



Country Hills Boulevard N.E. & 128 Avenue N.E. Functional Planning Studies: Explore

Stakeholder Report Back: What We Heard
August 17, 2020

Project Overview

The City is creating functional plans to widen Country Hills Boulevard N.E. and improve connections through the Stoney Industrial Area along the future 128 Avenue N.E. to meet mobility and growth needs.

Country Hills Boulevard N.E. serves as a key link for east and west connection in north Calgary. Currently, the majority of this segment of Country Hills Boulevard N.E. is a rural standard four-lane road without sidewalks. With the anticipated growth in commercial and industrial areas along this corridor, the current roadway will not be able to handle the anticipated future traffic. The main objectives for this project are to:

- Develop plans to widen Country Hills Boulevard N.E. between Deerfoot Trail and Coventry Boulevard N.E. from four to six lanes, including continuous multi-use pathways.
- Examine ways to widen existing bridges over CP Rail, Nose Creek and Deerfoot Trail.
- Better accommodate and improve safety for people walking, cycling, taking transit and driving in the study area.

128 Avenue N.E. provides an important east-west connection for all modes of transportation through the Stoney Industrial Area. The Stoney Industrial Area is identified for significant future growth of industrial development. The main objectives for this project are to:

- Plan for the future 128 Avenue N.E. connection between Deerfoot Trail and Stoney Trail that will accommodate all modes of transportation.
- Review previous interchange plans at both Deerfoot Trail and Stoney Trail.
- Examine new bridge crossings over CP Rail and Nose Creek.
- Incorporate safety best practices considering those who travel through or commute along the study area.

From fall 2019 to fall 2020, The City worked with stakeholders and the public to gather feedback to develop design concepts, evaluation criteria and recommended plans for the Country Hills Boulevard N.E. and 128 Avenue N.E. study areas.

As both the timing and location of these two studies are so close together, The City had a joint engagement process to seek key stakeholder and public feedback for the two projects.

Engagement Overview

Engagement for the functional planning studies is organized into three phases – each tied to key milestones in the development of the functional plans.

1. **Discover:** Discover opportunities, challenges, priorities and evaluation criteria for the study area with stakeholders and the public



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2. **Explore:** Explore design concepts and evaluation results with stakeholders and the public
3. **Reveal:** Present preferred plan to stakeholders and the public

In compliance with Public Health recommendations in effect during June and July 2020, engagement for the Explore phase was held entirely online. Online opportunities for feedback were offered from June 29 to July 26, 2020 at engage.calgary.ca, The City received 115 submissions online.

The project was advertised through The City of Calgary engage website, Northern Hills Community Association virtual newsletter, Facebook and Twitter ads targeted to communities surrounding the project areas, mail-outs to area stakeholders, project email distribution list and road-side bold signs placed within the study area.

What We Asked

For the Country Hills Boulevard N.E. and 128 Avenue N.E. functional planning studies we asked participants the following questions:

Country Hills Boulevard N.E.

Online Survey

1. Country Hills Boulevard N.E. Deerfoot Trail Bridge Decks

- 1.1. What do you like or not like about Deerfoot Trail bridge decks option 1 for Country Hills Widening for people who walk, bike, take transit and drive?
- 1.2. What do you like or not like about Deerfoot Trail bridge decks option 2 for Country Hills Widening for people who walk, bike, take transit and drive?
- 1.3. What do you like or not like about Deerfoot Trail bridge decks option 3 for Country Hills Widening for people who walk, bike, take transit and drive?

2. Country Hills Boulevard N.E. Deerfoot Trail Ramps

- 2.1. What do you like or not like about the Deerfoot Trail ramps option 1 for Country Hills Widening?
- 2.2. What do you like or not like about the Deerfoot Trail ramps option 2 for Country Hills Widening?

3. Country Hills Boulevard N.E. Deerfoot Trail to 14 Street N.E.

- 3.1. What do you like or not like about the Deerfoot Trail to 14 Street N.W option 1 for Country Hills Widening?
- 3.2. What do you like or not like about the Deerfoot Trail to 14 Street N.W option 2 for Country Hills Widening?
- 3.3. What do you like or not like about the Deerfoot Trail to 14 Street N.W option 3 for Country Hills Widening?
- 3.4. What do you like or not like about the Deerfoot Trail to 14 Street N.W option 4 for Country Hills Widening?



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4. Other Options

- 4.1. What do you like or not like about the proposed Nose Creek bridge widening for Country Hills Widening?
- 4.2. What do you like or not like about the proposed changes at Harvest Hills Way for Country Hills Widening?
- 4.3. What do you like or not like about the proposed Canadian Pacific Rail bridge widening for Country Hills Widening?

128 Avenue N.E. Study

Online Survey

1. 128 Avenue N.E. Alignment – West of 15 Street N.E.

- 1.1. What do you like or not like about Option 1 for 128 Avenue N.E. for people who walk, bike, take transit and drive?
- 1.2. What do you like or not like about Option 2 for 128 Avenue N.E. for people who walk, bike, take transit and drive?

About the Session/Engagement Process

1. How satisfied are you with the overall engagement process for these projects?
2. What about the engagement worked for you? What could we have done to make it better?
3. How would you like to provide feedback on the study and receive project information in the future?

What We Heard

The key themes we heard during the public engagement throughout the Explore phase included:

Country Hills Boulevard N.E. Functional Planning Study

Overall Themes

- Participants weighed costs for perceived benefits carefully when considering the options presented – looking for a balance of lower cost options that still achieved meaningful improvements.
- Participants appreciated the enhanced pathway connections in the study area.
- There was some concern that not enough consideration has been given to transit-only lanes or queue-jumps.
- Participants liked the focus on improved traffic flow and safety but had mixed opinions on the options presented for the Deerfoot Trail Loop Ramps and between Deerfoot Trail and 14 Street N.E.



