



144 Avenue N.W. Functional Planning Study

Discovery Phase
What we Heard Report
December 2018

Project overview

The City of Calgary is undertaking a functional planning study for 144 Avenue N.W. This study will look at the general design and location of 144 Avenue N.W. between Symons Valley Road N.W. and Panorama Road N.W., including the West Nose Creek crossing and the realignment of Symons Valley Road N.W. onto Mountain View Road N.W. Existing growth in Symons Valley and planned growth in the Glacier Ridge Area Structure Plan area drives the need for infrastructure improvements to the area transportation network, including providing support for important active travel modes and transit connections.

The functional planning study will take existing and planned communities into consideration as part of the mobility review to determine the long term needs for all travel modes. Some of the many other considerations that will help form the functional planning study include:

- Engagement feedback
- Previous plans
- Environmental and historical conditions
- West Nose Creek requirements
- Utility and storm water accommodation
- Existing terrain and slope stability
- Community / development access
- Right-of-way (property) requirements
- Construction costs
- Public safety

Engagement overview

In December 2018, The City of Calgary held meetings with key stakeholders and a public open house with community members to provide information about the 144 Avenue N.W. Functional Planning Study and to collect feedback on issues and ideas for the 144 Avenue N.W. study area. From December 3 to December 17, 2018 The City of Calgary hosted an online survey on its engagement portal at engage.calgary.ca/144AveNW to solicit feedback from Calgarians. Input collected from stakeholders and the public will assist the project team to identify opportunities and develop evaluation criteria for consideration in the development of the 144 Avenue N.W. study area recommendations.



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Meetings with key stakeholders were held in November and December 2018. The public open house was held on Tues., Dec. 4 from 5 to 8 p.m. at the Symons Valley United Church (38 Kincora Rise N.W.). Approximately 60 people attended the open house. Eighteen comment forms were received from the open house and there have been 53 responses to the online tool (31 comments via the form and 22 comments via the map).

What we asked – In-person and online

Social Mapping

1. Use the map to describe your ideas to improve 144 Avenue N.W. for people who walk, bike, take transit and drive. Show us spots that are important to you, and tell us your idea related to that spot. Think about how you see yourself using the study area once it's in place (i.e. transit, commuting, local destinations, recreational, etc.). Tell us what might be missing.

Ideas and Issues

1. Describe your issues and concerns regarding 144 Avenue N.W. for people who walk, bike, take transit and drive.
2. Describe your ideas for future infrastructure improvements and/or transportation connections that can improve 144 Avenue N.W. Tell us more: who does your idea benefit; what situation or circumstance could it improve?
3. How do you see yourself using the study area in the future (i.e. transit, commuting, local destinations, recreational, etc.)?

Key Priorities

1. Tell us what is important to you by placing a checkmark beside your priorities. Check all that apply. You can add anything that may be missing under "Other". Your preferences will be used to develop criteria that will be used when evaluating plan options.
 - Community Connectivity
 - Community Access
 - Pedestrian Accommodation
 - Bicycle Accommodation
 - Traffic Safety
 - Public Transit
 - Emergency Access (Police, Fire, Ambulance)



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- Creek Alignment / Protection
- Environmental Sustainability
- Construction Costs
- Improve Vehicle Travel Times
- Accessibility for Limited Mobility
- Goods Movement (Commercial Vehicles)
- Pathway Connectivity
- Minimize Property Impacts
- Other:

About the session (for in-person only)

1. How satisfied are you with today's session?

- Clarity of information provided
- Format of today's session
- Opportunity to provide my input
- Opportunity to hear others' input
- Session location
- Session time

2. What worked for you about the session format and activities today?

3. Is there anything we could do differently to make it better?

4. How would you like to provide feedback on the study and receive project information in future?

- Open House
- Community Association Newsletter
- City Social Media – Twitter
- City Social Media – Facebook
- Community Association Social Media – Facebook
- City Website – Calgary.ca/144AveNW
- Community Association Website
- Online tool/survey
- Project Emails – City
- Project Emails – Community Association
- Other



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What we heard

The key themes that were heard during the public engagement throughout the discovery phase included:

- protecting the natural environment and features, West Nose Creek and wildlife;
- enhancing mobility in the area for people who walk and bike;
- maintaining safety and security for people who walk, bike, drive, take transit and live in the area; and
- reducing the impact to landowners adjacent to the study area, and specifically the area along the 144 Avenue N.W. extension between Symons Valley Road and Panorama Road N.W.

