



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

Stakeholder Report Back: What we Heard  
December 18, 2019

## 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. is a major arterial roadway, serving 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 4-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 widening strategies for 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 will work 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 is seeking key stakeholder and public input for the two projects through a joint engagement process.

## 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.



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1. **Discover:** Discover opportunities, challenges, priorities and evaluation criteria for the study area with stakeholders and the public
2. **Explore:** Explore design concepts and evaluation results with stakeholders and the public
3. **Reveal:** Present preferred plan to stakeholders and the public

For the Discover phase of engagement, we held two community pop-up events from 5:00 – 8:00 PM on November 20, 2019 at both the Coventry Hills and Hamptons Superstore locations, and a third Pop-Up Event on November 21, 2019 at Vivo for Healthier Generations from 4:00 – 7:00 PM. Online opportunities for input were offered from November 20 to December 4, 2019 at [engage.calgary.ca](http://engage.calgary.ca), The City’s online engagement portal.

The project was advertised through the City of Calgary engage portal, Northern Hills Community Association newsletter, geo-referenced Facebook ads, mail-outs to area stakeholders, as well as posters and road-side bold signs placed within the study area.

192 participants stopped by the community pop-up events. The team handed out business cards to those who did not have time to provide their input during the pop-up event hours. The cards provided project information and directed participants to the online portal for an opportunity to fill out the survey; 91 respondents provided comments online.

## What we asked – In-person and Online

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.	128 Avenue N.E. Study
<b>Social Mapping (Online, In-Person)</b>	
1. Using the map, describe your ideas to improve Country Hills Boulevard N.E. between Coventry Boulevard and Barlow Trail 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. Tell us what might be missing, and what is working well.	1. Using the map, describe your ideas for the future connection of 128 Avenue N.E. between Stoney Trail and Barlow Trail 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.
<b>Ideas and Issues (Online)</b>	
2. Describe your issues or concerns regarding Country Hills Boulevard N.E. between Coventry Boulevard and Barlow Trail for people who walk, bike, take transit or drive. 3. Describe your ideas for future infrastructure improvements and/or transportation	2. Describe what you might like to see along the future 128 Avenue N.E. connection between Stoney Trail and Barlow Trail for people who walk, bike, take transit or drive. 3. Describe your ideas for future infrastructure improvements and/or transportation



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<p>connections regarding Country Hills Boulevard N.E. between Coventry Boulevard and Barlow Trail for people who walk, bike, take transit or drive.</p>	<p>connections regarding 128 Avenue N.E. between Stoney Trail and Barlow Trail for people who walk, bike, take transit or drive.</p>
<p><b>Priorities (Online, In-Person)</b></p>	
<p>4. Tell us what is important to you by selecting your priorities below: Check all that apply (Online). Tell us what is important to you by placing a dot in that square (In-Person).</p> <ul style="list-style-type: none"> <li>• Community Access</li> <li>• Pedestrian Accommodation</li> <li>• Bicycle Accommodation</li> <li>• Traffic Safety</li> <li>• Public Transit</li> <li>• Public Safety (Online only)</li> <li>• Emergency Access (Police, Fire, Ambulance)</li> <li>• Creek Alignment/Protection</li> <li>• Environmental Sustainability</li> <li>• Construction Costs</li> <li>• Improved Vehicle Times</li> <li>• Accessibility for Limited Mobility</li> <li>• Goods Movement (Commercial Vehicles)</li> <li>• Pathway Connectivity</li> <li>• Limit Property Impacts</li> <li>• Other (please specify)</li> </ul>	<p>4. Tell us what is important to you by selecting your priorities below: Check all that apply (Online). Tell us what is important to you by placing a dot in that square (In-Person).</p> <ul style="list-style-type: none"> <li>• Community Access</li> <li>• Pedestrian Accommodation</li> <li>• Bicycle Accommodation</li> <li>• Traffic Safety</li> <li>• Public Transit</li> <li>• Public Safety (Online only)</li> <li>• Emergency Access (Police, Fire, Ambulance)</li> <li>• Creek Alignment/Protection</li> <li>• Environmental Sustainability</li> <li>• Construction Costs</li> <li>• Accessibility for Limited Mobility</li> <li>• Goods Movement (Commercial Vehicles)</li> <li>• Pathway Connectivity</li> <li>• Limit Property Impacts</li> <li>• Access to Community Greenspaces</li> <li>• Other (please specify)</li> </ul>

## About the Session/Engagement Process

### In-Person

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 format and activities today?
3. Is there anything we could do differently to make it better?
4. Are there any questions about the projects as we move forward?



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### Online

1. How satisfied are you with the first phase of the engagement process for these projects?
2. What about the engagement worked for you? What could we have done to make it better?
3. If you attended one of the pop-up community events on Nov. 20 or 21, 2019, how satisfied were you with the session?
4. If you attended one of the pop-up community events on Nov. 20 or 21, 2019, what worked for you about the session format and activities? Is there anything we could do differently to make it better?
5. 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 Discover phase included:

#### Country Hills Boulevard N.E. Functional Planning Study

##### Overall themes

- It is important to accommodate pedestrians and cyclists along the study corridor and connections within communities and to existing pathways and to improve or create this infrastructure with the safety of users in mind, e.g. mud or dirt paths are slippery and unsafe
- There is concern about the high number of traffic lights on Country Hills Boulevard and whether alternative options such as roundabouts could be considered
- Concerns about potential environmental impacts caused by construction, such as flooding in the area, were raised.
- Additional design considerations included:
  - A longer-merge lane onto Deerfoot Tr.
  - Bus pull-outs along the corridor
  - A right-turn lane at the intersection of Country Hills Boulevard N.E./Coventry Hills Boulevard N.E.

##### Top 3 Priorities

Participants identified their top three priorities for the study area, by frequency of response, as:

- Traffic Safety
- Community Access
- Improved Vehicle Times

#### 128 Avenue N.E. Functional Planning Study

##### Overall themes

- It is important to provide good connections, particularly to residential areas, such as Coventry Hills, and communities surrounding the study area



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- Extend well-planned and safe pathway connections to the communities of Skyview and Northern Hills
- Participants expressed concern about the proximity of the 128 Avenue interchange to the one at Stoney Trail and Deerfoot Trail, however the 128 Avenue interchange location is in alignment with the existing transportation plans of the Provincial Government

### Top 3 Priorities

Participants identified their top three priorities for the study area, by frequency of response, as:

- Environmental Sustainability
- Community Access
- Pathway Connectivity

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.

### About the Session/Engagement Process

Overall, participants indicated they were satisfied with the engagement sessions (in-person) and somewhat satisfied with the first phase of engagement (online). Participants indicated that they liked the opportunity to interact with the project team (in-person) and the map commenting (online). Participants identified online tools, open houses, The City's website and Facebook posts as top ways they would like to provide feedback or receive project information (online).

### Next steps

Integrated with technical feasibility and policy obligations, information gathered during the Discover phase of engagement will help the project team as they move forward in developing concept options for the two studies. In Spring 2020 we will explore design concepts and evaluation criteria with stakeholders and the public. In Fall 2020, a recommended plan will be shared with the public and presented to Council for approval.