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128 Avenue N.E. Functional Planning Study

Overall Themes

- Participants had mixed views on the transit-only link expressing positively that it would reduce traffic impact on the community, but also concern that it would increase pollution and travel times.
- Participants questioned the connection to Deerfoot Trail given the proximity of Stoney Trail.
- Participants expressed concerns about costs and property impacts with the Option 2 alignment for west of 15 Street N.E.
- There was appreciation of increased pathway and pedestrian connection to communities.

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

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

About the Session/Engagement Process

Overall, participants indicated they were satisfied or somewhat satisfied with the engagement online. Participants indicated that they found the maps, presentations and explanations well-done and informative. Some participants indicated that they thought flyers or mailouts to homes in the area would improve awareness of the project, others noted that the road signs were helpful for directing them to the website to learn more about the project. Participants identified The City's website, online tools, open houses and their community association newsletter as top ways they would like to provide feedback or receive project information.

Next Steps

Integrated with the technical analysis, information gathered during the Explore phase of engagement will help the project team as they move forward in refining the final concept plans for the two studies. In early 2021, a recommended plan will be shared with the public and presented to Council for approval.



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Summary of Input – What We Heard

Country Hills Boulevard N.E. Functional Planning Study

- 1. What do you like or not like about the proposed options for the Country Hills Boulevard N.E. Deerfoot Trail bridge decks**
 - Participants weighed costs for perceived benefits carefully when considering the options presented – looking for a balance of lower cost options that still achieved meaningful improvements.
 - There was concern that neither vehicle nor pedestrian/bicycle traffic volumes warranted the cost or effort of the upgrades.
 - Participants liked including pathways on both the north and south sides of Country Hills Boulevard N.E. over Deerfoot Trail.
 - Participants also liked increased space for traffic, and separation for merge lanes, expressing that it helped drivers of smaller vehicles feel more comfortable sharing the road with larger commercial vehicles.
- 2. What do you like or not like about the proposed options for the Country Hills Boulevard N.E. Deerfoot Trail ramps**
 - Participants were cost conscious in their comments expressing that they were not sure about the value of the benefit of changing the loops considering the cost.
 - Participants were mixed in their opinion on reducing speed on the ramps at the pedestrian crossing, some expressed this as a positive, others worried it would impede traffic for a pedestrian crossing that won't be heavily used.
- 3. What do you like or not like about the proposed options for Country Hills Boulevard N.E. Deerfoot Trail to 14 Street N.E.**
 - There was concern expressed that options that restrict left turns onto 14 Street N.E. (Options B and C) limit community access and require complex, out of the way, re-routing.
 - While there was concern expressed about the additional cost of a roundabout, others liked that it kept the ability for a left-turn onto 14 Street N.E. and there was a suggestion to see it be dual lane.
 - Participants liked the enhanced safety of Options B, C and D as they expressed a concern that the area is dangerous for commuters.
 - Participants expressed concern that signals at the Deerfoot ramp (Option D) would cause traffic congestion on the ramp, there was a suggestion that the signal could be in effect only at certain times of day.
- 4. What do you like or not like about the proposed Nose Creek bridge widening for Country Hills Widening?**
 - Participants generally liked the proposed plan.



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- There was a concern expressed that a dual turn might result in drivers getting cut off at the turn.
- There was a suggestion to make room for bus lanes in the future.

5. What do you like or not like about the proposed changes at Harvest Hills Way N.E. for Country Hills Widening?

- Appreciation for the pathway completion was expressed.
- There were concerns expressed that the dual turn would result in longer waits for all traffic at a signal, or not be very helpful if the second lane stopped shortly after the turn.
- There is an interest in seeing better accommodation for transit operations (e.g. transit-only lanes or queue jumps).

6. What do you like or not like about the proposed Canadian Pacific Rail bridge widening for Country Hills Widening?

- Participants generally liked the proposed plan.

128 Avenue N.E. Functional Planning Study

What do you like or not like about the proposed options for the alignment of 128 Ave N.E. west of 15 Street N.E.?

- Participants had mixed views on the transit-only link expressing positively that it would reduce traffic impact on the community, but also concern that it would increase pollution and travel times.
- Participants questioned the connection to Deerfoot Trail given the proximity of Stoney Trail.
- Participants expressed concerns about costs and property impacts with the Option 2 alignment for west of 15 Street N.E.
- There was appreciation of increased pathway and pedestrian connection to communities.
- A desire was expressed to keep some of the area between CPR and Nose Creek as greenspace.



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Verbatim Comments

The following is a record of the feedback received by those who responded using the online Engage website and comments received on both Facebook and Twitter advertisements.

Please note: All of the comments below are printed as received. The comments are organized by the questions asked. Comments are unedited as to spelling, grammar, use of contractions, etc. Comments are only edited to remove profanity, personally identifying information or to identify an illegible word; where this occurs, it is indicated using square brackets, for example; “[illegible].”

Country Hills Boulevard N.E. Functional Planning Study

1. Country Hills Boulevard N.E. Deerfoot Trail Bridge Decks

1.1. What do you like or not like about Deerfoot Trail bridge decks option 1 for Country Hills Widening for people who walk, bike, take transit and drive?

<ul style="list-style-type: none"> I like that the automobile traffic will move smoother, but the price tag seems a hinderance when the same effect can be achieved for slightly cheaper in Option C.
<ul style="list-style-type: none"> Unnecessary cost, but option for transit
<ul style="list-style-type: none"> I like that there are walkways on both sides
<ul style="list-style-type: none"> I think option B will work for everyone.
<ul style="list-style-type: none"> Unnecessary at this time. There is no demand in the next 10 years for additional space. A simple traffic study will conclude the volumes over the bridge are well below capacity. Pedestrian and bike traffic capacity will never exceed current design.
<ul style="list-style-type: none"> huge wasted space
<ul style="list-style-type: none"> Please widen Country Hills BLVD between Barlow and Metis Trail
<ul style="list-style-type: none"> The cost is more for this option.