For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.

For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

In Winter/Spring 2019, The City of Calgary will explore design concepts and evaluation criteria with stakeholders and the public. By Fall 2019, we will reveal a preferred plan to stakeholders and the public.



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What we Heard - Summary of Input

Social Mapping

Overall themes

- Several participants were concerned about the impacts to the natural environment and features, creek and wildlife with the 144 Avenue N.W. extension in the area between Symons Valley Road and Panorama Road N.W. and West Nose Creek.
- Participants were interested in the addition of continuous pathways along 144 Avenue N.W. and connections to adjacent areas to accommodate walking and biking in the area.
- Participants also indicated the importance of safety and security along 144 Avenue N.W., specifically in the area between Symons Valley Road and Panorama Road N.W. for residents who will back on to the road and people who drive, walk and bike along and in the area.
- Some participants were concerned with the proximity of the 144 Avenue N.W. to the homes in Evanston and the increased traffic, noise and reduced privacy.

Issues and Ideas

Overall Themes - Issues

- Participants indicated the importance of safety and security along 144 Avenue N.W., specifically in the area between Symons Valley Road and Panorama Road N.W. for residents who will back on to the road and people who drive, walk and bike along and in the area.
- Participants were concerned about increased traffic congestion and volumes on 144 Avenue N.W., between Symons Valley Road and Panorama Road N.W. as well as on Mountain View Road.
- Participants indicated that there is a lack of continuous pathways in the area for people who walk and bike in the area.
- Some participants were concerned with the proximity of the 144 Avenue N.W. to the homes in Evanston and the increased traffic, noise and reduced privacy.

Overall Themes - Ideas

- Participants were interested in the addition of continuous pathways along 144 Avenue N.W. and to connections to adjacent areas to accommodate walking and biking in the area.



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- Several participants indicated that measures should be taken to protect the natural environment and features, creek and wildlife along 144 Avenue N.W., specifically in the area east of Symons Valley Road and Panorama Road N.W. and near West Nose Creek.
- Participants also suggested that 144 Avenue N.W. north of Evanston be moved slightly north, be a reduced grade, be reduced to two lanes in each direction and enhanced landscaping be added between the road and homes to increase safety and security for residents who will back on to the road.
- Several participants felt that The City should consider changes to 144 Avenue N.W. and area roadways/connections that will reduce the traffic on 144 Avenue and Mountain View Road and reduce the impacts on area residents.

Overall Themes - Using the study area in the future

- Participants indicated that they would use the study area in future to:
 - access local destinations such as shopping, amenities and schools;
 - enjoy nature and recreation by walking and biking in the area; and
 - commute

Key Priorities

The top priorities selected by participants, in no particular order, included:

- Traffic Safety
- Creek Alignment / Protection
- Environmental Sustainability
- Pathway Connectivity
- Improve Vehicle Travel Times
- Minimize Property Impacts

About the Session

- Participants were generally satisfied or somewhat satisfied with the clarity of information provided, format of the session, opportunities to provide input and hear others input as well as the session location and time.
- Participants indicated that they would like to provide feedback and receive project information in future at open houses, on the City website and by project emails.



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Verbatim Comments

Following is a record of the feedback captured, as submitted, during the public engagement opportunities.

Please note: *Personally identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy, are removed from participant submissions, the intent of the submissions remains.*

Social Mapping

Along 144 Avenue N.W.

