



# 144 Avenue N.W. Functional Planning Study

Explore Phase  
What We Heard Report  
June 2019

## 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 June 2019, The City of Calgary held meetings with key stakeholders and a public open house with community members to provide an update about the 144 Avenue N.W. Functional Planning Study and to collect feedback on the concepts developed and evaluated for the roadway alignments, creek crossing options and intersection types for 144 Avenue N.W. and Symons Valley Road. From June 12 to June 26, 2019 The City of Calgary hosted an online survey on its engagement portal at [engage.calgary.ca/144AveNW](https://engage.calgary.ca/144AveNW) to solicit feedback from Calgarians. Input collected from stakeholders and the public and the key priorities for the study area will assist the project team to evaluate the creek crossings and intersection types and complete the technical analysis 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 May and June 2019. The public open house was held on Wed., June 12, 2019 from 5 to 8 p.m. at the Symons Valley United Church (38 Kincora Rise N.W.). Approximately 60 people attended the open house where participants provided feedback directly on the display boards and filled out comment forms. An online tool was also available for Calgarians to submit feedback. Ten comment forms were submitted and there were 80 responses to the online tool.

## What we asked – In-person and online

### Preferred Roadway Alignments

1. What do you like or not like about the roadway alignment for 144 Avenue N.W. for people who walk, bike, take transit and drive? Tell us more about what else we should keep in mind.
2. What do you like or not like about the roadway alignment for Symons Valley Road for people who walk, bike, take transit and drive? Tell us more about what else we should keep in mind.

### Explore Creek Crossing Options

1. What do you like or not like about the creek crossing options for 144 Avenue N.W.? Tell us more about what else we should keep in mind.
2. What do you like or not like about the creek crossing options for Symons Valley Road? Tell us more about what else we should keep in mind.

### Explore Intersection Types

1. What do you like or not like about having queue jump lanes along 144 Avenue N.W.? Tell us more about what else we should keep in mind.
2. What do you like or not like about using slotted dual left turns along 144 Avenue N.W.? Tell us more about what else we should keep in mind.
3. What do you like or not like about parallel dual left turns along 144 Avenue N.W.? Tell us more about what else we should keep in mind.

### 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



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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

## What we heard

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

- Participants indicated that it is important to continue to consider minimizing adjacent landowner impacts, accommodating people who walk, bike and take transit, exploring mitigation measures to reduce noise and visual impacts and reducing environmental impacts, particularly to West Nose Creek.
- Participants expressed that they would like to see more details about the elevation of the road, how the roadway will look through the study area and information about the costs of construction.

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 Fall 2019, The City of Calgary will reveal the recommended plans for the 144 Avenue N.W. study area with stakeholders and the public.



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## What we heard - summary of input

### Preferred roadway alignments

#### Overall roadway alignment themes for 144 Avenue N.W.:

- Participants indicated that it is important to consider the noise and visual impacts to the adjacent residents along 144 Avenue N.W. with specific consideration to using sound barriers like walls or more trees to reduce the noise and visual impacts for residents in Evanston along the roadway.
- Participants felt that incorporating pathways for people who walk and bike and minimizing environmental impacts to West Nose Creek and property impacts to the adjacent areas are important considerations for the recommended plan.
- Participants mostly preferred options that had the lowest cost.

#### Overall roadway alignment themes for Symons Valley Road:

- Participants mostly preferred the recommended option because it minimizes property impacts to adjacent landowners and has the least impacts to West Nose Creek.
- Participants felt it is important to continue to consider safety for all people who walk, bike, take transit and drive and minimize impacts to West Nose Creek and adjacent properties.

### Explore creek crossing options

#### Overall creek crossing themes for 144 Avenue N.W.:

- Participants who prefer a bridge option like that there is better accommodation for people who walk and bike, less impacts to West Nose Creek and the natural landscape and it leaves room for future expansion of the roadway.
- Participants indicated that they are concerned about the elevation of the road and that it will negatively impact the visual beauty of the natural landscape.