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

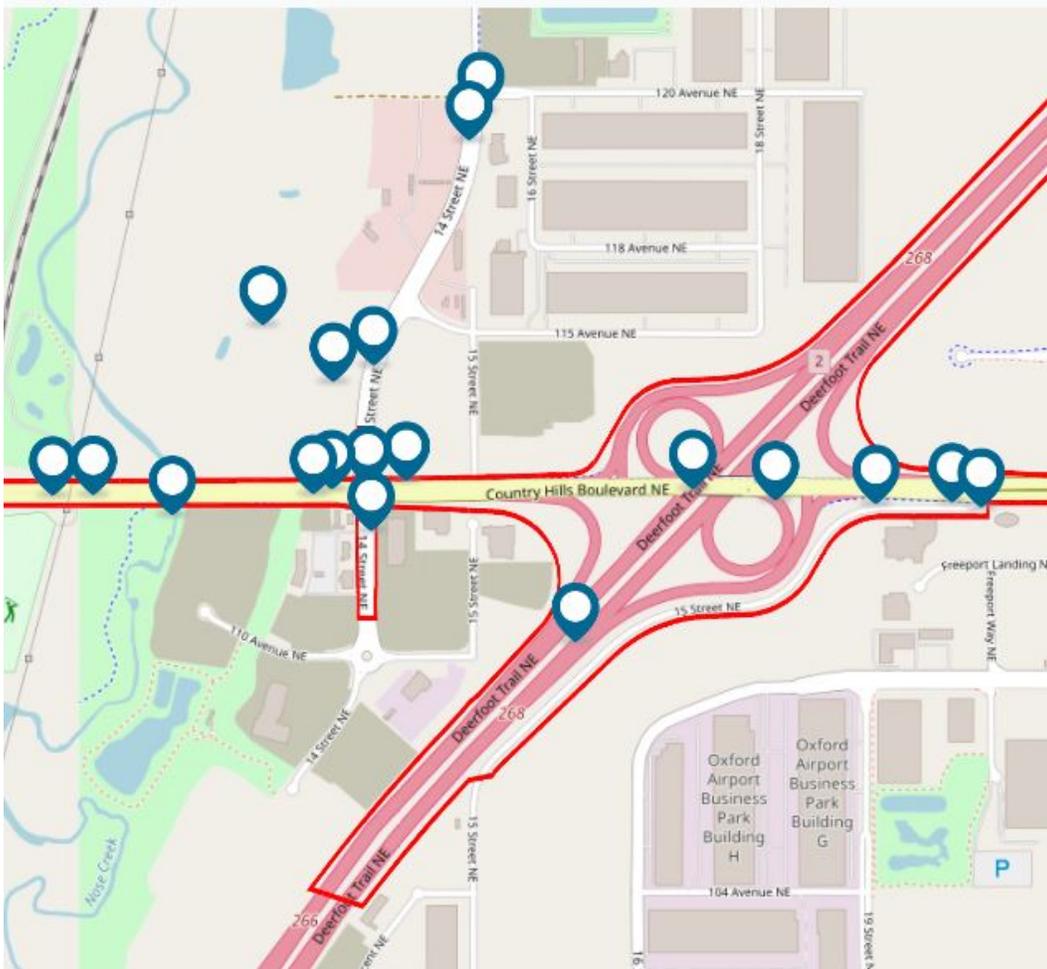
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## Summary of Input – What we heard

### Country Hills Boulevard N.E. Functional Planning Study

#### Social Mapping (Online, In-Person)

1. Using the map, describe your ideas to improve Country Hills Boulevard N.E. between Coventry Boulevard and Barlow Trail 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. Tell us what might be missing, and what is working well.





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

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Comments from participants identified:

- A desire for better accommodation for transit with bus-pull outs – particularly during peak traffic hours, for ease of transit use and to help with traffic flow.
- Pedestrian and bike accommodation for both sides of the corridor were noted as was better connections for these methods of travel to existing pathways, businesses and communities.
- The need for improvements due to commercial vehicles, notably for those trucks turning onto Country Hills Boulevard from Freeport Drive.

### Ideas and Issues (Online)

Note: Key themes from comments received on Facebook that specified Country Hills Boulevard N.E. Functional Planning are included this summary along with responses from the online survey.

2. Describe your issues or concerns regarding Country Hills Boulevard N.E. between Coventry Boulevard and Barlow Trail for people who walk, bike, take transit or drive.

Emerging themes from participant responses highlighted:

- That areas along Nose Creek and on the north side of Country Hills Boulevard N.E. lacked accommodation for those who walk and bike.
- Reducing the number of traffic lights in the corridor could improve traffic flow.
- Where traffic lights are located at the bottom of a hill (i.e. 14 Street and Country Hills Boulevard N.E.) that icy conditions create safety concerns
- Alternatively, due to cost concerns for the proposed work, that no changes in the study area are required

3. Describe your ideas for future infrastructure improvements and/or transportation connections regarding Country Hills Boulevard N.E. between Coventry Boulevard and Barlow Trail for people who walk, bike, take transit or drive.

Improvements identified by participants included:

- The addition of bus stops north and southbound near 14 Street N.E and at The District shopping and entertainment area., bus shelters for cold weather and more room for waiting at bus stops.
- The desire for an LRT station, train service and the Green Line project were mentioned – though these items are not within the scope of this study.
- Providing continuous pathways on both sides of the corridor that can accommodate both pedestrians and cyclists.

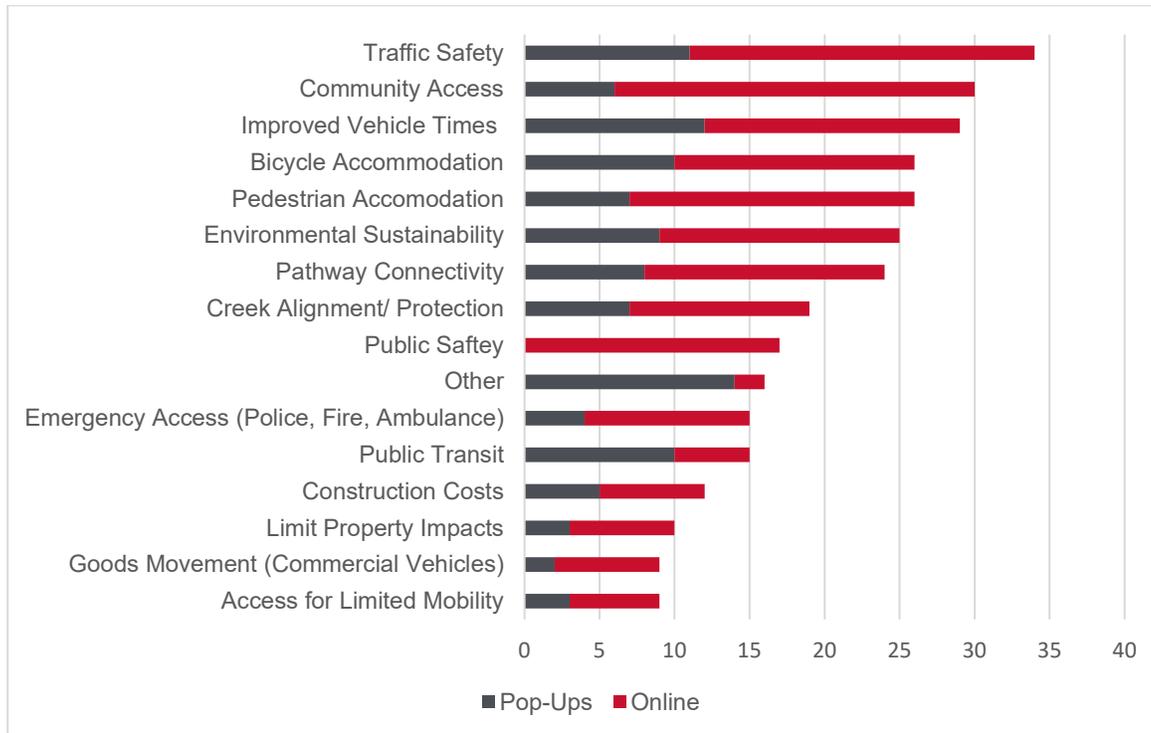


# Country Hills Boulevard N.E. & 128 Avenue N.E. Functional Planning Studies: Discover

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## Priorities (Online, In-Person)

4. Tell us what is important to you by selecting your priorities below: Check all that apply (Online).  
Tell us what is important to you by placing a dot in that square (In-Person).