1.2. What do you like or not like about Deerfoot Trail bridge decks option 2 for Country Hills Widening for people who walk, bike, take transit and drive?

<ul style="list-style-type: none"> I feel that this is too narrow to accomodate the traffic in either direction, especially if industrial traffic increases by any meaningful margin.
<ul style="list-style-type: none"> It accommodates everything in smaller foot print



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<ul style="list-style-type: none"> • Make walkways on both sides
<ul style="list-style-type: none"> • I like it
<ul style="list-style-type: none"> • Worse than Option 1. There is no demand in the next 10 years for additional space. A simple traffic study will conclude the volumes over the bridge are well below capacity. Pedestrian and bike traffic capacity will never exceed current design.
<ul style="list-style-type: none"> • no separation for merge lanes not good
<ul style="list-style-type: none"> • Please widen Country Hills BLVD between Barlow and Metis Trail
<ul style="list-style-type: none"> • Least cost and still get a north side ped bridge, although narrower.

1.3. What do you like or not like about Deerfoot Trail bridge decks option 3 for Country Hills Widening for people who walk, bike, take transit and drive?

<ul style="list-style-type: none"> • This is my favourite of the 3. Pedestrians are kept safe on the north side and there is room to keep traffic spaced apart to a level that would make even timid drivers feel comfortable with the large trucks in the area.
<ul style="list-style-type: none"> • Not sure there is enough pedestrian traffic to warrant a second bridge
<ul style="list-style-type: none"> • Safety and access to the road- need to protect people
<ul style="list-style-type: none"> • Over doing what is needed
<ul style="list-style-type: none"> • Worst option of all. There is no demand in the next 10 years for additional space. A simple traffic study will conclude the volumes over the bridge are well below capacity. Pedestrian and bike traffic capacity will never exceed current design.
<ul style="list-style-type: none"> • like the simple traffic separation. not thrilled about separate construction of pathway. costly method?
<ul style="list-style-type: none"> • Please widen Country Hills BLVD between Barlow and Metis Trail
<ul style="list-style-type: none"> • I think this is the best option with mid costs and more flexibility.

2. Country Hills Boulevard N.E. Deerfoot Trail Ramps

2.1. What do you like or not like about the Deerfoot Trail ramps option 1 for Country Hills Widening?



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<ul style="list-style-type: none"> • Are you kidding. You want to spend money to move the road for no reason
<ul style="list-style-type: none"> • More construction is a negative
<ul style="list-style-type: none"> • Too costly. Invest the money in better upgrades at other parts of the interchange.
<ul style="list-style-type: none"> • Too \$
<ul style="list-style-type: none"> • I like it the plan
<ul style="list-style-type: none"> • Absolutely not required. These two roads are high volume/speed roads. Any attempt to reduce speed at crosswalk (for non existent pedestrians) will be very dangerous for traffic and will increase accidents.
<ul style="list-style-type: none"> • not thrilled about loop relocation but happy loop still exists
<ul style="list-style-type: none"> • It seems like a waste of money to redo the ramp loop. %0 Km at a ped crossing seems like too much vehicular speed for safe ped/bike crossings

2.2. What do you like or not like about the Deerfoot Trail ramps option 2 for Country Hills Widening?

<ul style="list-style-type: none"> • You are all [omitted] and should be fired!! Come one election time!!
<ul style="list-style-type: none"> • Slower speeds aren't a big deal
<ul style="list-style-type: none"> • Adjust the 90 degree turn from WB CHB to SB Deerfoot. The 90 degree turn seems unnecessary, and appears to require construction that isn't needed today. Make the north clover loop look like the south clover loop.
<ul style="list-style-type: none"> • Better price
<ul style="list-style-type: none"> • I like it to wide road
<ul style="list-style-type: none"> • I think option B is the best option for the money
<ul style="list-style-type: none"> • Absolutely not required. These two roads are high volume/speed roads. Any attempt to reduce speed at crosswalk (for non existent pedestrians) will be very dangerous for traffic and will increase accidents.
<ul style="list-style-type: none"> • tight turn and very low speed will bung up traffic
<ul style="list-style-type: none"> • I like that the bridge doesn't need to be widened on north side and that the speed is 30 km at crossings. Saves money on the loops.



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3. Country Hills Boulevard N.E. Deerfoot Trail to 14 Street N.E.

3.1. What do you like or not like about the Deerfoot Trail to 14 Street N.W option 1 for Country Hills Widening?

<ul style="list-style-type: none"> This is a dangerous area for commuters. I've nearly been hit myself while travelling westbound in the area as large trucks can't/don't see smaller vehicles and passenger vehicles don't show courtesy to people coming off of Deerfoot.
<ul style="list-style-type: none"> it's fine right now, but might not be in future
<ul style="list-style-type: none"> By far the best of the four options The volume of traffic on WB Country Hills Blvd is no where near high enough to cause this theoretical problem. Check with the CPS if there has ever been an accident there - Never.
<ul style="list-style-type: none"> high collision zone due to tight weaving is not good
<ul style="list-style-type: none"> It's ok I guess, but I'm not sure how that would look if I was traveling west on CHB from the NE and going straight thru. I would hope that it would not impact me.

3.2. What do you like or not like about the Deerfoot Trail to 14 Street N.W option 2 for Country Hills Widening?

<ul style="list-style-type: none"> I like the safety implemented but don't like the long detour to the shopping/light industrial to the south on 14th ST.
<ul style="list-style-type: none"> Too much interference in driving pattern
<ul style="list-style-type: none"> It doesn't make sense to restrict traffic going WB on CHB from making the left-turn at 14th St. This unnecessarily reduces community access for no safety benefit.
<ul style="list-style-type: none"> Again, not necessary considering the traffic volumes. There has never been an accident there, this is a made up problem, Already traffic lights on the bridge that control volume. This is next best option
<ul style="list-style-type: none"> good that weave eliminated but westbound still allowed to turn to distribute left turning traffic across two entries
<ul style="list-style-type: none"> I like this option the most. I expect this traffic that wishes to go to SB 14 St will be truck traffic for the most part. I say make them do the extra work to keep the regular vehicles from having to do anything extraordinary.