#### Overall creek crossing themes for Symons Valley Road:

- Participants felt that it is important to accommodate people who walk and bike while also ensuring that there are minimal environmental and West Nose Creek impacts.
- Most comments showed preference for the bridge option; however, participants who prefer the culvert option indicated that they think culverts are more visually appealing and fit better with the natural landscape.



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## Explore intersection types

### Overall themes about queue jump lanes along 144 Avenue N.W.:

- Participants' comments were supportive of queue jump lanes and indicated that they would like buses to have prioritized signals and right-turning vehicles to be provided with long right-turn lanes.
- Participants felt that it is important to minimize the footprint of the intersection and to provide noise barriers to reduce impacts to adjacent landowners.

### Overall themes about slotted dual left turns along 144 Avenue N.W.:

- Participants indicated that they had no preference for either slotted or parallel dual left turns, but they felt that safety and a reduced footprint are important.

### Overall themes about parallel dual left turns along 144 Avenue N.W.:

- Participants indicated that they had no preference for either slotted or parallel dual left turns, but they felt that safety and a reduced footprint are important.

## 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 email.



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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.*

## Preferred roadway alignments

### 1. What do you like or not like about the roadway alignment for 144 Avenue N.W. for people who walk, bike, take transit and drive? Tell us more about what else we should keep in mind.

- Worried about noise and having to drive in so many lanes of traffic – shouldn't touch Glacier Ridge
- Set aside land for future LRT project along 144th Avenue
- Noise impact South of 144th
- Will want a noise barrier – 6 lanes is a lot
- Replace wood fence with stone fence (sound wall on South-side) then 6 lane road is fine
- Would like to see more significant shift to the North, to add variable and reduce start design for traffic calming and impact on existing properties
- Make speed limit 80km/hour, people drive fast
- Not enough greenery in current plans; need more buffer between property line and road
- Option C is the best of the three, as it adds some setback but it needs more; Option A is poor and does not at all address previous feedback, only seems to be the cheapest; as a unique 6-lane highway roadway costs should not take priority
- I prefer that the straight line is chosen to keep costs down
- Too big of impact on current houses
- Keep the roadway away from the houses; plant a lot of trees between pathway and road to disrupt noise from traffic; do not raise property taxes to build the road, we can live without the road for a few more years; keep lights away from homes
- 6 lanes is too much and I don't take transit
- I do like Option A cause it makes more sense to me and to keep the construction cost low
- I like whichever option includes separated bike infrastructure.
- Option C would be best for people using the paths because it is least impactful to the creek. It is a beautiful area and the less you can impact the better for all
- Seems as though option A makes the most sense. Odd that no option aligns well with environmental sustainability as that would be my priority with traffic safety and low cost. Happy to see strong path connectivity in each too.
- Increase traffic to neighbourhoods, too much noise to the people who live closed by 144 Ave.



- Option C is the most desirable. Traffic should be farthest away from the houses that are on 144 AVE after crossing the bridge to the East side. Depending on the elevation of the bridge, to avoid noise and congestion. 3 lanes each side causes extreme speed
- I like C. The least impact on west nose creek the better. The angle will also help with speed versus a straight through. Noise is already an issue with high speed vehicles and motorcycles on the road by the old farmers market.
- Very little difference between the choices - option A is less expensive and my preference.
- A straight road isn't very scenic, but that's fine
- Option A or B look best. Not super concerned about intersection angle.
- Option A appears to be the best for the corridor. The consideration of 6 lanes is a must. I wouldn't allow certain vehicles (semi-trucks, gravel) on this route for traffic safety and environmental considerations. That would extend east and west to Sarcee
- The best option is A, since it is the most direct, the most efficient, and the least expensive (best bang for the buck)
- Option A is awful, and the worst of the designs. Zero consideration here for existing properties, where new land still has the option to design around the roadway. For a six lane roadway it should definitely not be strait, nor cross so close to the houses
- I think that the impact on the "user" is relatively minor between all three options for the 144th Ave alignment. The impact on the adjacent lands and Nose Creek is more important.