### Other, please specify:

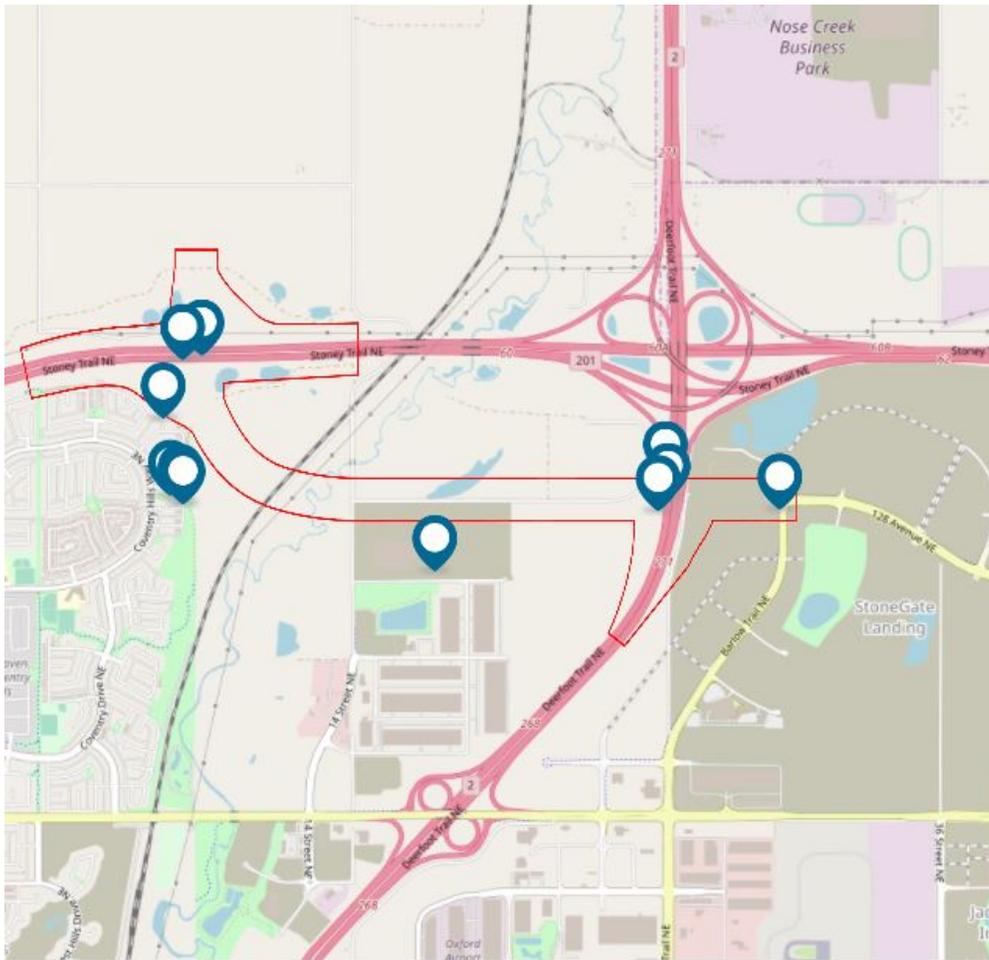
- Green Line (x6)
- Timing, build soon (x2)
- Street lighting (x2)
- Support Industrial growth (x2)
- Icy or snowy conditions (x2)
- Cost concern
- Too many signal-controlled intersections



**128 Avenue N.E. Functional Planning Study**

**Social Mapping (Online, In-Person)**

1. Using the map, describe your ideas for the future connection of 128 Avenue N.E. between Stoney Trail and Barlow Trail 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.



**Comments from participants identified:**

- Concern about the proximity of the 128 Avenue interchange to the one at Stoney Trail and Deerfoot Trail (note: the 128 Avenue interchange location is in alignment with existing Provincial transportation plans)
- A desire for vehicle access to the community of Coventry Hills
- An interest in pedestrian and cyclist pathways between Northern Hills and Skyview



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### Ideas (Online)

Note: Key themes from comments received on Facebook that specified 128 Ave N.E. Functional Planning are included in this summary along with responses from the online survey

2. Describe what you might like to see along the future 128 Avenue N.E. connection between Stoney Trail and Barlow Trail for people who walk, bike, take transit or drive.

Future considerations along the 128 Avenue described by participants included:

- Connectivity from the study area to the existing pathway network and neighbouring communities.
- Protection of the environment, especially around Nose Creek. Participant comments spoke to the value of the natural area in the Nose Creek Valley and a desire to protect this valued asset in general. A couple of participants, citing a focus on green and natural spaces, specified a concern about industrial development in the Nose Creek Valley and planned for in the already approved Area Plans surrounding the 128 Avenue N.E. study area.

3. Describe your ideas for future infrastructure improvements and/or transportation connections regarding 128 Avenue N.E. between Stoney Trail and Barlow Trail for people who walk, bike, take transit or drive.

Participant ideas for future improvements and connections included:

- Providing pedestrian and cyclist accommodations within the study area.
- Vehicle and pathway connections to nearby areas, such as to Coventry Hills, from the study area.

