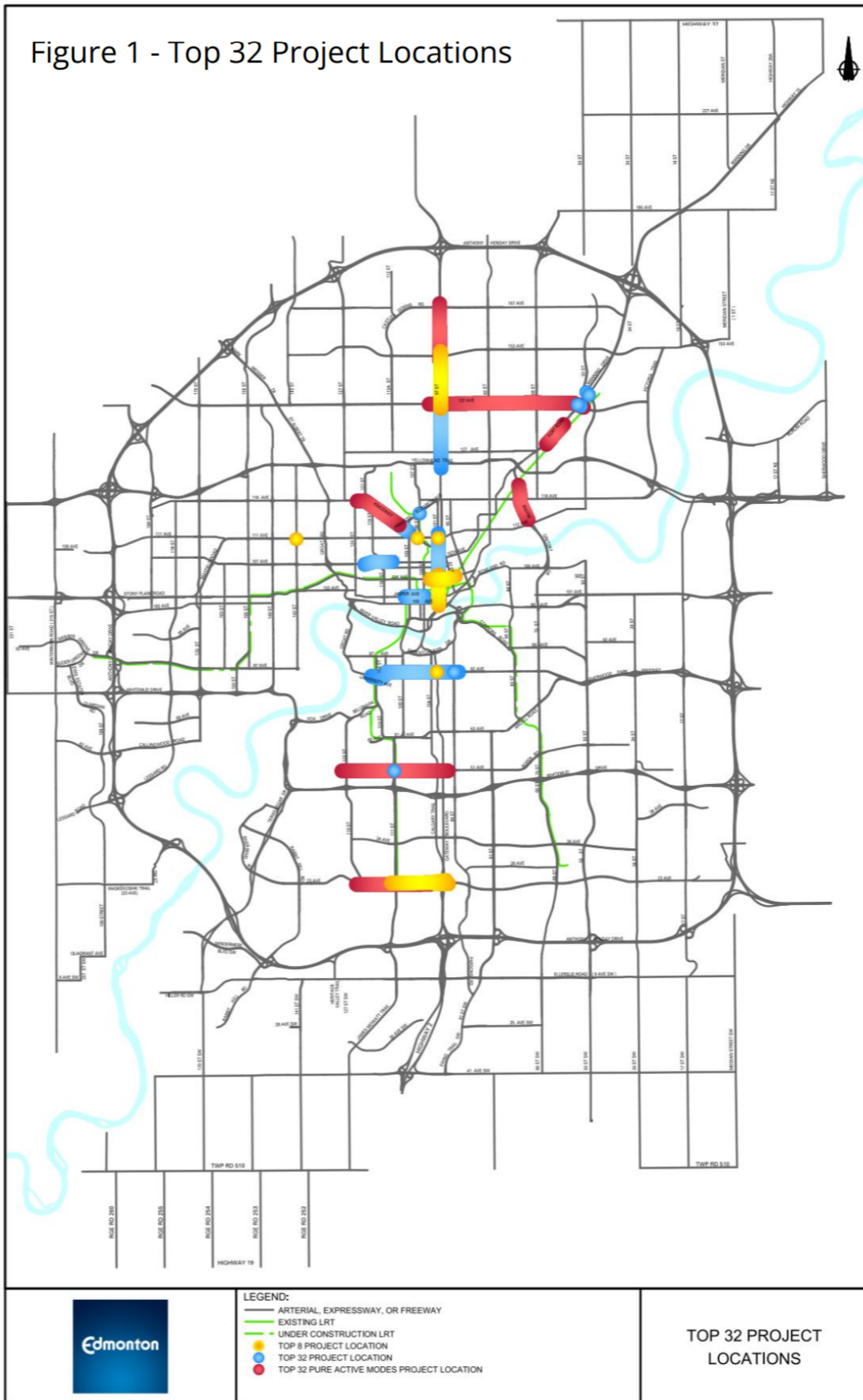


Table 1 - First Group - Top 8 Project Locations

Description	Strategic Alignment
<p><b>97 Street - 137 Avenue to 153 Avenue Northgate to Northtown District Node</b></p> <p>Investment in this area could improve the operations of the existing transit network while also supporting the development of the mass transit network and completing missing active modes connections while addressing operations along a regional truck route and principal roadway.</p>	<p><b>Transit Function</b> - In addition to being a major existing bus corridor connecting the Eaux Claire and Northgate transit centres, 97 Street is identified as a future bus semi-exclusive mass transit corridor and a potential Transit Priority Measures (TPM) corridor.</p> <p><b>Active Modes Function</b> - Portions of the corridor have missing active modes infrastructure.</p> <p><b>Road Function</b> - 97 Street is identified as a secondary corridor, and principal roadway within the City Plan. It also serves as a truck route, provides regional connectivity, access to major employment areas, and park and ride facilities</p> <p><b>Safety Function</b> - This corridor has experienced vulnerable user serious injury and fatality collisions.</p> <p><b>Synergies</b> - There are no planned other capital investments in the project area.</p> <p><b>User Impact</b> - This corridor services a district node as identified in the City Plan.</p>