- Please provide cycling pathway along 144 Avenue to help promote a healthy lifestyle. Also put trees behind homes along 144 Avenue.
- Will need a pathway to walk my dog along 144th.
- Along 144ave from Symons valley road to panorama rd/24th street. We need a good size walking path there. For safety and security I also suggest you raise some concrete walls behind the houses along the same stretch of road because people speed on 144th a lot - there are a lot of young kids that play in the backyard along that side. Also so we don't look like we are looking into homes if we are walking our dogs. Trees for shade along the walking path space will be during the hot summer months and street lights for security will be important as well. Thanks
- Add bus-only lanes and wide, level pathways for cyclists and pedestrians. Make the pathway at the same grade at the road (but separated).
- West of Panorama Road to Symons Valley Road: no paths for biking and walking dogs
- Need switchback to North for traffic calming
- Build better than Crowchild around 17 Avenue S.W. area
- Road Grade: bridge deck is well below the elevation of the upper plain; how will the road grade look?
- Don't make the road too steep
- Wide bike paths and sidewalks (enough for 3 people to walk side-by-side); it is hard to avoid someone in a wheelchair travelling on the sidewalk while still staying on the sidewalk yourself; safety concerns
- Pave pathways and add picnic tables
- Gravel truck routes from Lafarge Pit; Compatible with development?
- When planting more tree's, be sure to cage them to protect them from beavers
- LOTS OF TREE'S PLEASE!
- Plant more trees in the park
- Execute cycling path



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Symons Valley Ranch

- I do wish they could get rid of this thing at current location

Symons Valley Road north of Mountain View Road N.W.

- Ok

Symons Valley Road N.W./144 Avenue N.W. intersection

- Intersection must accommodate large truck queues and turning to ensure safe movement for all vehicles
- What is expected traffic demand at this intersection?

Area North of 144 Avenue N.W. and West of Symons Valley Road (Glacier Ridge ASP)

- I would like to see in this area maybe a high rise residential building, senior living or having a shopping centre that way u don't need to go to into the city
- Off-leash dog park; there are no off-leash areas for existing residents
- Need FENCED off-leash dog parks
- Add off-leash areas and add trees

West Nose Creek area

- I love the creek
- Do not destroy this natural rock face
- Do not spoil the nature, this is from where the wild life like deer visits our area.
- I love this creek
- How do you accommodate the wildlife?
- Keep the wetland or recreate another one
- Protect the environment!
- 144 is proposed as 3-lanes each way; this would be through a natural wetland?
- I like this
- Bridge deck over fish-bearing waters; fish daylight requirements; Federal Fish Act Requirements?
- Want to keep this rock face undisturbed
- Build a bridge with tall barrier between multi-use pedestrians and cars; it would feel safer and car headlights will not "blind" pedestrians at signs



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144 Avenue N.W. between Symons Valley Road and Panorama Road N.W.

- Make this park space, put the road north of this.
- Please allow setback to be long. Also please install concrete walls long homes to shield noise and provide security and safety. Thanks
- Please put the road north of the electric posts along 144 Avenue at this section.
- I don't like the proposed road too close to the fence of my house. May be start the road north of the electric post/lines. thanks
- We enjoy the green space behind the homes and to west nose creek for hiking and walking dogs, can you move the road to the place after the electric posts?
- Road grade needs to be below houses for noise; houses to the East are above
- 8m setback – from fence to road – is too short for an arterial; need at least 12m
- West of Panorama Road to Symon Valley Road: noise pollution; add concrete fence; long setback with trees
- Make street lights shine light onto roads, avoiding houses
- Build a stone wall (like in Beddington) to cut noise
- 8m setback is too small for 3-lane roadway; noise concerns, vision impaired, public safety
- Make a sound wall that is tall and little art on it
- Residents concerned due to increase of volumes
- Let road be lower than level of house properties to allow spring run-off to flow into drainage of road
- Speeding cars, property value, privacy, noise levels
- Speeders; trucks, cars, dust and dirt etc. into homes from construction
- Houses are facing a high and steep slope in the North: roads are too close to houses bringing too much noise; if the road is on the same level or lower than the houses, will the slope be stable and safe? How are the electric posts moved? Closer or further from the houses?
- Concerns of future traffic noise
- Bus stops-traffic
- Trespassing
- Noise concerns
- Set aside large setback of land for nature landscape
- Would enjoy the convenience of connectivity
- Don't like having this road here move it somewhere else

Area north of 144 Avenue and east of Symons Valley Road N.W.