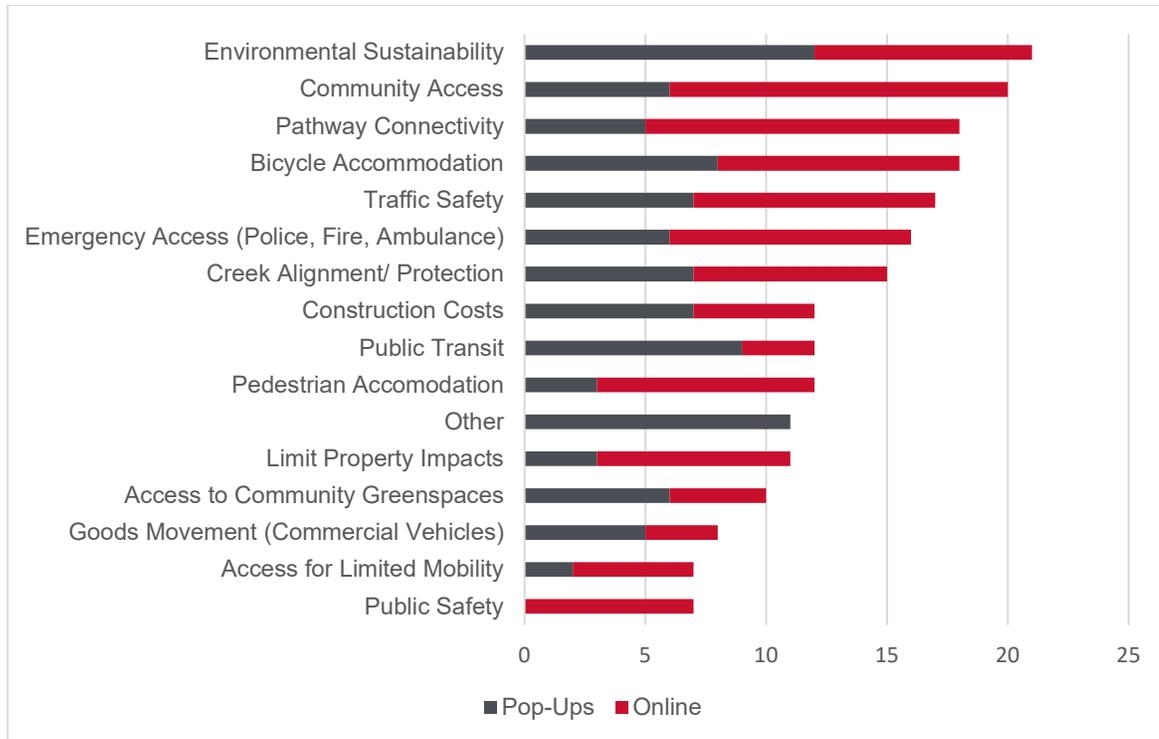


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## Priorities (Online, In-Person)

4. Tell us what is important to you by selecting your priorities below: Check all that apply (Online).  
Tell us what is important to you by placing a dot in that square (In-Person).



### Other, please specify:

- Support industrial growth (x2)
- Noise from traffic (x2)
- Staging, build soon (x3)
- Archeological sites along creek (x2)
- Build 128 Avenue to 15 St. shortly after 11 Street N.E. Interchange opens (x2)



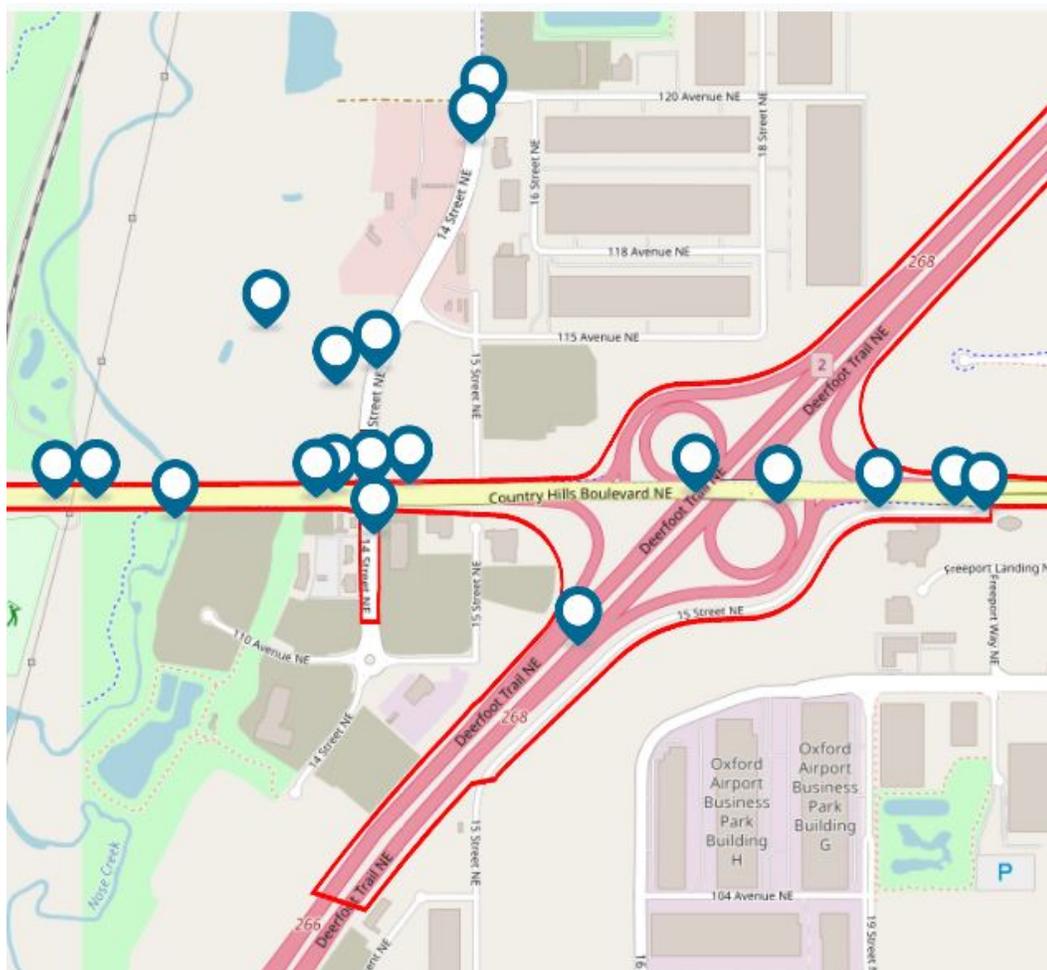
**Verbatim Comments**

The following is a record of the feedback received at the community pop-up events, those who responded using the online Engage portal and comments received on the Facebook 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 Functional Planning Study**

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Note: Information identifying the pinned location of mapping comments are included in parentheses, for example; "(Country Hills Boulevard NE)".

## a. Community Pop-Up Responses

64 Ave at Superstore need [illegible] for 301/300 N/S
Dual SBL took away RT lane want it back! (Intersection of Country Hills Boulevard and Coventry Hills Boulevard)
Too slow, too many lights -> east and west

## b. Online Responses

There is a requirement for more lanes to ease tragic flow. (Country Hills Boulevard NE)
Sidewalks required for the entire length of the road. Pedestrians shouldn't have to walk through the snow or mud to get from Harvest Hills to The District shopping area. Make it safe for people who commute by foot. (Country Hills Boulevard NE)
Bus Stop location southbound side of the street (14 Street NE)
I would like to see this intersection have a traffic light as the bus traffic along this road gets busy. (14 Street NE)
Is this to cut through the green space? I would hate to see this space ruined? (14 Street NE)
Remove lights and add a roundabout. This intersection is terrible for stop and go. Also this widening should have been completed 5 years ago when it was needed to support growing construction, not after while traffic is already maxxed out, making the construction cost more, and add to the terrible traffic in this area. (14 Street NE)
Bike/foot traffic access to residential area west of the creek will be welcomed. (Country Hills Boulevard NE)
The crossing bridge between Deerfoot and country hill Blvd require a better redesign, irregular areas, unequal size and bumpy zones. Lack of illumination both size. Better and safe pedestrians sidewalks. (Country Hills Boulevard NE)
Need consideration for the trucks turning into Country Hills Blvd from Free Port drive (15 Street NE)
A pullout for the bus is desperately needed; severe congestion occurs during the afternoon rush hour when the bus has to stop, reducing it to a one lane road. (Country Hills Boulevard NE)