<p><b>23 Avenue - Calgary Trail to 111 Street Century Park District Node</b></p> <p>Investment in this area could improve the operations of the existing transit network and access to Century Park LRT station while also supporting the development of the mass transit network.</p>	<p><b>Transit Function</b> - The 23 Avenue corridor has been identified as a future semi-exclusive mass transit corridor and provides transit access to the Century Park Transit Centre and LRT Station.</p> <p><b>Active Modes</b> - The corridor provides access to the mobility hub at Century Park.</p> <p><b>Road Function</b> - 23 Avenue is a secondary corridor, truck route, and provides access to a future major employment node as well as the transit centre and LRT station.</p> <p><b>Safety Function</b> - The corridor and intersection have experienced serious injury collisions involving both vulnerable users and motor vehicles.</p> <p><b>Synergies</b> - The 23 Avenue / 111 Street intersection will be impacted by the upcoming extension of the Capital Line LRT, with any improvements needing to be designed to minimize throwaway during future LRT construction and operation.</p> <p><b>User Impact</b> - The project services a district node as identified in the City Plan.</p>
<p><b>111 Avenue / 142 Street Intersection Westmount District Node</b></p> <p>Investment in this area could</p>	<p><b>Transit Function</b> - Regular transit routing is planned along both corridors, along with a proposed future mass transit corridor along 111 Avenue, and access to the Westmount Transit Centre to the east.</p> <p><b>Active Modes Function</b> - The intersection provides indirect access to the Westmount mobility hub.</p> <p><b>Road Function</b> - Both intersecting roadways provide access to employment</p>