- Don't develop. Our sprawl is getting out of hand.
- Set some space or ask developers to build a high school North of Stoney Trail; make school along 144 Ave



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- Make the park like Bowness Park where there are outdoor pools and trees and lots of picnic benches; the current state of the natural park is not appealing to visitors

Mountain View Road N.W.

- Mountain View Road should not be used as a main route in/out of the city.
- I don't like that a residential road will be sacrificed as main route in/out of the city when Symons Valley Road is closed. Mountain View Road is a residential street with a speed limit of 60 km/hr and a park/playground adjacent to it. Each acreage driveway has direct access and there are 2 roads off of Mountain View Road as well. This residential street has children, is a school bus route, and it is common to have slow moving farm vehicles and livestock. This road was never meant to be a main access road to Hwy 566. Panorama Road and 14th Street are better through fares. Shaganappi Trail on the west could also be expanded and used. Considering that this road is in the county there is a safety concern. The nearest first responders are on the other side of Hwy in Balzac.
- Charles Butler Park Rocky View County. Impact on Rocky View residents. Residents concerned due to increase of volume(s).

Symons Valley Road north of 144 Avenue N.W.

- I don't want to see Symons Valley Road closed. This road has important access to both Hwy 566 and Hwy 567. It is a good road to turn both west and east on.
- How will connect to Highway 566 be done through Mountain View Road?

Other

- Make public high school now (Evanston area)

Ideas and Issues

1. **Describe your issues and concerns regarding 144 Avenue N.W. for people who walk, bike, take transit and drive.**
 - The current plan will create choke points and with projected population increase of 60K people in such a small area, 144 Ave will become unusable, forcing people to use side roads / alternate routes through residential locations.
 - Priority is continuing the pathway connections and maintaining large nature / wildlife areas.



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- Also concern regarding structure of intersection at Symons Valley Road and visibility of oncoming traffic when heading north.
- I want a setback that can dampen the noise from the road and my house priority at the edge of the city. I want a wall that will dampen the sound but not obstruct my view from the 2nd story of my home. I live in a 3 story house. I drive so I do not want a steep slope driving up the hill. Make the road 6 lanes with a wide multipath sidewalk separated by shrubs and trees, north and south side.
- Too many gravel / large trucks (including Shaganappi Trail)
- Noise created by [illegible] routed traffic especially along 160 by the Charles Butler Park
- I have huge concerns about the closure of Mountain View Rd. this road is residential and is busy enough as it is now. The road cannot handle being a through road for Calgary.
- Main thoroughfare and connection for communities North of Stoney Trail. East – West connection should be enhanced and able to handle traffic.
- When they build new the road, should already have bike lanes. This way don't need to spend more money later and won't have people all upset about spending tax dollars on them.
- Noise, safety, environment
- Smallest number of lights possible to keep traffic moving. Good signage of pathways so residence know where they are, and how long the pathway is. Minimise damage to creek / wetlands in the area.
- Concerns are that the road will not be as good as the ones along Nolan Hill. There is less room from fence to road and no trees or walking path or cycling path.
 - No wetland for animals.
- 144 is currently used for dog walking – what would the path look like in the final design?
- Would like to see a gradual sloped road as far north from property lines as possible. Also for noise level drops as deep as possible.
- This six lane roadway will push so much traffic that it must give lots of room for recreation pathways and park space for safety and design considerations.
- If road is built too close to homes = more pedestrians = transit = increase in drug trade and activity = in crime in community.
 - Health concerns, who will be responsible?
 - Air quality, debris and noise during construction for residents.
 - More traffic, more trespassers, less safety.
 - Property worth, goes down in worth of property due to road and obstructions.
- As per map, too close to homes, major noise concerns.
 - Speed on large vehicles, straight lanes going uphill will encourage speeding.
 - Transit increase traffic, pedestrians = trespassers if access is granted into communities.
 - Transit increases drug trade.