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More safety with transit accessibility to work on 116 ave NW. Sidewalks and more transit running. Not able to move further with the marker (15 Street NE)
No pedestrian/bike path between Coventry Hills Blvd and 14 St. NE. (Country Hills Boulevard NE)
Bike paths on the North side of the road between Coventry Blvd and 14th Street. Allowing for these paths to connect with existing paths and businesses on the south side of Country Hills Blvd. There are too many paths in this area that do not connect with each other. (Country Hills Boulevard NE)
Why build in flood zone? (14 Street NE)
"Pedestrian and cyclist accessibility is necessary for safe access in and out of Northern Hills. Sketchy at best in the warm months (mud, gravel, dirt paths). Inaccessible at best in the winter. Connection to pathways into the Nose Creek valley right up through Stoney Tr./128 Ave are key too. (Country Hills Boulevard NE)
CHB already has a reputation for a red light stop and go "flow." It's turning into another McLeod Tr.. No synchronicity. No non-vehicle alternatives. Another light would be problematic without thoughtful mitigation. (14 Street NE)
Pedestrian and cyclist infrastructure is currently minimal and uninviting. Safety issues around pathway size and visibility hamper this from being useful, never mind appealing for anyone who wants to travel outside of a vehicle. (Country Hills Boulevard NE)
Need a longer merge lane onto Deerfoot especially with traffic going 110km per hour (Deerfoot Trail NE)
The design of this intersection is awful. Put it back to 2 lanes...would be better than with they did with east bound lanes....starting near harvest hills gate. (14 Street NE)

**2. Describe your issues or concerns regarding Country Hills Boulevard N.E. between Coventry Boulevard and Barlow Trail for people who walk, bike, take transit or drive.**

**a. Community Pop-Up Responses**

*Not applicable. This question appeared in the online tool only.*

**b. Online Responses**

Widening of CH from Deerfoot westbound is a good idea. But widening east of Deerfoot is a complete waste IF YOU DONT WIDEN CH ALL THE WAY TO METIE TRAIL.
A train station
I approve of your plans



I would like to see this area have access to and from Stoney and Deerfoot by 2021
The addition of an intersection between 14th Street and Nose Creek. The lack of a proper sidewalk or path on the north side of Country Hills Blvd. The south side path that ends at an intersection.
Speed limit should be 30 comin on to and leaving Coventry Blvd . Far too many accidents and way too many close calls. Just getting into my drive way is hard and to get out I drive of grass
The new "T" intersection at the bottom of the hill should never have been built with turn bay Westbound, DO NOT EVER put lights here as traffic WON'T be able to get up that hill on icy days!
Remove all lights. Add roundabout's. Traffic lights and stop and go traffic is the worst option for driver stress, electrical usage and carbon emmisions from idling at stop lights.
The bridge across the creek limits how wide the road can get at this point. Lack of bike/walking space, lack of bus waiting space.
Westbound country hills Blvd right lane exiting to 14 St N.E. grade slope and wet weather result in pooling right on the turn causing accidents. Improve slope and drainage.
We need transport through here for user friendly purposes. Right now I safely cannot walk bike or take transit. Just drive and it's not fair
Safty, bike lane, create too much traffic, noise problem There is a patch where there is one lane only and the merging slows the traffic.
There's nothing wrong with Country Hills bad enough to justify spending money the City doesn't have, and so increase taxes for all, to benefit very few. Shame on you.
Cycling through this area is inconvenient as the pathway switches from one side of the road to the other
Non issue, stop spending money
The south bound merge lane onto deerfoot from country hills is a nightmare! Especially since it's so close to the airport trail exit! Make it one long lane to airport trail exit!
The 3 lanes should continue. Also DOT needs to come out and take a look at a lot of the semi trucks lights broken not being driven right etc
Too much traffic congestion and the area is not even close to being completed



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There really is no way to walk or bike currently. The path is confusing going around Nose Creek. Such a busy road. Can lights be synced to increase East/West movement?
We like to have access from Coventry drive ne to Deerfoot or stonetrail
Add a train
Traffic light on a hill at Country Hills Blvd and 14th Street NE. SERIOUSLY? On a hill in winter? Happens 3 or 5 times each winter where vehicles have difficulty getting up the hill after stopping.
There are not enough bike paths for walking/biking and the ones that are there do not connect to anything useful.
The area is totally inaccessible by bicycle
There is little to no pedestrian or cycling infrastructure here. I routinely use that area wading in mud, ice, or snow to cross over from Northern Hills across Deerfoot.
The way the road dog legs road left then back to the right between harvest hills gate to just past Coventry Blvd is disgusting...confusing...improperly designed...planner should be fired!

**3. Describe your ideas for future infrastructure improvements and/or transportation connections regarding Country Hills Boulevard N.E. between Coventry Boulevard and Barlow Trail for people who walk, bike, take transit or drive.**

**a. Community Pop-Up Responses**

*Not applicable. This question appeared in the online tool only.*

**b. Online Responses**

A train station
I would like to see a bus stop on 14 street north of Country Hills. I would also like to see a traffic light on the corner of 120th and 14/15 street
I would like to see this area have access to and from Stoney and Deerfoot by 2021
There needs to be a continuous path on the North side from Coventry Blvd, connecting to the path at Barlow, and continuing past that all the way to 36th Street NE. 36th Street path connections needed.
Signage needs to be better. Lots of big trucks go on these roads



Plan construction in heavily traffic areas prior to developing adjacent land to lessen the burden on traffic in that area, for drivers, and for cost consideration.
It's better to extend the 6 laning of the couhtry hill Blvd uptil stoney trailer
Most bus stop west of the rail closer to park of Harvest Hill, add a stop at the district, and one more pass deerfoot.
Bus stop just north of c. Hills on 14th is in a dangerous spot just after intersection. Southbound 14th needs 2 left turn lanes due to bus and tractor trailer traffic.
We need better transit at minimum here
Trail/side walks, bike lane, warm buses shelter
Increase the lanes, widen the road and have a side walk
Safe crossing at Deerfoot for active modes on both sides of the road
Non issue, stop spending money
Matt it's cost effective just open 96 ave both ways from stony trail for now
On ramp to deerfoot south and exit to airport trail should connect as one lane!
Path on both sides for bike and walk Also bus stop housing for protection very open area
Limit traffic connections to Country Hills Blvd, west of Deerfoot.
A larger exchange at Deerfoot to increase flow. Not just widening lanes. Maybe a different type of interchange?
A train that goes from Coventry hills to downtown so u don't have to take an hour and a half just to get there
Keep that hill well sanded. Should be a priority in sub zero temps when it becomes icy.
Dedicated cycle track would provide connections, but requires a total network
Would love to see a complete and well thought out transportation corridor that includes ALL forms of transportation, not just vehicles. Non-vehicle access to the valley and connectivity is important.
Walk ways on both sides of roadway is required. Remove that new light that is being installed beside upcoming pet hospital. Should force all traffic to 14th st.