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<p>improve the operations of the existing transit network and access to the Westmount Transit Centre while potentially addressing existing safety concerns.</p>	<p>areas, as well as serving as truck routes.</p> <p><b>Safety Function</b> - The intersection has experienced serious injury and fatality collisions involving vulnerable road users, as well as serious injury collisions involving motor vehicles.</p> <p><b>Synergies</b> - The project does not have any current synergies. It should be noted that rehabilitation of 111 Avenue was recently completed in the area.</p> <p><b>User Impact</b> - The project provides access to a district node as identified in the City Plan.</p>
<p><b>104 / 103A Avenue - 97 Street to 102 Street Centre City Node</b></p> <p>Investment in this area has the opportunity to align with upcoming renewal work and support multi-modal access within the centre city node while potentially addressing existing safety concerns.</p>	<p><b>Transit Function</b> - The roadway accommodates regular bus service.</p> <p><b>Active Modes Function</b> - The roadway connects to the downtown mobility hub.</p> <p><b>Road Function</b> - The roadway is a primary corridor and provides access to the central business district employment area.</p> <p><b>Safety Function</b> - The roadway has seen serious injury and fatal motor vehicle collisions as well as serious injury collisions involving vulnerable users.</p> <p><b>Synergies</b> - Currently, rehabilitation of the corridor is planned within the next 5 years, and Administration is in the early stages of planning for streetscaping in this location providing opportunity for implementation of changes beyond condition-based renewal.</p> <p><b>User Impact</b> - The project services a major node as identified in the City plan.</p>
<p><b>111 Avenue / 101 Street Intersection</b></p> <p><b>NAIT - Kingsway Node</b></p> <p>Investment in this area has the opportunity to improve existing transit operations while also supporting development of the mass transit network and multi-modal access to the Royal Alexandra Hospital and Kingsway-NAIT major node.</p>	<p><b>Transit Function</b> - Both roadways serve regular transit, but 101 Street is also identified as a future mass transit rapid corridor.</p> <p><b>Active Modes Function</b> - The project provides indirect access to the Kingsway/Royal Alex mobility hub.</p> <p><b>Road Function</b> - The intersecting roadways include primary corridors, provide access to a major employment area, and 111 Avenue serves as a truck route.</p> <p><b>Safety Function</b> - The intersection has experienced serious injury and fatality collisions involving vulnerable users, as well as serious injury collisions involving motor vehicles.</p> <p><b>Synergies</b> - The project aligns with upcoming renewal of 111 Avenue.</p> <p><b>User Impact</b> - The intersection provides access to a major node as identified in the City Plan.</p>
<p><b>Whyte Avenue / Gateway Boulevard Intersection</b></p>	<p><b>Transit Function</b> - Both intersecting roadways are identified as future mass transit corridors. Whyte Avenue serves regular transit routes, and the intersection has been identified for implementation of potential transit</p>