## 2. What do you like or not like about the roadway alignment for Symons Valley Road for people who walk, bike, take transit and drive? Tell us more about what else we should keep in mind.

- Have concrete barriers protect cyclists and drivers from hitting each other
- No comments
- The design speed is too fast for a roadway with not enough setback. A switchback in the roadway would have drastically improved this project
- Alignment is fine, but have wide median if there are plans to build another LRT route in future
- We are concerned about the long range future impact on the acreages; more consultation is required
- I moved here 7 years ago and I liked the country atmosphere and quiet
- Option B
- Option B, baby!
- Option D would be best for people using the paths because it is least impactful to the creek. It is a beautiful area and the less you can impact the better for all. Set back of the road design is not indicated but at least 60ft back should be considered
- The less traffic away from homes, the better. Option C and D are the most desirable.
- I like B.
- Option B makes the most sense. Would like to know more about the potential impacts to seasonal drainage.



- It's fine
- Option B appears to be the obvious choice!
- Option B. Again, safety/traffic wise is limiting use for heavier vehicles on this corridor from Mountain View to Sarcee Trail. It's all residential on 144th to Sarcee at the moment and no need to allow gravel trucks to have access until Sarcee + 144th
- Again, option B for the similar reasons as noted for 144 above. Keep in mind that many years in the future this will be a major artery between Calgary and Airdrie
- Same as above. I think that the impact on the "user" is relatively minor for all four alignment option on Symons Valley. The impact on the adjacent properties and Nose Creek is more important. However, the more direct route option is probably best.

## Other comments

- Property value impact
- Keep to maximum of 4 lanes and 60km/hour
- I would bike more than 8m distance in property line and road
- Lower elevation desired
- Lack of traffic calming measures
- Design speed seems way too fast
- Option 3 is best of the current designs but lacks still
- Worried about road grade and drainage into our backyard
- Worries about noise
- Rapid transit lanes similar to the York Region Transit
- Do not raise taxes (property or residential)
- Worried about noise
- Make the roadway much lower than current property lines
- Make pathway wide so groups of people can walk side-by-side and not in a row like a centipede
- Build a sound wall to protect properties from noise

## Explore creek crossing options

### 1. What do you like or not like about the creek crossing options for 144 Avenue N.W.? Tell us more about what else we should keep in mind.

- 144th Avenue option C rout preferred; prefer bridge over creek
- No mention of difference in maintenance cost
- Difference in cost %?
- I prefer the bridge option due to less impacts on the natural landscape of the area. I would like to see a cross-section showing properties elevation and road grades, specifically area close to creek





- Do not raise to build road. Build high sound wall to keep noise out
- Keep environment impact to a minimum; reduce bridge width to 4 lanes
- Option C has the best crossing of the three, but the elevation seems too high; should be closer to natural grade
- This road as it is needs major pedestrian crossing, for safety and traffic calming
- Bridge too high, looks terrible
- Like option C to keep the outcropping of rocks on the bluffs and angle road away from my property in Evanston; just DO NOT raise my property taxes to pay for the expenditure property taxes are expensive and I can wait several years for a connection
- I don't think you should put a crossing this big across the creek
- I do like this a lot because would look better when its finished and it is above the creek instead of lower to the ground
- Pedestrian and cycling priority options are key
- The culverts look more visually pleasing. Please consider a lower elevation to ensure the area maintains its look and feel and does not negatively affect the creek area.
- I like that this is more desirable for pedestrians along the creek and that it leaves the door open for changes in the future. If we decide to expand later on with the culverts it seems like it would be a massive undertaking and negate the initial low \$
- Consideration should be given to go under, rather than over with a tall bridge. If there are 6 lanes in total, that is a designed road for 110km/hr. That is extremely fast for the houses south of 144 AVE. Going lower, and away from the properties is better
- Bridge is VERY high. Might act as the new suicide bridge.
- Flexibility for future expansion. Nicer for pedestrians.
- Bridges allow for much more pedestrian and nature access. Mountain bike and natural surface trails are desperately needed in this area
- I think planning for the future is best, and that the bridge option adequately achieves this.
- Bridges.
- I like the culvert idea. Low pedestrian traffic for the next decade.
- The culvert option is fine, as long as there is space for the creek and a pedestrian pathway.
- The elevation here is simply ridiculous. It is such an eyesore and is not considering the natural aesthetics of the nose creek area. The roadway should be sunk as far as possible to distract the least. The elevation on Symons Valley Parkway is way more reasonable
- Which is the preferred option? Bridge or culverts? I would prefer the bridge option. Allows for pedestrian pathway access under bridge.