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- Proposing a major highway through residential area is absolutely ridiculous. This should not be considered.
- There are many houses just south of 144 ave right now, 6 lanes seems like it'd cause noise problems. By comparison, near by roads like Symons Valley Parkway and Beddington Trail only have 4 lanes and are further away from houses.
- Increased level of noise/pollutants/dust for nearby residents who are living along the road. Pedestrian safety for a playground/green area in Evanston (by 24th st) nearby.
- Traffic line ups
- The amount of people who will walk or bike on a road so far out in the suburbs is very minimal. The design of this road should therefore not be allowed to be influenced a lot by walking and biking (except for crossing 144th). It's a major east west road so it should handle lots of cars.
- As a homeowner, my concern would be that if the street was constructed too close to the houses, that would amount to dealing with a lot of traffic noise, reduced privacy in the backyards, pollution, and compromised safety of the homeowners along the street.
- 144 Ave NW is being portrayed as a 6 lane street with a speed of 80 km/h, if that is true it might be too close to the houses and lead to noise and air pollution which we as homeowners along the proposed street would never appreciate.
- A strait road through here is a terrible alignment. Given the extent of the proposed 6 lane roadway it needs some measure of traffic calming to prevent heavy trucks speeding. Turn road north to get up the hill. Concerned about noise, impact on natural landscape, and properties in Evansborough view
- My concerns are noise pollution, safety issues given proximity to our backyard (8m setback), displacement of wild life, no plans to build concrete walls for protection against traffic accidents and noise, lack of plan to plant trees, create bikeways, walkways. Wildlife deprived of natural habitat.
- I am worried about excessive noise, there will be increased theft due to more traffic of strangers looking in backyards, & trucks running through wooden fence. see video - <https://www.ctvnews.ca/mobile/video?clipId=453357>. Would you like to be gardening or playing kids in yard if this occurred?
- This is an important arterial connecting communities north of Stoney Trail. The current missing link should be considered as City's top transportation infrastructure priority. Development north of 144 Ave should not start before the missing link is built.
- I'm concerned it will become like other Calgary streets which do not accommodate anything other than vehicles. Make transit and cycling a priority to encourage transit use in the area. Make transit reliable, and faster than vehicle travel.
- 144 Ave East of the area of your study is of major concern for those of us who use Centre Street North to come and go from Calgary. Whatever you are doing to 144, please



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remember there is a developer destroying Centre Street and added traffic feeding from 144 will make it worse.

- Gravel/dump/large industrial vehicles. I understand that there are a number of (cement) plants west on 144th Ave, and that these vehicles need access & egress, but the City must ensure the safety of other motorists and pedestrians.
- We live in Carrington, which is currently under development. I am concerned that if 14 Ave is extended from Symons Valley Blvd, there would be a lot more truck traffic near us.
- Dedicated transit, HOV lane should be designed in from beginning, at very least there should be bus turnouts for the bus stops right from the beginning.
- 144 avenue is identified as part of the primary cycling network in the Calgary Transportation Plan, it is important that this important road be a complete street with high quality infrastructure for cycling, walking, wheelchairs, transit users, and that it is kept clear of snow year-round.
- My concern is the shutting down Symons Valley Road and making the residential street of Mountain View Road a main route in and out of the city. There are acreages owners directly on this road. That means children waiting for school buses, school bus stops, moving livestock in the area, etc.
- The intended should also be built lower than the present homes elevations for safety reasons. See other suggestions on the next box.
- It is way too far in the suburbs. Will create more traffic in inner city as this is car-centric planning...
- I'm worried how large of a road this has become and how close it is to homes in Evanston backing onto 144 Ave
- It is growing to be one of the main roads in and out of Nolan, Sage, Symons Gate, Royal Oak, Rocky Ridge - it needs to be twinned with more street lamps especially towards Symons Valley. Sidewalks would also promote walkability.
- We drive this corridor often. I believe it should be a double lane road in each direction.
- The main goal is to not have much environmental impact as Deer and other animal still reside at those areas or show up from time to time.

2. Describe your ideas for future infrastructure improvements and/or transportation connections that can improve 144 Avenue N.W. Tell us more: who does your idea benefit; what situation or circumstance could it improve?