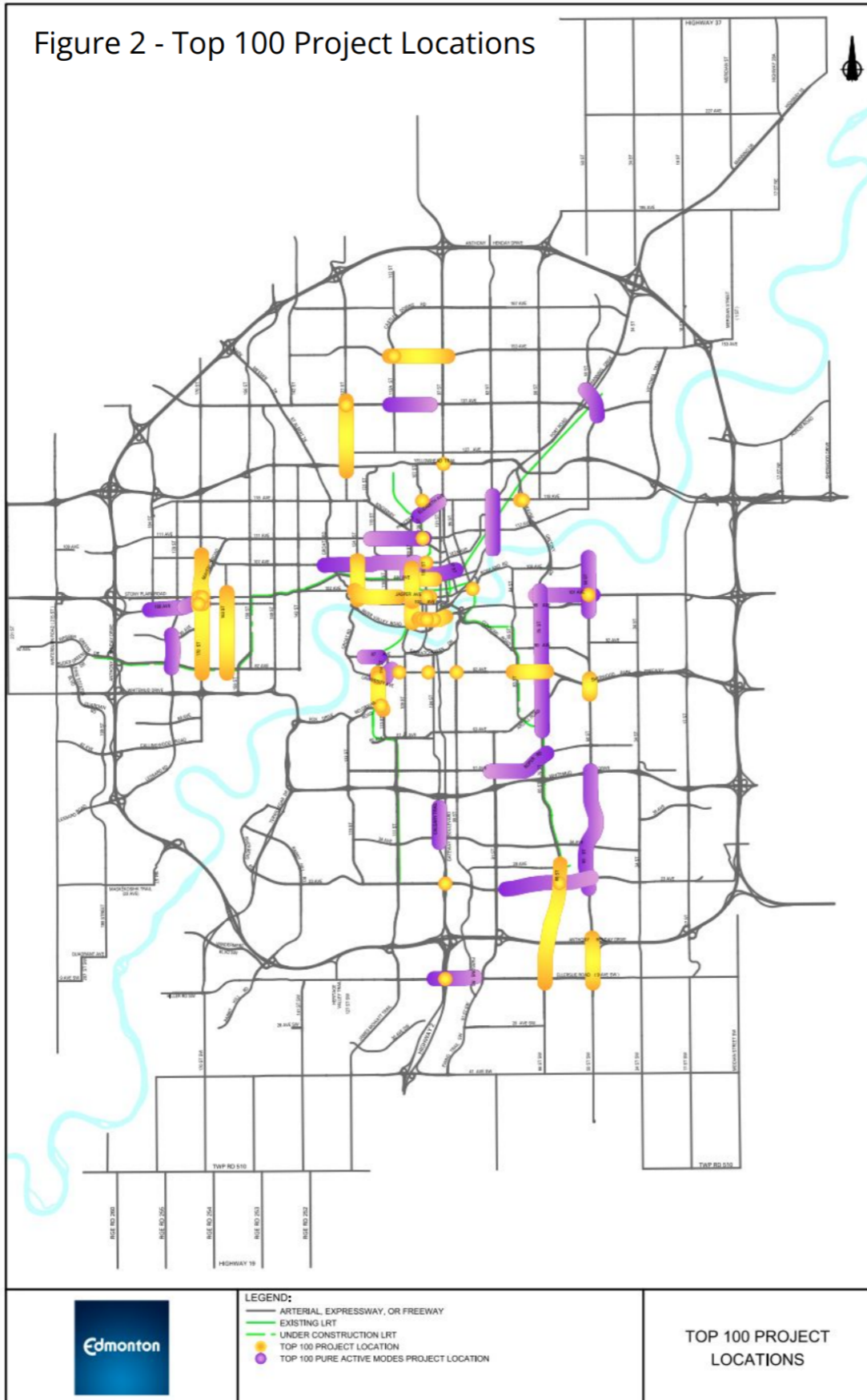
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<p><b>Whyte Avenue &amp; Gateway Boulevard/Calgary Trail Primary Corridors</b></p> <p>Investment in this area has the opportunity to support the development of the mass transit network and improve operations of the existing transit network, supporting multi-modal access to an important primary corridor.</p>	<p>priority measures.</p> <p><b>Active Modes Function</b> - The intersection provides access to a major mobility hub along Whyte Avenue.</p> <p><b>Road Function</b> - The intersecting roadways are primary corridors and provide access to a major employment area.</p> <p><b>Safety Function</b> - The intersection has experienced serious injury and fatality collisions involving vulnerable users.</p> <p><b>Synergies</b> - The project has synergies with planned reconstruction of Gateway Boulevard (80 Avenue to 82 Avenue/Whyte Avenue).</p> <p><b>User Impact</b> - The project serves an employment destination for lower income residents.</p>
<p><b>111 Avenue / Kingsway Avenue Intersection</b> <b>NAIT - Kingsway Node</b></p> <p>Investment in this area has the opportunity to address existing congestion for all modes while improving existing transit and access to the Kingsway/Royal Alex LRT station and node.</p>	<p><b>Transit Function</b> - The intersection serves existing bus service, future mass transit rapid services, and has been identified as a potential location for transit priority measures.</p> <p><b>Active Modes Function</b> - The project provides indirect access to the Kingsway/Royal Alex mobility hub.</p> <p><b>Road Function</b> - The intersecting roadways include primary corridors and provide access to a major employment area.</p> <p><b>Safety Function</b> - The intersection has experienced serious injury and fatality collisions involving vulnerable users.</p> <p><b>Synergies</b> - The project aligns with upcoming renewal of 111 Avenue.</p> <p><b>User Impact</b> - The intersection provides access to a major node as identified in the City Plan.</p>
<p><b>101 Street - 103 Avenue to MacDonald Drive</b> <b>Centre City Node</b></p> <p>Investment in this area has the opportunity to improve multi-modal access within the centre city node while also supporting existing transit operations and the development of the mass transit network.</p>	<p><b>Transit Function</b> - 101 Street serves regular transit, and is also identified as a future mass transit rapid corridor. Furthermore, potential transit priority measures have been considered at some intersections.</p> <p><b>Active Modes Function</b> - The corridor is within the central business district mobility hub.</p> <p><b>Road Function</b> - 101 Street is a primary corridor and provides access to the central business district employment area.</p> <p><b>Safety Function</b> - The corridor has experienced serious injury and fatality collisions involving vulnerable users.</p> <p><b>Synergies</b> - The project does not have any current synergies.</p> <p><b>User Impact</b> - The project services a major node as identified in the City plan.</p>