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3.3. What do you like or not like about the Deerfoot Trail to 14 Street N.W option 3 for Country Hills Widening?

<ul style="list-style-type: none"> • Too me, this is the best option PROVIDED the traffic circle is maintained as 2 lanes and instructions for use are clearly posted upon approach. (Calgarians suck at using traffic circles, weaving across multiple lanes and missing exits.)
<ul style="list-style-type: none"> • Too much interference in driving pattern, plus the lights at 11th are terribly timed anyway
<ul style="list-style-type: none"> • I think this is the best option. It retains the traffic throughput of the Deerfoot Tr. interchange while preserving the ability to make a left-turn from WB CHB.
<ul style="list-style-type: none"> • Do not, This is 2nd worst idea. Complete waste of time, money and will increase pollution
<ul style="list-style-type: none"> • don't like the additional cost and complexity of adding the round about
<ul style="list-style-type: none"> • I don't know if I would like this... if you don't get in the correct exit from DF, you don't get to go where you want to go. It doesn't look as elegant as the traffic circle option, but I could be wrong.

3.4. What do you like or not like about the Deerfoot Trail to 14 Street N.W option 4 for Country Hills Widening?

<ul style="list-style-type: none"> • This would hinder traffic flow too much and not be efficient, in my opinion. This serves no one in the end.
<ul style="list-style-type: none"> • it's reasonable. Can it be optional for different times of day?
<ul style="list-style-type: none"> • This option unnecessarily causes traffic to build on the Deerfoot off-ramp, and may create congestion in the future. Perhaps the rightmost lane at either 14th st or 11th st can become the left-turn lane, if the intersection geometry permits.
<ul style="list-style-type: none"> • Best
<ul style="list-style-type: none"> • DO NOT. Mind blowing that this option even is being considered. To put a traffic light on a hiway exit for traffic going right. It would one of the first in all of Alberta. This would definitely cause accidents, increase travel times and pollution
<ul style="list-style-type: none"> • more signals will just slow down traffic and dial left doesn't eliminate the weave risks



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4. Other Options

4.1. What do you like or not like about the proposed Nose Creek bridge widening for Country Hills Widening?

<ul style="list-style-type: none"> I would try to keep it to a single right turn lane to prevent people getting cut off at the turn.
<ul style="list-style-type: none"> it's fine
<ul style="list-style-type: none"> Make room for bus lanes in the future.
<ul style="list-style-type: none"> I believe this is a needed upgrade and well thought out. I am however strongly against the extension of 11th street north through the valley towards the proposed 128th avenue for environmental reasons.
<ul style="list-style-type: none"> Should not be a priority for the city, but no real concerns with increasing the bridge size.
<ul style="list-style-type: none"> disparity between east and left bound lanes will just create confusion and congestion from westbound traffic. also westbound lanes setup is implicitly confusing for driver directions
<ul style="list-style-type: none"> It seems good from what I can tell.

4.2. What do you like or not like about the proposed changes at Harvest Hills Way for Country Hills Widening?

<ul style="list-style-type: none"> Completing the pathway is the highlight here. I'm not sure how the dual left turn helps if the outside lane just has to merge once the turn is completed
<ul style="list-style-type: none"> There is nothing in any of the plans to improve transit operations. If transit is not prioritized in this functional plan, people will continue to rely on their cars to travel. Construct EB and WB transit-only lanes or queue jumps.
<ul style="list-style-type: none"> There is no volume warranted for a dual turn at this intersection. This design will eliminate left turn on solid green therefor increase pollution and wait times for traffic in all directions. Increased traffic light cycles are detrimental in every way.
<ul style="list-style-type: none"> It is hard to imagine the final result. I drove east on this section today and I really dislike the lanes as they are set up now, so the proposed is probably an improvement.



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4.3. What do you like or not like about the proposed Canadian Pacific Rail bridge widening for Country Hills Widening?

- | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• This has no drawback as far as I can tell. I'm fine with it. |
| <ul style="list-style-type: none">• Should not be a priority for the city at this time. Otherwise, increasing flow is always a good thing. |



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128 Avenue N.E. Functional Planning Study

1. What do you like or not like about Option 1 for 128 Avenue N.E. for people who walk, bike, take transit and drive?

<ul style="list-style-type: none"> I like that this has minimal impact on surface infrastructure. I'm a little confused as to impact on deep utilities, however, so I will reserve judgement on that for now. I'd like to know what future costs would be associated with that issue.
<ul style="list-style-type: none"> Keeps current alignment. However I don't see a functional need for a 128 ave connection to Deerfoot given the proximity of Stoney Trail and 11st access. Other Deerfoot priorities seem more worthwhile.
<ul style="list-style-type: none"> Keep the transit-only connection as a transit-only connection. This will encourage people to use the bus, while also reducing the impact on the community from traffic at the new intersection.
<ul style="list-style-type: none"> The area between CPR and Nose Creek is a popular recreation area - especially dog walkers due to lack of suitable spaces in the NE anywhere near. Can much of that area be preserved as park?
<ul style="list-style-type: none"> Absolute terrible idea. There is no demand from people to walk, bike or take transit. Does not help people that drive. Huge waste of tax payer money.
<ul style="list-style-type: none"> It's wrong to block non-bus traffic. Remove the Transit-only connection. This bus trap will waste time, increase pollution and cause avoidable greenhouse gases. Why aren't these pollution and time costs listed in this presentation?