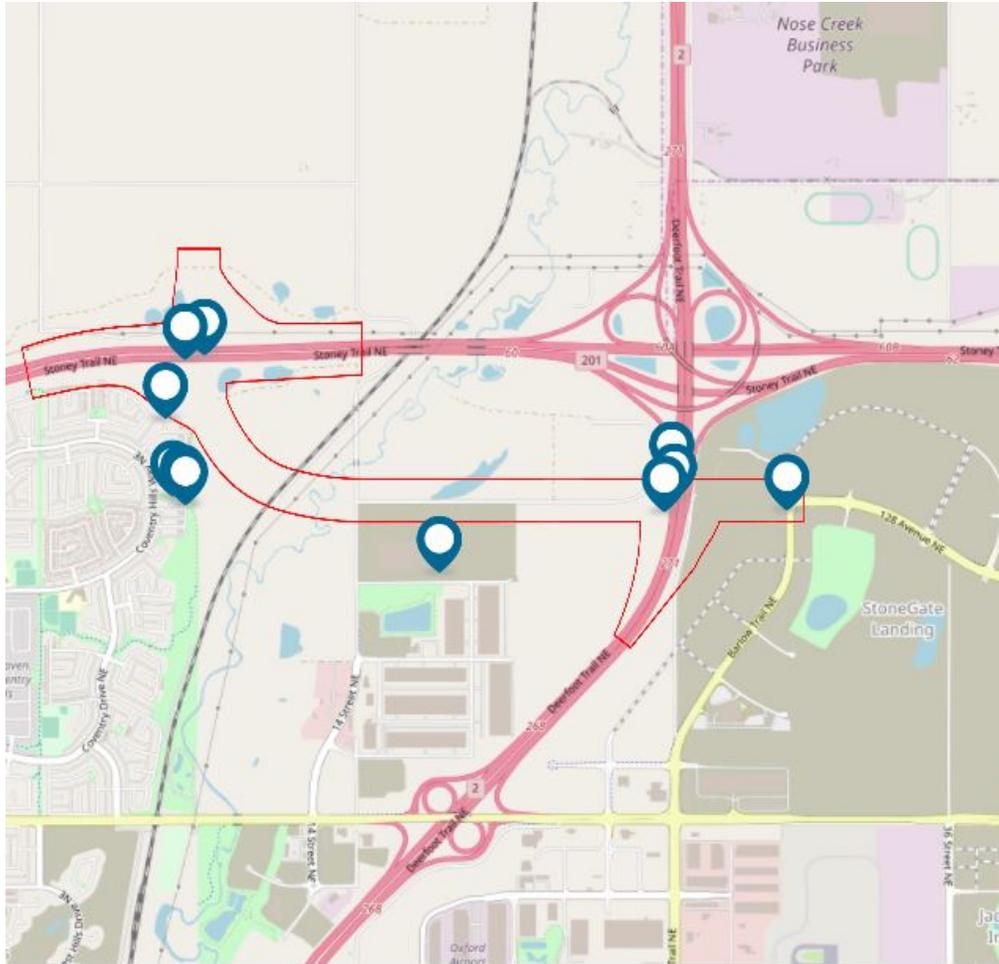
**4. Tell us what is important to you by selecting your priorities below: Check all that apply (Online). Tell us what is important to you by placing a dot in that square (In-Person).**

Priority	Pop-Ups (In-Person)	Online	Total number of responses
Traffic Safety	11	23	<b>34</b>
Community Access	6	24	<b>30</b>
Improved Vehicle Times	12	17	<b>29</b>
Pedestrian Accommodation	7	19	<b>26</b>
Bicycle Accommodation	10	16	<b>26</b>
Environmental Sustainability	9	16	<b>25</b>
Pathway Connectivity	8	16	<b>24</b>
Creek Alignment / Protection	7	12	<b>19</b>
Public Safety		17	<b>17</b>
Emergency Access (Police, Fire, Ambulance)	4	11	<b>15</b>
Public Transit	10	5	<b>15</b>
Construction Costs	5	7	<b>12</b>
Limited Property Impacts	3	7	<b>10</b>
Accessibility for Limited Mobility	3	6	<b>9</b>
Goods Movement (Commercial Vehicles)	2	7	<b>9</b>
Other: Green Line	6		<b>6</b>
Other: Timing – get it built	2		<b>2</b>
Other: Street lighting	2		<b>2</b>
Other: Support Industrial Growth	2		<b>2</b>
Other: Icy or snowy conditions at bottom of valley brings traffic to a standstill. Must be addressed	2		<b>2</b>
Other: Tax freeze! I have to live within my means! So should the city - every year. Not just sometimes!		1	<b>1</b>
Other: Fast travel times on Country Hills Blvd. kinda hard with additional traffic lights. Plus, lights too close together on Country Hills at 14th and new light west of this intersection		1	<b>1</b>



**128 Avenue N.E. Functional Planning Study**

1. Using the map, describe your ideas for the future connection of 128 Avenue N.E. between Stoney Trail and Barlow Trail 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.



Note: Information identifying the pinned location of mapping comments are included in parentheses, for example; “(128 Avenue NE)”.

**a. Community Pop-Up Responses**

*No comments were received*

**b. Online Responses**



Will this "bus" throughway EVER be connected to the interchange? It should be as there is NO access to Coventry Hills from this interchange. (Coville Crescent NE)
I don't see the need of these many interchanges so close together. (Deerfoot Trail NE)
An added connection for Coventry to this road? Seems like it almost touches but doesn't have a connect. (Coville Crescent NE / Coventry Hills)
Will this "bus" throughway EVER be connected to the interchange? It should be as there is NO access to Coventry Hills from this interchange.(Coville Crescent NE)
I don't see the need of these many interchanges so close together. (Deerfoot Trail NE)
An added connection for Coventry to this road? Seems like it almost touches but doesn't have a connect. (Coville Crescent NE / Coventry Hills)
Is the intention for this interchange is for the industrial area to get a direct access to Stoney Trail? It seems to be a lot of money spent for only servicing an isolated parcel (Stoney NE)
This will help with his traffic on Country Hills Blvd immensely. But can't just put an interchange in. It is close to the Deerfoot/Stoney one and some days, there's already a long line to get to that exit which surpasses this (future) exit. Need to keep that in mind when building (Stoney Trail NW)
I believe this should be similar to Deerfoot/8 Ave where it crosses, but doesn't connect. Stoney and Country Hills are already so close, this can connect there, but not need to increase crossover from another interchange on Deerfoot. (Deerfoot Trail NE)
Keep this to right in/right out on both sides, a full interchange shouldn't be done as it is too close to Stoney but the truck/bus traffic on Country Hills Boulevard needs a better route. (Deerfoot Trail NE)
There should be access here for residents to access 128 AV and Stoney Tr. Restrict access from trucks to curb industrial traffic. This supports A City that Moves. Other than residents, people would be using Stoney or Country Hills BV anyways if short cutting is the concern. (Coventry Hills NE)
Would love to see a community connection here. Another way for people to access Coventry Hills, and for CvH residents to easily access other communities north or to Stoney Tr. without having to regress to HHB or down to CHB. (Coverton Heights NE)
Well serviced, intentional, and safe pathway connections for pedestrians and cyclists to connect to other communities over the ring road. (Stoney Trail NW)
Well serviced, intentional, and safe pathway connections for pedestrians and cyclists to connect them to areas on the otherside of Deerfoot. There are many social connections



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

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between Skyview and Northern Hills. Extending those connections to a safe alternative route between the two areas is key to accessibility. Also would divert people away from the problematic CHB, creating an extra cross grid route. (Barlow Trail NE)

**2. Describe what you might like to see along the future 128 Avenue N.E. connection between Stoney Trail and Barlow Trail for people who walk, bike, take transit or drive.**

**a. Community Pop-Up Responses**

*Not applicable. This question appeared in the online tool only.*

**b. Online Responses**

If any new project work occurs here, it should include the incorporation of safe and separated bikeway. The bikeway should connect to the main bicycle network.
A train station
Pathway connectivity to existing pathways, especially for bicycles. The path along the north side of the city is very broken.
The road will impact the Coventry yet add no access. It will increase noise and remove our existing bike and running trails. Not well thought out.
Construct more lanes on 128 ave and connect to Deerfoot and stoney trail.
I don't believe this interchange is needed for this industrial area. Access to Deerfoot/Stoney is already in place.
No industrial development. Nose creek valley should be left in a natural state.
Concern about it being used as a shortcut avoiding Stoney Deerfoot interchange.
Finish the construction fast as the speed limit has been 50 kms for the longest time due to construction.
LRT station
Access to Coventry Hills
A road that connects The industrial areas, and potentially another link in to Coventry Hills to Stoney and Country Hills and Barlow. Connections between these boundaries is good. But not to Deerfoot.
Connection to Coventry Hills. Expansion of the regional pathway that shadows Nose Creek all the way downtown.