*Table 2 - Second Group - Top 32 Project Locations*

<b>Description</b>
Fort Road from approximately 127 Avenue to 132 Avenue Active Modes Infrastructure
Manning Drive / 50 Street Intersection
101 Street from approximately 104 Avenue to 107 Avenue
Kingsway Avenue from approximately 111 Street to 122 Street Active Modes Infrastructure
97 Street from approximately 137 Avenue to 144 Avenue Active Modes Infrastructure
97 Street from approximately Yellowhead Trail to 137 Avenue
97 Street from approximately 128 Avenue to 137 Avenue Active Modes Infrastructure
Whyte Avenue from approximately 114 Street to 99 Street
23 Avenue from approximately 105 Street to 119 Street Active Modes Infrastructure
99 Street / Whyte Avenue Intersection
Kingsway Avenue from approximately Princess Elizabeth to 110 Street
101 Street from approximately 107 Avenue to 111 Avenue
137 Avenue from approximately Manning Drive to 102 Street Active Modes Infrastructure
Wayne Gretzky Drive Northbound from approximately 116 Avenue to 121 Avenue Active Modes Infrastructure
Jasper Avenue from approximately 106 Street to 109 Street
51 Avenue from approximately Gateway Boulevard to 122 Street Active Modes Infrastructure
111 Street / 51 Avenue Intersection
97 Street from approximately 153 Avenue to 167 Avenue Active Modes Infrastructure
Fort Road / 137 Avenue Intersection
107 Avenue from approximately 115 Street to 120 Street
Princess Elizabeth Avenue / 106 Street Intersection

Figure 2 - Top 100 Project Locations



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*Table 3 - Third Group - Top 100 Projects*  
*A third grouping contains the remaining locations that ranked within the top 100*

Description
109 Street from approximately 102 Avenue to 105 Avenue
109 Street from approximately 102 Avenue to Jasper Avenue
50 Street from approximately 137 Avenue to Manning Drive Active Modes Infrastructure
23 Avenue from approximately 50 Street to 85 Street Active Modes Infrastructure
104 Avenue from approximately 106 Street to 104 Street
66 Street from approximately 23 Avenue to 28 Avenue
66 Street / 23 Avenue Intersection
114 Street / University Avenue Intersection
50 Street from approximately 22 Avenue to Whitemud Drive Active Modes Infrastructure
82 Street from approximately 118 Avenue to Jasper Avenue
114 Street from approximately University Avenue to Belgravia
107 Avenue from approximately 109 Street to Groat Road Active Modes Infrastructure
153 Avenue / Castle Downs Road Intersection
97 Avenue / 106 Street Intersection
109 Street from approximately 97 Avenue to 99 Avenue
101 Avenue from approximately 50 Street to 75 Street Active Modes Infrastructure
Whyte Avenue / 105 Street Intersection
Whyte Avenue / 110 Street Intersection
101 Avenue / 50 Street Intersection
82 Avenue / University Avenue from approximately 112 Street to 114 Street Active Modes Infrastructure
82 Street from approximately 113 Avenue to Jasper Avenue Active Modes Infrastructure
Jasper Avenue from approximately 114 Street to 116 Street
Jasper Avenue from approximately 116 Street to 124 Street
105 Avenue from approximately 97 Street to 109 Street Active Modes Infrastructure