2. What do you like or not like about Option 2 for 128 Avenue N.E. for people who walk, bike, take transit and drive?

<ul style="list-style-type: none"> This is nice option #2 and I wish there was some housing development next
<ul style="list-style-type: none"> I'm a little skittish towards the property impacts and reconstructing portions of the road, but I don't know what future maintenance costs to utilities would be and if that would offset initial capital costs upfront.
<ul style="list-style-type: none"> Requires realignment of 128. However I don't see a functional need for a 128 ave connection to Deerfoot given the proximity of Stoney Trail and 11st access. Other Deerfoot priorities seem more worthwhile.
<ul style="list-style-type: none"> Keep the transit-only connection as a transit-only connection. This will encourage people to use the bus, while also reducing the impact on the community from traffic at the new intersection. This option seems lower-cost.
<ul style="list-style-type: none"> The area between CPR and Nose Creek is a popular recreation area - especially dog walkers due to lack of suitable spaces in the NE anywhere near. Can much of that area be preserved as park?



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<ul style="list-style-type: none">• Absolute terrible idea. There is no demand from people to walk, bike or take transit. Does not help people that drive. Huge waste of tax payer money.
<ul style="list-style-type: none">• It's wrong to block non-bus traffic. Remove the Transit-only connection. This bus trap will waste time, increase pollution and cause avoidable greenhouse gases. Why aren't these pollution and time costs listed in this presentation?
<ul style="list-style-type: none">• I just moved to Skyview and realized that there is no pathways to walk down on Country hills or Métis. There is very limited places to go if you want to walk to a grocery store, which for us we have to walk or drive all the way to Saddletowne.



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Questions Received through the City of Calgary Engage Website

<ul style="list-style-type: none">• Country Hills Boulevard at Harvest Hills Way N.E. and at Harvest Hills Gate N.E., Coventry Hills side, where do you move the power lines ?
<ul style="list-style-type: none">• On Country Hills Boulevard at Harvest Hills Way N.E. and at Harvest Hills Gate N.E., on the Coventry Hills side, how tall will the noise barrier be?
<ul style="list-style-type: none">• We do need more lane in meets blvd for Mcknight blvd .please consider it too.Thank you
<ul style="list-style-type: none">• What is the numeric economic benefit to the city as a whole for the project within the next ten years?
<ul style="list-style-type: none">• Where Harvest Hills Blvd meets Stoney Trail, there is no sound barrier for the residents of Coventry. Will this be addressed?
<ul style="list-style-type: none">• SB 14th ST to CH eastbound has a lot of existing traffic at various times of day. Tractor-trailers and buses creating dangerous backups SB left turns
<ul style="list-style-type: none">• 128 st turning into eastbound stoney. Volume currently uses right two lanes to go to deerfoot. safety concerns about 128 crossing # of lanes to go EB.
<ul style="list-style-type: none">• This is an unnecessary expenditure, these funds would be better used solving issues on Deerfoot, and road maintenance!



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Comments Received on Social Media Promoted Posts


Facebook Post #1

City of Calgary – Your Local Government June 24 · 🌐

We're creating functional plans to widen Country Hills Boulevard N.E. & improve connections through Stoney Industrial Area at 128 Ave N.E. to meet mobility & growth needs. These plans will address:

- ➡️ Widening of Country Hills Blvd. between Deerfoot Tr. and Coventry Blvd. N.E. to six lanes.
- ➡️ Widening of the three existing bridges along Country Hills Blvd. N.E.
- ➡️ A new connection of 128 Ave. N.E. between Barlow Tr. and Stoney Tr., including new interchanges on both Deerfoot Tr. And Stoney Tr., and crossings of CP Rail and Nose Creek.

Visit calgary.ca/CountryHillsWidening to read more about these projects and provide your feedback.



ENGAGE.CALGARY.CA/COUNTRYHILLSWIDENING

Country Hills Blvd. & 128 Ave NE [Learn More](#)

The City is creating a functional plan to widen Country Hil...

- Drive from Stoney to Deerfoot on Country Hills Blvd. NE and back. Notice the number of lanes, quality of road, presence of street lights, presence of side walks. Its a gong show.
- They done the work in parts. Where is 100 year planing. First they make single lane, then they add lanes, improve intersection.
- Should also make the road wider above the airport runway.



Country Hills Boulevard N.E. & 128 Avenue N.E. Functional Planning Studies: Explore

Stakeholder Report Back: What We Heard
August 17, 2020

<ul style="list-style-type: none"> • How much money ,contractors ,the mayor and councillor are going to make out of it ?? Have you ever noticed the conditions of the roads these days,,they are broken before they finish the construction. We,the people of Calgary are just filling their pockets with our hard earned money in the form of ,,every year increasing taxes
<ul style="list-style-type: none"> • prepare for CONSTRUCTION
<ul style="list-style-type: none"> • Get a bus between NE and YYC that doesn't go through Downtown!
<ul style="list-style-type: none"> ○ Route 100
<ul style="list-style-type: none"> • One of many traffic issues in the province. Just breath!
<ul style="list-style-type: none"> • I guess I need to find an alternate route ... for the next 10 years
<ul style="list-style-type: none"> • How bout an on ramp from south bound Deerfoot to beddington trail.
<ul style="list-style-type: none"> • Good Lord, how much longer is Countryhills Boulevard going to be under construction????!!!! It seems like from from Deerfoot to Stony has been a Decade??? 😞
<ul style="list-style-type: none"> ○ Its Craziess!!
<ul style="list-style-type: none"> ○ We've lived in the area since 2002 and it's been ongoing so my guess is this will be finished in 2035!
<ul style="list-style-type: none"> ○ the pyramids were done sooner
<ul style="list-style-type: none"> • Nothing like doing it right the first time! Or second time. Or.....
<ul style="list-style-type: none"> ○ good point when we moved here in 88 the projects were completed for the future! I guess they made cuts and hired new grads as senior planners!
<ul style="list-style-type: none"> • First of all wide portion of Countryhills between Metis and Barlow...I think just 2 kms patch near YYC runway
<ul style="list-style-type: none"> • How about extension of country hills from Barlow to 36 st towards matie trail and putting some street lights
<ul style="list-style-type: none"> • How long it take to be done <input checked="" type="checkbox"/> for the last 6 or 7 years it's going through construction 🚧 I don't think 😞 so it will be done before fall
<ul style="list-style-type: none"> • Fix all the pot holes in this area first...
<ul style="list-style-type: none"> • Seriously why? I genuinely think country hills is fine. Everyone has a very valid point about the single lane traffic at the bottom of that runway by gold's gym. I don't see the need for widening. We need to spend money on PSA's on how to drive properly