- It's too late for that. The connections outside the study area impose physical limitation o what can be done.
- Focus on public transit accessibility and integration with nature. Benefits everyone! (Total hippie philosophy, I know...)



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- Wide lane for driving. Have 6 lane road initially to help flow of traffic. Wide multiuse pathway for bike and pedestrians. Build a tall wall to reduce noise at road. When road turns onto Panorama drive, have a long lane to turn right to slow down before turning. Have a LRT or BRT line [*illegible*] in to connect to Green Line on 144th Ave. put reflectors on road to see the lanes better.
- Decide other options regarding gravel truck access and egress to their plants on 144 Ave.
- Do not just focus on 144th – focus on impact to roads in area including Rocky View County.
- Use Panorama Rd as main road to 566. Use Shaganappi as a main road to 566 or leave Symons Valley road the way that it is.
- 3 lanes each way with double left hand turns at [*illegible*] intersections.
- Pull offs for buses are needed to not impede traffic too much. Signage for bus routes and connections in the area.
- Long room from fence to road like along Nolan Hill
 - Pathways and cycling path behind homes along 144th Ave
 - Trees along or behind homes along 144th Ave
 - Need to replace wood fence with concrete fences to prevent / reduce noise pollution and improve safety for residents between Panorama Rd and Symons Valley.
- [*Illegible*] with a 6 lane road having an 8m buffer.
 - Sound from road noise on 144th is concerning
 - Impacts to the waterbody is a concern / how will EIA be publically made available.
 - Is the road grade / and cut back to the bridge going to impact residents?
- Protect environment as much as possible. Minimal impact to current area will allow us to preserve natural state.
- I would like to see 144th cross the creek and move north to minimize disruption and chaos with the poor grade elevation changes behind Evansborough View NW. the low elevation should remain park / pathway space and the road should turn and go north to the top of the hill.
- Not a straight road through – straight = speeders = increase in noise, accidents, danger.
 - Distance from residential homes, increase distance from 144th Ave to promote privacy and safety of homeowners.
 - Preserve wildlife and environment (nature)
 - Don't just build and pave anywhere you can, care for the environment. Leave something untouched and beautiful.
- Build [*illegible*] away from homes.
- Leave [*illegible*] undisturbed, preserve environmental sustainability.
- Do not like the idea of closing off Symons Valley road and rebuilding on ridge. Waste of money and unnecessary – compromises environmental integrity of area and ridge.
- Evanston does not have any natural green space, having walk/bike friendly connection to Glacier Ridge, would provide people over more options.



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- Having bike paths considered up front for the major roadway would be good, especially if it is one of the main ways to access the future green line LRT.
- add roundabouts instead of traffic lights
- 144 should carry lots of vehicle traffic and be sufficiently connected to take some load off of Beddington Trail and County Hills Blvd. traffic.
- Putting up high, noise resistant walls along the street to save the residents from inconvenience at odd hours.
- The pathway behind Evansborough need to be over and connect with the path by the creek and storm ponds. Moving 144th north over the creek and away from existing properties gives lots of options to complete the park space and pathways for the benefit of all homeowners in the area.
- All the above concerns should be addressed by creating mitigation plans. Improvement ideas: create setback greater than 8m. Preserve natural habitat of wildlife. Build concrete walls or berms for safety of residents bordering 144ave. Create bikeways, walkways and recreational areas for community.
- 1. No more than 2 lane rd. 2. Concrete walls should be installed 3. Trees should be planted along the road behind homes 4. A cycling and pathway should be developed behind the homes between 24th and Symons Valley Rd. 5. Distance from the backyards of homes to road should be 13m (I heard its 8m - too short)
- A multi-use pathway alongside 144 Ave would be nice.
- Add bus-only lanes and a continuous, level, mixed-use pathway.
- Traffic & pedestrian safety should be number one priority of the City.
- We'd love to see a bike path along 144th to get to Symons Valley Market.
- Multi-use pathways or cycle tracks with sidewalks would be good as they make it easy to access amenities and employment and transit facilities. These would benefit not only people who walk, cycle, or take transit, but also for people who drive as it would mean less vehicular traffic.
- Main north/south routes off 114th Ave should be Centre Street, Panorama Road, 14th Street and Shaganappi Trail. Not Mountain View Road.
- The intended road should include noise barrier ...Concrete walls fence for the neighbourhood
- Money better spent on inner city. This will drain more money with road, pipe and winter maintenance.
- Please move the proposed road further north of Evanston. We need the road but not so close to the residential homes
- If improving transit and accessibility, the City should consider property value and public safety given the proximity to the Remand Centre. I would not want inmates and those recently released to have direct access to more surrounding communities than they already have.