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118 Avenue / 106 Street Intersection
50 Street from approximately Ellerslie Road to Anthony Henday Drive
170 Street from approximately 107 Avenue to 95 Avenue
Stony Plain Road / 100 Avenue / 170 Street Intersection
105 Street / Jasper Avenue Intersection
104 Street / Jasper Avenue Intersection
111 Avenue / 106 Street Intersection
Ellerslie Road from approximately Parsons Road to 106 Street Active Modes Infrastructure
23 Avenue / Gateway Blvd Intersection
100 Avenue from approximately 178 Street to 184 Street Active Modes Infrastructure
Belgravia Road / 114 Street Intersection
170 Street from approximately 87 Avenue to 95 Avenue
97 Avenue from approximately 106 Street to 101 Street
137 Avenue from approximately 104A Street to 113A Street Active Modes Infrastructure
50 Street from approximately 76 Avenue to Sherwood Park Freeway
124 Street from approximately 107 Avenue to Jasper Avenue
111 Avenue from approximately 108 Street to 109 Street
Princess Elizabeth Avenue from approximately 103 Street to 106 Street Active Modes Infrastructure
118 Avenue / Wayne Gretzky Drive Intersection
111 Avenue from approximately 120 Street to Kingsway Avenue Active Modes Infrastructure
170 Street from approximately 87 Avenue to 95 Avenue
127 Street from approximately 127 Avenue to 137 Avenue Active Modes Infrastructure
97 Avenue / 105 Street Intersection
Ellerslie Road / Highway 2 Intersection
75 Street from approximately Wagner Road to 101 Avenue Active Modes Infrastructure
105 Street / 107 Avenue Intersection

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178 Street from approximately 87 Avenue to 95 Avenue Active Modes Infrastructure
137 Avenue / 127 Street Intersection
163 Street from approximately 87 Avenue to 100 Avenue Active Modes Infrastructure
127 Street from approximately Yellowhead Trail to 137 Avenue
97 Street / Yellowhead Trail Intersection
50 Street from approximately 98 Avenue to 106 Avenue Active Modes Infrastructure
87 Avenue from approximately 115 Street to 116 Street Active Modes Infrastructure
51 Avenue / Roper Road from approximately 75 Street to 91 Street Active Modes Infrastructure
101 Avenue / 95 Street Intersection
100 Avenue from approximately 170 Street to 175 Street Active Modes Infrastructure
Calgary Trail from approximately 31 Avenue to G.A. McDonald Active Modes Infrastructure
66 Street from approximately Ellerslie Road SW to 23 Avenue
Whyte Avenue from approximately 83 Street to 75 Street
97 Avenue / Bellamy Hill Road/104 Street Intersection
97 Avenue / Rossdale Road Intersection
153 Avenue from approximately Castle Downs Road to 97 Street

*Table 4 - Composite Programs*

<b>Description</b>	<b>Strategic Alignment</b>
<p><b>Missing and/or enhanced Sidewalks Composite Program</b></p> <p>A funding allocation focusing on missing pedestrian or substandard connections in road right-of-way and open space identified through the sidewalk strategy and missing sidewalk request list.</p>	<p>High alignment with the Active Modes function, with enhanced importance due to the ability to improve local community connections beyond large arterial projects.</p>
<p><b>Missing and/or enhanced Bike Infrastructure Composite Program</b></p> <p>A funding allocation focused on developing missing or substandard active modes/cycling connections identified through The Bike Plan.</p>	<p>High alignment with the Active Modes function, with enhanced importance due to the ability to improve local community connections beyond large arterial projects.</p>
<p><b>Priority Safety Improvements Composite Program</b></p> <p>A funding allocation for targeted safety improvements such safe crossing improvements at key locations.</p>	<p>High alignment with the Safety function, with enhanced importance due to the ability to improve local community connections beyond large arterial projects.</p>
<p><b>Transit Priority Measures Composite Program</b></p> <p>A funding allocation for measures to support transit speed and reliability.</p>	<p>High alignment with the Transit function, with enhanced importance due to the ability to improve transit connections in locations that may not qualify for larger investments.</p>
<p><b>Intersection Operational Improvements Composite Program</b></p> <p>A funding allocation for relatively quick and low-cost interventions for targeted locations with operational concerns that may not have ranked as highly through the prioritization process.</p>	<p>High alignment with the Road function, with enhanced importance due to the ability to improve operations in locations that may not qualify for larger investments.</p>