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<ul style="list-style-type: none"> • How about widening the section that is reduced to ONE LANE near the YYC runway so that your plan actually makes sense?
<ul style="list-style-type: none"> ○ yes they miss this important point.
<ul style="list-style-type: none"> ○ Totally agree. I unfortunately missed their pop-up meetings a while ago, and I really wanted to ask them. Does anyone here know if they gave an answer? I mean is the roadway up to YYC to expand or some other reason. It's pointless to widen west of there even more... It's already 3-4 lanes that squeeze into one with no shoulder for bikes.
<ul style="list-style-type: none"> • Why not start by fixing the massive pot holes on east bound country hills Blvd right before Métis trail?
<ul style="list-style-type: none"> • Maybe get a new city planner.
<ul style="list-style-type: none"> ○ They'd all of been fired years ago, but Bronconnier kept them!
<ul style="list-style-type: none"> • Jeez why can't these guys plan and build once no wonder taxes go up all the time.
<ul style="list-style-type: none"> • And extend bike path to airdrie??
<ul style="list-style-type: none"> • How the [omitted] can we afford this????
<ul style="list-style-type: none"> ○ On top of the 371 billion and change that the liberal government borrowed in just 27 days.
<ul style="list-style-type: none"> ○ and then we pay more taxes and our grandkids pay for it forever!
<ul style="list-style-type: none"> ○ AB government last week, announced billions for infrastructure work. In a bid to restart the economy.
<ul style="list-style-type: none"> • Make sure there is one speed limit instead of few in 2 km stretch!
<ul style="list-style-type: none"> • Why every 6month ,we have to fix the road?
<ul style="list-style-type: none"> • So in other words, avoid Country Hills Blvd for the next 5 years.
<ul style="list-style-type: none"> • The worst stretch of country hills blvd is between stoney trail and Barlow trail. Big craters . Every light red on that stretch especially new traffic signals at intersections of 38 st and 36 street are changing frequently even at 2:00 a.m at night for no reason. No body comes from 36 or 38 street but it keeps stopping traffic on country hills blvd unnecessarily. Most annoying road to drive at night with poor lighting. Same goes for Metis trail they put so many traffic signals in between 80th ave and country hills blvd and keep changing frequently to stop traffic unnecessarily on through fare like metis trail which has 70 km /hr speed limit but only to slam brakes every 2 minutes. Such a [omitted] planned all that.
<ul style="list-style-type: none"> ○ I just drove pass the country hills and 36 st NE and I saw a car in road side ditch full of rain water and driver sitting on roof to avoid being drowned and fire crews



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<p>trying to pull the guy out. It's poor lighting at night with single lane no markings. Dangerous road to be on at night.</p>
<ul style="list-style-type: none"> ○ how about btw Métis tr & Barlow tr on country hills Blvd that is very narrow single lane with all those traffic and heavy duty trucks. Not even a median separating both lanes with ditches flooded and exposed on both sides?
<ul style="list-style-type: none"> ○ they are going to fix, where traffic is the greatest. That's west of Deerfoot.
<ul style="list-style-type: none"> ● Fix country hills Blvd & Métis tr to country hills Blvd and Barlow tr. why dualize country hills Blvd and that section is left as single lane with ditches filled with flood water on both sides? Country hills Blvd is the main gateway to the city from the airport and deserves better. The airport runway lights can be adjusted, that 1-2km section of country hills Blvd is a death trap with high traffic being single lane not even separated by any median
<ul style="list-style-type: none"> ● Put a sidewalk to the airport so I can watch planes land while I'm stoned.
<ul style="list-style-type: none"> ○ that's at the south end already though I want a North path.
<ul style="list-style-type: none"> ○ ah now someone is thinking.Dude.....
<ul style="list-style-type: none"> ○ with a golf cart and and a driver to keep you moving and safe. Ish. 👍
<ul style="list-style-type: none"> ● You guys can't even mow the boulevards up here. What's next?
<ul style="list-style-type: none"> ● Calgary is finished! No oil! No Calgary!!
<ul style="list-style-type: none"> ● But can't fix the BIG POTHOLEs 😊😁😁



Country Hills Boulevard N.E. & 128 Avenue N.E. Functional Planning Studies: Explore

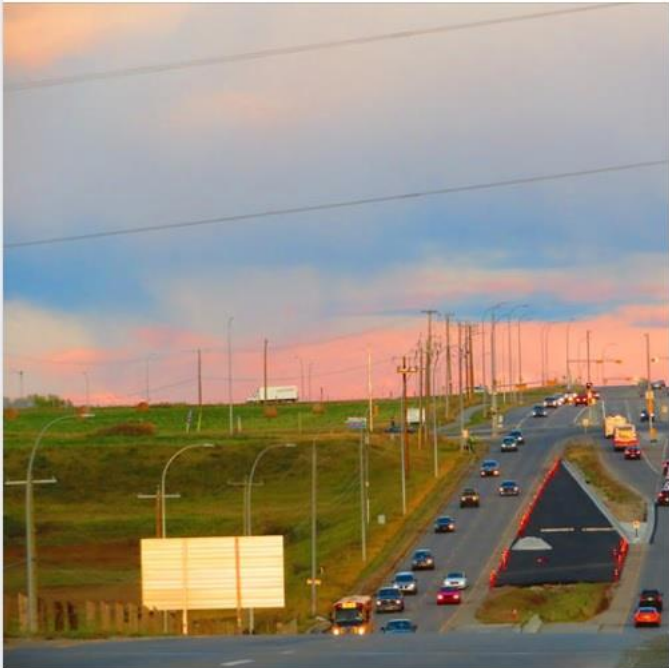
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Facebook Post #2

City of Calgary – Your Local Government
June 24 · 🌐

Have you provided feedback on plans for Country Hills Blvd. & 128 Ave. N.E.?