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- During bad road conditions (icy slippery conditions) a divided road would be safer. This access is becoming busier all the time.
- Creating the 144 age to continue would be beneficial if it goes beyond Deerfoot and connects to Metis trail as well. This would give an easy access to commute and decrease travel time.

3. How do you see yourself using the study area in the future (i.e. transit, commuting, local destinations, recreational, etc.)?

- Commuting x3
- Recreation. Quick access out of City
- The study area would be for commuting /community [illegible] and walking of the multiuse path is far from the road.
- Community and recreation.
- Of no use to me.
- I live off Mountain View road. There is livestock transported all over the road. It is 60km/hr and a county not built to use this road they should be thinking of annexing.
- Transport to / from new Co-op in Sage Hill for work purposes.
- With the exception of missing link, won't use many as not close enough to me or services I use. Also 144 Ave is such a long term project to be fully complete.
- Less use, only drive.
- Less travel to go shopping at specific places, more areas to walk around, and potential for schools if provincial funding is given.
- For recreational just like current
 - Cycling
 - Walking dog
- Would like to see the design and see how it applies to other jurisdiction authorities.
 - AB Fish act
 - AB EPEA
 - AB Water Act
 - Fed Fisheries Act
- Local destinations, community.
- Recreation, walking, kids playing, bike riding, park enjoyment.
- For travel options.
- Staff could not answer some questions.
- Commuting is the biggest thing, you can only access Evanston via Symons Valley Pkway. Turning south onto Symons Valley Road and turning north onto 14st are both issues. I think a 14 St. bridge over Stoney Trail must also be consider in conjunction with this project, otherwise the problem is shifted



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- Primary road for entering and exiting the community by car. Primary road for accessing other main roads (i.e. Beddington, Shaganappi, Sarcee).
- Lots of recreation use, walking, biking, kids playing, enjoying the natural landscape the ridge provides. Disturbing the park atmosphere is a significant concern with this roadway.
- Recreational use
- For active living such as cycling and enjoyment of the wild life during the spring to early fall. Please do not displace the wildlife that come to the wet lands, it would be devastating to these animals.
- I live in Evanston, once the missing link is built, it will be much easier to visit the communities further to the west.
- As a commuter going from the Rocky Ridge YMCA to North Pointe
- The developer building Livingstone has destroyed Centre Street North, and its future is uncertain. Keep this in mind when developing 144th, as it might very soon get a LOT more traffic and if I travel on 144th, I'd like proper flow of traffic and proper stop lights, please.
- Commuting, local destinations, recreational, Symons Valley Ranch, etc.
- Travel to local shops and services. More pedestrian and cycling use than driving if there are proper pathways
- I live in the area and will be using it for transit, recreational, commuting and shopping.
- Commuting, local destinations, recreation (walking and cycling), accessing transit, accessing regional destinations such as the rotary mattamy greenway.
- We already use this area for shopping, commuting and sometimes recreationally.
- There should be pedestrian path for walk out outs. Also refuse bins for dog walkers
- Never will visit. Local destination in a suburban boxed house community? Haha.
- I'd drive on the road regularly as its close to my home in Evanston
- It's faster access to Royal Oak business area and the new YMCA. Transit and sidewalks and walk paths can help.
- commuting to and from family residences
- I would use it regularly to drive between communities.