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## 2. What do you like or not like about the creek crossing options for Symons Valley Road? Tell us more about what else we should keep in mind.

- No mention of difference in maintenance cost
- Difference in cost %?
- No comments
- Bridge crossing should have elevation similar to the crossing at Simons Valley Parkway – please fix elevation
- Do not put a culvert, build a bridge with pathways on either side of bridge
- We think that making the area in the creek bottom available for pathways is important; we support the bridge as opposed to culvert design
- The creek crossings should be left undisturbed as much as possible for the wildlife
- Don't like options with culverts as it's worse for pedestrians and cyclists.
- The culverts look more visually pleasing. Do not want to lose the grace of the area and impact to local properties that already exist.
- I like that this is more desirable for pedestrians along the creek and that it leaves the door open for changes in the future. If we decide to expand later on with the culverts it seems like it would be a massive undertaking and negate the initial low \$
- A bridge for Pedestrians is to cross should be high priority.
- The bridge is nice. Good option and accessible for pedestrians
- Flexibility for future expansion. Nicer for pedestrians.
- Bridges allow for much more pedestrian and nature access. Mountain bike and natural surface trails are desperately needed in this area
- Again, I think planning for the future is best, and that the bridge option adequately achieves this.
- It ties into the whole pedestrian/bike access. Safer if trucks don't have access to 144th especially between 9pm to 9am all the way through Sarcee Trail. No gravel pits exist until West of Sarcee so why allow trucks to make the road less safe.
- Culvert option looks good.
- Same is noted in 3 above. Please keep in mind that motor vehicles are still the primary transportation, and have bus bays along both roads for all transit stops.
- Which is the preferred option? Bridge or culverts? I would prefer the bridge option. Allows for pedestrian pathway access under bridge.

### Other comments

- The bridge over the creek is too high
- Too many lanes



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## Explore intersection types

### 1. What do you like or not like about having queue jump lanes along 144 Avenue N.W.? Tell us more about what else we should keep in mind.

- Improved bus service is great, but the signals should allow buses to go first before the general traffic, otherwise collisions will happen frequently
- Keep noise to a minimum
- Hopefully this road does not carry that volume of traffic where these are necessary
- Queue jump lanes if fine; just have a long right turn lane to avoid getting trapped behind
- Sage Valley doesn't need a roadway this large
- Love prioritizing transit, smaller footprint for intersection.
- I definitely prefer the queue jumping for transit- really hoping private vehicles who use the queue jumping are held accountable though. If transit operators were able to report abuse of queue jump maybe that could help??
- If there is a queue, there should be an advanced Traffic Light for the bus. Otherwise, people will just race to get ahead of the bus.
- If the jump lanes have their own light then good, if not - There will be people driving fast trying to pass the buses. This may actually slow down that entire lane by allowing the bus to merge in first - potential for more traffic delays.
- Potential impact to pedestrian safety?
- It is not clear how the bus re-enters traffic, but I like the idea
- This should not be a question. Transit movements should be prioritized at all costs. In fact, the third lane of 144th Ave. should be designated as an HOV lane rather than a general-use lane.
- 3rd option. We don't really have to consider much for trucks as it shouldn't be a major route for these vehicles.
- Not as good as parallel dual left turns
- There is no way this roadway should carry so much volume that it needs 6 lanes PLUS a bus bypass. What a horrible design bordering so close to the residential. Add way more setback, add more green space park space and give this roadway more buffer.
- If queue jump lanes can be done within the same right-of-way I'm all for it. But if not, then the impacts to the adjacent properties may not be worth it?