Head to calgary.ca/CountryHillsWidening by July 26 to view functional plans to widen Country Hills Blvd. & improve connections through the Stoney Industrial Area & share your thoughts online.



ENGAGE.CALGARY.CA/COUNTRYHILLSWIDENING
Country Hills Blvd. & 128 Ave NE [Learn More](#)

The City is creating a functional plan to widen Country Hil...

- It will not make any difference.. Instead, divert the fund for Deerfoot improvement or development from Country Hills Blvd exit to 16 Avenue exit...
- Waste of resources, won't make any difference. Instead broaden DEERFOOT
 - perhaps come drive it and see how backed up the traffic gets. Widening the road will not only solve the congestion but eliminate a lot of accidents as tempers get short which causes a lot of tailgating.
 - Thank you for educating me. Appreciated
 - it's contracted out to Carmacks.







Country Hills Boulevard N.E. & 128 Avenue N.E. Functional Planning Studies: Explore

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<ul style="list-style-type: none"> ○ deerfoot is a provincial government upgrade as it is HWY 2 .. the city just helps maintain it, and not very well at that..lol
<ul style="list-style-type: none"> ● Need to improve the lanes alignment of Metis Trail and country Hills Blvd intersection westbound. Road widening of between Barlow Tail and 36 Street NE.
<ul style="list-style-type: none"> ● This city needs to stop spending money on useless projects like this.Stop the green line!
<ul style="list-style-type: none"> ○ I completely understand the timing is horrible but if this project doesn't move forward we will lose the federal funding that is already in place and the green line will never happen.
<ul style="list-style-type: none"> ○ In my opinion we cannot afford this at this time. We will be a ghost town with the best transit system.
<ul style="list-style-type: none"> ○ Commuting will be far less used even after Covid, as many who are working at home now, will continue to do so, and with increasing costs of real estate, probably more will promote working at home.
<ul style="list-style-type: none"> ○ I'm curious what makes my community less deserving of train service than other parts of the city when the city approved developers have been touting train service coming here for two decades?
<ul style="list-style-type: none"> ● Good plan and try to make barrow trail reach country hills blv
<ul style="list-style-type: none"> ● Give me an other road where it could flood everytime it's rain !!!! Show me your best road builder for 2020
<ul style="list-style-type: none"> ● Please widen the stretch between Barlow NE and 36th street. It's A single lane n absolutely a Mess 🙄
<ul style="list-style-type: none"> ● Can you finish the overpass at 96 and Stoney ne before starting another project ?
<ul style="list-style-type: none"> ● Widen it first at 36 st first.. that area is horrid around the lights.
<ul style="list-style-type: none"> ● Firstly complete stoney to three lanes from 17 ave se to metis trail.
<ul style="list-style-type: none"> ● Waste of money

Country Hills Boulevard N.E. & 128 Avenue N.E. Functional Planning Studies: Explore

Stakeholder Report Back: What We Heard
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Twitter Post #1	Twitter Post #2
 <p>City of Calgary @cityofcalgary</p> <p>We're creating functional plans to widen Country Hills Boulevard N.E. & improve connections through Stoney Industrial Area at 128 Ave N.E. to meet mobility & growth needs.</p> <p>Visit calgary.ca/CountryHillsWi... to read more about these projects and provide your feedback.</p>  <p>Country Hills Blvd. & 128 Ave NE Functional Planning Studies engage.calgary.ca</p> <p>2:48 PM · Jun 24, 2020 · Twitter for Advertisers</p>	 <p>City of Calgary @cityofcalgary</p> <p>Have you provided feedback on plans for Country Hills Blvd. & 128 Ave. N.E.?</p> <p>Head to calgary.ca/CountryHillsWi... by July 26 to view functional plans to widen Country Hills Blvd. & improve connections through the Stoney Industrial Area & share your thoughts online.</p>  <p>Country Hills Blvd. & 128 Ave NE Functional Planning Studies engage.calgary.ca</p> <p>3:10 PM · Jun 24, 2020 · Twitter for Advertisers</p> <p>2 Retweets and comments 5 Likes</p>
<ul style="list-style-type: none"> • Did comment on the section between country hills Blvd 36 st to Barlow tr on country hills ne. That portion need to be expanded. Given the traffic on country hills to the airport and new communities Skyview, redstone, etc that section is single lane and very dangerous for drivers 	<ul style="list-style-type: none"> • will this stop the pain?
<ul style="list-style-type: none"> • I think the airport landing lights can be adjusted so that that portion of country hills can be done and expanded. Right now it is single lane with no median in between. And busy with big trucks and traffic. Then on the sides ditches filled with flood water. Doesn't look good 	<ul style="list-style-type: none"> • How about no when 201 is less then 400m away in some places.
<ul style="list-style-type: none"> • That would be awesome. This part of the city has grown so much and really can't handle the traffic flow anymore. Can't wait. 	<ul style="list-style-type: none"> • How about fixing Country hills Blvd between 36 st To Barlow tr NE. That area is a dead trap. Doesn't look good



Country Hills Boulevard N.E. & 128 Avenue N.E. Functional Planning Studies: Explore

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About the Engagement Process