144 Avenue N.W. Functional Planning Study

Discovery Phase
What we Heard Report
December 2018

Key Priorities

Priority	Response Frequency
Traffic Safety	39
Creek Alignment / Protection	35
Environmental Sustainability	35
Pathway Connectivity	33
Improve Vehicle Travel Times	32
Minimize Property Impacts	32
Community Access	30
Pedestrian Accommodation	30
Bicycle Accommodation	29
Community Connectivity	28
Emergency Access (police, Fire, Ambulance)	27
Public Safety	20
Other: Noise control	20
Goods Movement (Commercial Vehicles)	13
Public Transit	10
Construction streets	9
Accessibility for Limited Mobility	9
Construction Costs	3
Other: Privacy	1
Other: Debris/air quality	1
Other: Coordination with Rocky View County	1
Other: Mountain View Road traffic	1
Other: Cars / Trucks running through wood fence into people in their backyard.	1
Other: Keep beautiful natural hill scape (Rock Face)	1
Other: There are nice concrete walks built on 144ave along sage hill and Nolan hill so why not Evanston.	1
Other: Transit vehicle travel times and priority	1
Other: Impact to natural landscape, including the exposed sandstone face	1
Other: Grade variance behind Evansborough View NW	1
Other: Refuse bins for pedestrian and dog walkers	1
Other: Transit vehicle travel times and priority	1
Other: Improve transit access through out area.	1
Other: Shopping Centre Mall	1
Other: Pathway connectivity with Rocky View County	1
Other: Creek Alignment / Protection – why just short section, same creek for miles?	1



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Other feedback received:

- I am very interested in any information including the actual road designs and noise barrier plans in this area. My concerns stem from the lack of ability to visualize the final road plan based on the peculiar topography. I can foresee that once 144 Avenue NW is completed and connected, the road will become a major thoroughfare as it will drastically cut down the commuting times for the residents of Sage Hill and beyond. I really need to understand what noise abatement measures will be in place to compensate for the busy traffic on this road.
- I had no idea a road was going behind my house and am very upset at the impact this will have on my investment. I don't believe The City should be engaging at this point if they don't have plans to show. Landowners have had a meeting and have appointed a spokesperson. I am very upset that The City is 'saving the creek' by building a bridge but putting a road behind homes in Evanston. I am a taxpayer and rivers are not. I would like more detail regarding what the road cross-section will be and if there will be green space separating properties from the road.

About the session

5. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	6	8	1	1	
Format of today's session	5	9		2	
Opportunity to provide my input	7	7	1	1	
Opportunity to hear others' input	6	7	3	1	
Session location	10	6			
Session time	7	9			

6. What worked for you about the session format and activities today?

- Actually I felt it is a rather poor presentation
- Free flow with lots of staff to answer questions. LOVED the dotmocracy!
- The location was easy to find
- Informal, lots of City reps
- Clarified the City's plan
- Lots of info boards and City people to answer questions.
- Lots of people to answer question and wanting to.



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- Prefer with open house
- Simple, easy to understand information boards. Plenty of people to answer my questions and others questions.
- Available reps to answer questions.
- Good to see different boards.
- Boards and people walking around answering questions.
- Posters, informed staff.
- When asked question, was told to look at sign

7. Is there anything we could do differently to make it better?

- Perhaps the presentation could be more live and interactive, rather than just a few poster boards.
- Not sure how to increase community engagement
- No (x2)
- Yes. DO NOT USE Mountain View Road as a main road.
- Please put the road as far as possible to the fence
 - Increase the height of fence to avoid car lights during the night time
 - Decrease noise when the construction starts and also provide noise control technology when 6 lane is finished build up
- Take home brochures.
- Not sure. Maybe have some design or sketch.
- Would like to see what is being proposed at this stage.
- Would have liked a representative to speak to project to whole group. Group Q&A
- Have more answers to our questions. Multiple session days for those who cannot make it.
- Maybe a designated speaker for questions in a group.
- Absolutely need representation from Rocky View. One – sided presentation.

8. How would you like to provide feedback on the study and receive project information in future?

Open House	11
Community Association Newsletter	1
City Social Media – Twitter	1
City Social Media – Facebook	2
Community Association Social Media – Facebook	2
City Website – Calgary.ca/144AveNW	10
Community Association Website	1
Online tool/survey	6
Project Emails – City	7
Project Emails – Community Association	5
Other _____	Anyway I can