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Bike paths that connect
Focus on the environment and keeping the area as I disturbed as possible.
Would love to see a boulevard that maintains the natural integrity of the creek valley. Also have pathways and cycling connections to other areas through the valley and north of the ring road.

**3. Describe your ideas for future infrastructure improvements and/or transportation connections regarding 128 Avenue N.E. between Stoney Trail and Barlow Trail for people who walk, bike, take transit or drive.**

**a. Community Pop-Up Responses**

*Not applicable. This question appeared in the online tool only.*

**b. Online Responses**

If any new project work occurs here, it should include the incorporation of safe and separated bikeway. The bikeway should connect to the main bicycle network.
A train station
See above -- we should have SOME sort of access into Coventry Hills from that interchange!
Do not destroy existing trails. Add sound barrier if must be that close to homes. Add community access. If no community access make access closer to industrial area.
Country hills Blvd is very congested even from Barlow to Stoney towards East. Construct more lanes on the whole country hills blvd
Spend the money on transit to 301.
No 128th ave.
Once construction is complete things will be smooth. Side walk for pedestrians would be ideal.
Big name grocery store, such as Real Canadian Superstore, Walmart or No Frills.
Coventry Blvd. needs to be built not from Stoney down to 96th. With more connections in to Harvest Hills and Coventry Hills. But still watch for the creek.
Connection to Coventry Hills. Expansion of the regional pathway that shadows Nose Creek all the way downtown.



It would be nice to conserve the green space with added bike paths and trees as a natural buffer between the industrial and residential areas.
Road connection doesn't make much sense in the area as there is easy access from Deerfoot already.
Connect into Coventry Hills in all aspects. Pathways for people to pour into the natural beauty of the valley, as well as a roadway in and out of the community.

**4. Tell us what is important to you by selecting your priorities below: Check all that apply (Online). Tell us what is important to you by placing a dot in that square (In-Person).**

Priority	Pop-Ups (In-Person)	Online	Total number of responses
Environmental Sustainability	12	9	<b>21</b>
Community Access	6	14	<b>20</b>
Bicycle Accommodation	8	10	<b>18</b>
Pathway Connectivity	5	13	<b>18</b>
Traffic Safety	7	10	<b>17</b>
Emergency Access (Police, Fire, Ambulance)	6	10	<b>16</b>
Creek Alignment / Protection	7	8	<b>15</b>
Pedestrian Accommodation	3	9	<b>12</b>
Construction Costs	7	5	<b>12</b>
Limited Property Impacts	3	8	<b>11</b>
Access to Community Greenspaces	6	4	<b>10</b>
Goods Movement (Commercial Vehicles)	5	3	<b>8</b>
Public Safety		7	<b>7</b>
Accessibility for Limited Mobility	2	5	<b>7</b>
Other: Staging so that upgrades can get built in a timely manner	3		<b>3</b>
Other: Fund these projects to support industrial growth	2		<b>2</b>
Other: Noise from traffic	2		
Other: Archeological sites along creek	2		<b>2</b>
Other: 11 St. interchange to open in 2022. Can we get 128 built to 15 St. shortly after?	2		<b>2</b>



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

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## Comments Received on Facebook Ads

### Facebook Advertisement #1

 **City of Calgary – Your Local Government**  
13 November at 13:10 · 🌐

We're working on two projects in N.E. Calgary to improve mobility of commuters and meet growth needs in the area.

Project #1: Country Hills Blvd. widening to six lanes (between Coventry Blvd. and Barlow Trail)

Project #2: 128 Ave Study - we're looking to identify locations for bridge placement, determine efficient connections to existing roads and long term right-of-way requirements.

Attend a community pop-up event to learn more about these projects and provide in-person feedback:

Wednesday, Nov. 20 from 5 - 8 p.m. at Superstore (5251 Country Hills Blvd. N.W.) at the exit beside the bakery.

Thursday, Nov. 21 from 4 - 7 p.m. at Vivo (11950 Country Village Link N.E.) - main street

Learn more at [engage.calgary.ca/CountryHillsWidening](https://engage.calgary.ca/CountryHillsWidening)



ENGAGE.CALGARY.CA/COUNTRYHILLSSWIDENING  
**Country Hills Blvd. & 128 Ave Projects** [Learn More](#)

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

Oh wow more stop lights that aren't synchronized. Stop and go even in non rush hour. I remember not long ago I used Country Hills to get across to Stoney. Now its just 3 dozen lights now. And y'all wanna smash in another set of lights by CH Toyota? Ptf

- The whole city is a nightmare I can't stand driving there.
- Try Toronto or Vancouver
- I lived in Toronto moved here in 70s went back in the beginning of the recession in 80s for five years my husband finally got a job as a helicopter pilot and we moved back to Calgary but couldn't stand the Deerfoot so moved to a small town outside of Calgary. We are retired now and I just can't stand the drivers here like they really wouldn't last long on Toronto or Vancouver downtown is crazy narrow streets but after all they can't do much no room?



<ul style="list-style-type: none"> <li>• Calgary is the best city in the world for drivers, a new survey says</li> <li>• Funny we all are getting our insurances going up and most won't be driving this is the start of one car per family</li> <li>• Lies</li> </ul>
<p>Why not just make 6 lanes of Country Hills from Barlow to Stoney and save enough dollars. Stop wasting people money</p> <ul style="list-style-type: none"> <li>• Who really cares? Their won't be any cars on the roads soon anyway in this desolate economy and dead city. No one will be able to afford to drive let alone provide for their families in a city with no jobs and increasing unemployment and poverty!</li> <li>• 128 Ave looks like a waste of money. Would have like to have known about the open house before they were over.</li> <li>• That whole area (where the farmer's field is by the railway line) is going to be developed into commercial/light industrial. That's why the road is going in.</li> </ul>
<p>Why is this being held in communities not involved in this...more city [omitted]. Only took 12 years since Evanston was formed</p> <ul style="list-style-type: none"> <li>• You're joking, right? You think this doesn't involve Country Hills? Take another look at the map...</li> <li>• It was to be at superstore country hills Blvd and Shaganappi. And no those community not involve....Evanston Sage Hill, Livingstone. Nolan Hill. So no your community was not involved as were the community they were going to do this meet and greet. Your community had zero to do with it so what is all the drama.</li> <li>• Read further - there's one at Vivo and one at our Superstore too and maybe look at the map in the post and see where the blue lines border: Coventry Hills</li> </ul>
<p>Start with the [omitted] traffic lights!</p>
<p>Redundant roads</p>
<p>The real question is: will we ever be able to turn right onto Shaganappi from Hidden Valley Drive to access Stoney Trail?</p> <ul style="list-style-type: none"> <li>• Nope. Too much traffic goes through and there's not enough space to safely merge through to access Stoney west. I have to go around every day as well and it's annoying, but it's safer.</li> <li>• But turning left through that same traffic plus the southbound is ok</li> <li>• There's a dedicated lane for traffic turning left on the south side of Shaganappi, plus there's no immediate merge onto a major roadway. The ramp for Stoney East is immediately after that intersection.</li> <li>• I mean, they could add a right turn lane to merge onto Stoney East, but not West.</li> <li>• That would be handy</li> </ul>
<p>Typical city's long term planning. Tomorrow it will have to be upgraded. Fire all those involved.</p>
<p>I'd like to learn more</p>



14 What about the section between Barlow and 36th Street? Isn't that Little section should be widened to 6 lanes?

Couldn't they fix/complete Country Hills from Metis eastbound to Stoney first? It has been under construction for all of the 19 years I have lived in Saddleridge. Never finished.