### 2. What do you like or not like about using slotted dual left turns along 144 Avenue N.W.? Tell us more about what else we should keep in mind.

- Intersection type: slotted dual left turns with queue jump lanes
- High risk and frequency of crossing the divider wedge by reckless drivers. Also, snow accumulation at the wedge
- More left turn signals; its hard to tell if the signal is still arrow or green or red when behind an 18-wheeler



- It doesn't matter which one of these because this amount of traffic sounds like a nightmare for drivers
- No opinion.
- Slotted dual turns seem to make sense. I like that the shift in intersection also moves xwalk further away from left turn to help reduce those ped-left turn conflicts.
- Both slotted, and dual turns look great.
- Nothing to like or not like, looks good.
- Unemotional about it - seems to make sense.
- Unless you allow turns on solid green, there isn't any point.
- They create less collision risk at the intersection.
- Do not like truck option to be easier.
- Not as good as parallel dual left turns
- Additional feedback: seems poor to have an open house without proper artistic renderings and proposed elevation, this public feedback session is way too early in the process, but hopefully this will allow you to go back to the drawing board.
- N/A

### 3. What do you like or not like about parallel dual left turns along 144 Avenue N.W.? Tell us more about what else we should keep in mind.

- Allow safer merging by reckless drivers; reduce accidents
- More left turn signals; its hard to tell if the signal is still arrow or green or red when behind an 18-wheeler
- I drive this roadway by Sage Valley sometimes and I can't imagine this amount of traffic now that I know this ridiculous plan
- No opinion.
- If the city anticipates the need for dual turns then good. Single turns seem to slow down through traffic. Would like to know if the median reduction in the bottom option is reducing safety??
- Both slotted, and dual turns look great.
- looks good
- Unemotional.
- The least road impact is very nice. And if you can only turn on a turning arrow they are perfectly fine
- Higher collision risk when turning is not ideal.
- Like this option more.
- Looks good.
- Additional notes: the "chosen" design 'A' ignores all of the feedback and concerns residents raised at the first open house. I hope you will not ram through this poor design, fix the elevation and use Option C for alignment at a minimum.



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- What does the TIA say? Are dual left turn lanes required once these communities are built out? If so, build for it!

## Other comments

- Intersections: consider incorporating Intelligent Transportation System instead of time based signals

## Tell us more – other comments

- For next meeting we strongly request: 1. Detailed engineered drawings (curbs, trees, etc.) 2. Environment impact assessment reports 3. Noise study results
- Would need environmental impact information on a more detailed scale; informed decisions are important
- On another (related?) topic, would like to know more about Shaganappi Trail: widening of single lane bridge near Stoney Trail, amount of gravel trucks travelling Shaganappi as 6 new communities develop, sound barriers for properties of Shaganappi going past Nolan and Sage Hill communities



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## About the session

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

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	4	2	1	1	
Format of today's session	6	2			
Opportunity to provide my input	4	3		1	
Opportunity to hear others' input	5	1		1	2
Session location	7	1			
Session time	7				

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

- Clear graphical details
- Easy to talk to people and voice concerns
- Availability of staff and PM's
- Very informative, well explained and lots of friendly people to answer questions; informed
- The big picture and dreams
- Resource people were excellent
- I found out that the roadway will be too large and very noisy and forever change the country feel of Sage Valley

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

- Provide information about areas East and West of study area; bring in representatives from developer companies
- Provide numerical data/estimate instead of vague descriptions like "higher"
- Not enough information – missing elevations, renderings
- Seems premature to give feedback without these
- It doesn't sound like it will be better

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

Open House	6
City Website – Calgary.ca/144AveNW	6
Online tool/survey	3
Project Emails – City	2