Online

1. How satisfied are you with the overall engagement process for these projects?

Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
16	15	9	8	0

2. What about the engagement worked for you? What could we have done to make it better?

<ul style="list-style-type: none"> Making it more accessible to everyone. Put up signs in all of the surrounding areas that this will impact
<ul style="list-style-type: none"> I live on Coventry Blvd and was only just made away of this study in July 2020
<ul style="list-style-type: none"> I didn't see much about the initial engagement opportunities in November. Maybe include an alert option on the 311 app for studies that impact residents within a certain radius for better engagement.
<ul style="list-style-type: none"> Mail out a pamphlet also
<ul style="list-style-type: none"> Not everyone is online and sees this. Kind of a secret project it feels
<ul style="list-style-type: none"> Been more open about it. Flyers should have been sent to houses.
<ul style="list-style-type: none"> First time I have heard of it
<ul style="list-style-type: none"> Why am I just learning vid this when I am a home owner directly impacted??
<ul style="list-style-type: none"> Was not aware of the original engagement. Poor communication. This one was much better
<ul style="list-style-type: none"> Make it more known. With people not leaving their homes, signage isn't working and if people don't have social media, how will they know until the construction starts.
<ul style="list-style-type: none"> Having better communication in the areas that it will affect. I live on 128th ave and drive it everyday and have never seen a sign on the road or had anything mailed to me
<ul style="list-style-type: none"> Access to power point and clear wording.
<ul style="list-style-type: none"> If you put one box for future advice in that area. It would be better too
<ul style="list-style-type: none"> the information contained in the presentation is professional and informative.
<ul style="list-style-type: none"> Advertising/ info sessions / visual representation a few months earlier
<ul style="list-style-type: none"> More road signs detailing this survey.
<ul style="list-style-type: none"> I didn't know about the engagement action until I saw a sign on country hills boulevard.
<ul style="list-style-type: none"> There was no information provided about this project until we saw the signs posted on the Blvd's. After reviewing it seems that part of the Project has been awarded!



Country Hills Boulevard N.E. & 128 Avenue N.E. Functional Planning Studies: Explore

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<ul style="list-style-type: none"> • Maps and explanations were excellent. What was missing was the green areas involved, between the community and the railway/128 Ave. and on the sides of the creek.
<ul style="list-style-type: none"> • Please make a from stoney to coventry Coventry hills and exit road from Coventry hills to 128 ave instead of transit only. Thru this, it will not hard for us to exit all together in coventry blvd
<ul style="list-style-type: none"> • The widening of the roads are good, however, the main problem is Country Hills Blvd before Barlow Tr and after Metis Tr. That needs to be widened first.
<ul style="list-style-type: none"> • Pathways more pathways. There is not enough from east or west bound country hills.
<ul style="list-style-type: none"> • Make the road wider and transit
<ul style="list-style-type: none"> • Make the road wider and transit and I wish there was housing development near the concept of Option #2
<ul style="list-style-type: none"> • It addresses the requirements of a long term city development. It's easy to build before to have less impact.
<ul style="list-style-type: none"> • There is no evidence of of economic benefit of widening either road, or of adding interchanges or bridges, within the foreseeable decade, nor does funding assistance from senior government levels.
<ul style="list-style-type: none"> • First I've heard of this terrible idea. I can't believe it's made it this far. This project is absolutely unnecessary and does not solve any congestion problems on Deerfoot trail.
<ul style="list-style-type: none"> • Start immediately
<ul style="list-style-type: none"> • Construction is takes way too long and there is so much debris ontop of the construction and debris of all surrounding new homes/ communities. Dont think theres enough traffic or conjestion

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

City Website: calgary.ca/CountryHillsWidening or calgary.ca/128AveNE	29
Online Tool/Survey	25
Open House	20
Community Association Newsletter	20
City Project Emails	18
City Social Media – Facebook	17
City	13
City Social Media – Twitter	7
Other	0



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Glossary of Terms

Access to Community Greenspaces: The ability to travel to and from parks and green spaces by walking, cycling, driving or taking transit.

Accessibility for Limited Mobility: Providing people that use mobility devices like crutches, walkers and wheelchairs with pathways and sidewalks that they can navigate.

Area Structure Plan: A statutory plan adopted by City Council to guide future development and facilitate local planning.

Bicycle Accommodation: Providing people who use bicycles, skateboards, scooters or inline skates with a pathway or bikeway to travel through the community.

Community Access: Providing people with sidewalks, pathways, bikeways and/or roadways so they can travel to homes and businesses within a community.

Construction Costs: An estimate of how much it will cost to build the transportation infrastructure proposed in the study.

Creek Alignment/Protection: Creek alignment refers to where the creek is located. Creek protection refers to protecting the creek so that it is not negatively impacted by the infrastructure proposed in the study.

Emergency Access (Police, Fire, Ambulance): Ensuring that emergency vehicles can easily navigate through a community in the event of an emergency.

Environmental Sustainability: Examining the environmental impact of the proposed transportation infrastructure on the adjacent residential, industrial and natural environments. Minimizing environmental impacts where possible.

Functional Planning Study: A long term (10-30 year) transportation plan that identifies the required infrastructure, property (right-of-way) requirements and estimated costs of construction.

Goods Movement (Commercial Vehicles): Goods movement is the movement of goods between producers and consumers. Commercial vehicles transport goods between warehouses and businesses so that consumers can purchase them. Accommodation for commercial vehicles to access local destinations for deliveries or travel through the area as required is provided.

Improved Vehicle Travel Times: Providing a transportation network that makes it easy for people driving to travel through an area, reducing the amount of time they spend traveling to their destination.

Limited Property Impacts: Where possible, minimize land needed from properties adjacent to proposed sidewalks, pathways and roadways.

Pathway Connectivity: Ensuring that existing and proposed pathways connect to each other and area sidewalks or bikeways.



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Pedestrian Accommodation: Providing pathways or sidewalks within the study area for people walking.

Public Transit: Providing a roadway, sidewalk, pathway and bikeway network that encourages people to use public transit for a portion of their travel trip to a destination.

Queue-Jump: A queue jump is used to provide preference to buses at intersections, often found in bus rapid transit systems. It consists of an additional travel lane on the approach to a signalised intersection. This lane is often restricted to transit vehicles only.

Traffic Safety: Providing a roadway that includes safety measures to improve the experience of all people using the roadway. This includes things like road signs, traffic signals and crosswalks where appropriate.