- City of Calgary - Your Local Government what about the section between Barlow and 36th Street? Isn't that Little section should be widen to 6 lanes
- Your Local Government the city NEEDS to widen from Barlow Tr. To 36th to relieve to bottleneck. Anything short of that is a waste of time and money. And may possibly make the bottleneck worse.

Does 128 Ave go anywhere??

Making Country Hills 6 lanes wide from Coventry to Barlow, but only 2 lanes wide between Barlow and Metis, so it's virtually impossible to get to or from Stoney in the morning. Way to think ahead City of Calgary.

- Making Country Hills 6 lanes wide from Coventry to Barlow, but only 2 lanes wide between Barlow and Metis, so it's virtually impossible to get to or from Stoney in the morning. Way to think ahead City of Calgary.
- My thoughts exactly. It's faster to go from 128th Ave, up Metis to Stoney and then southbound onto Deerfoot.

Wait, so the upcoming new interchange north of Coventry Hills will actually NOT connect to Coventry Hills in any way? So all the folks living in Coventry Hills are still forced to take the long way around to access Stoney Trail? What kind of messed up plan is that?

- What's wrong with the existing Centre st/Harvest hills road to Stoney? It's already connecting Coventry to Stoney, we don't need 2.
- If you live in the far north and northeast of Coventry Hills, in order to get to Harvest Hills Blvd., you need to drive through like 3 to 4 playground zones almost consecutively. Or you take the long way around going south to Coventry Hills Blvd.
- Consider yourself luck to have the option. Saddlebrook has Stoney in it's back yard and they can only access it heading in one direction, so you don't have it so bad. Coventry clearly isn't a priority since they already have a good access to Stoney, with no bad access to Deerfoot as well.
- It's not that bade mate. It currently takes 5 min to access Stoney. With this project, if it were connected to Coventry, it would take you 3 minutes. It's a negligible difference.
- I don't want any more traffic connecting either Deerfoot or Stoney to Coventry Hills. It's nicely laid out as is and I live in said NE corner of said community.
- Why build an overpass without a connector to the community. There is a future bus trap road that was put in for a future school that's never been built and connector. Use it!
- If you mean the N-S utility corridor, it's not a transportation utility corridor, it's utility only. The only transportation utility corridor runs E-W in the NE corner, joining Coventry Hills Way to where the farmer's field is (see top right on map).
- I was really hoping for a Coventry connection also. They are building the new high school on the only way to get to Stoney so I'm expecting congestion...

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

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So the projects will be done in 5 years>

- This Council and their engineers are so [omitted] as a bag of sticks!!! What a total waste of money!!! Build out the C-train as promised. We have been waiting since 1994 or earlier!!!
- Don't bother, if it's going to be a ten year [omitted] road like n.e. Country Hills Blvd is and has been for years



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

Stakeholder Report Back: What we Heard  
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## Facebook Advertisement # 2

**City of Calgary – Your Local Government**  
13 November at 13:10 · 🌐

Did you miss the recent pop up sessions about two planned transportation projects in the N.E.? You can provide feedback online until December 4.

Project #1: Country Hills Blvd. widening to six lanes (between Coventry Blvd. and Barlow Trail)

Project #2: 128 Ave Study - we're looking to identify locations for bridge placement, determine efficient connections to existing roads and long term right-of-way requirements.

Learn more and provide input at [engage.calgary.ca/CountryHillsWidening](https://engage.calgary.ca/CountryHillsWidening)

ENGAGE.CALGARY.CA/COUNTRYHILLSWIDENING

**Country Hills Blvd. & 128 Ave Projects**

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

[Learn More](#)

City should try to fix Deerfoot and McKnight problem during rush hour. Beside this.

- Oh, they're fixing it alright. They sold off our golf course to build a 1600 unit condo. The traffic is only going to get worse.

The worst thing the city ever did was develop industry business parks along nose creek. Can you imagine fish creek park as an industrial park or no nose hill? This is a mistake

Don't need Country Hills so many lanes is just parallel to Stoney trails y waste money

- I live on Harvest Wood Way, which is parallel to CHB. A sound wall would be welcome. We have lived here for 16 years and the traffic noise has increased dramatically.
- [Omitted] idea... I'm not paying my taxes for your poor property choices!

Why is Stoney only 2 lanes in the NE and everywhere else has at least 3 lanes??



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

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<ul style="list-style-type: none"> <li>• Great idea but 6 lanes should be up to Harvest Hills &amp; Country Hills Blvd. Because that can will connected to Stoney Trail and newly developed area across over Stoney Trail.</li> <li>• Any chance of making the lane between Country Hills Boulevard and Airport Trail on Deerfoot Trail South a continuous lane??</li> </ul>
<p>How about brining the Ctrain here instead of continuing developing the South? It's been promised for the past 15 years and nothing done about it!</p> <ul style="list-style-type: none"> <li>• What 40 years from now? City build west line on 17 Ave and there is less population in the west. Green line is years overdue!</li> <li>• City of Calgary - Your Local Government may be open 96 avenue from Stoney Trail both way in NW they have so many junction but NE it seems 3rd world</li> <li>• City of Calgary - Your Local Government You do realize you have the wrong colour right? The area where the Stoney interchanges are going in are GREEN line. How does a future BLUE line extension help us? If the blue line gets extended before we get the green line, considering our communities have been promised LRT for almost 30 years, you can expect some seriously unhappy North Central Calgarians down at City Hall! We don't even have a MAX. Every other area of the City has decent transit except us. The quadrant system method of planning amenities and services [omitted] because we always miss out due to that.</li> <li>• City of Calgary - Your Local Government, if you stopped wasting our tax money on useless things, like that so called blue ring you call art, there would have been money for the C-train to build to Country Hills!! Who's [omitted] idea is it to waste more money on widening the road!!!</li> <li>• City of Calgary - Your Local Government there are a number of future stations planned for the Blue Line. The plans are to extend the northeast leg 7.5 km to 96 Avenue, Country Hills, 128 Avenue N. and Stoney and the west leg to 85 Street. Unfortunately, there is no funding or timelines for the construction of these stations at this time</li> </ul>
<p>This is awesome! Stop using photo radar to pay for it you [omitted].</p>
<p>Hire people who has education and professional background on this issue... rather than asking people who most likely will have a clue what the [omitted] they are talking about. Get out there and observe the issues and stop wasting tax dollars on [omitted] ... just saying</p>
<p>Whatever. Horrible city forecasting. Way behind always on infrastructure. Decades behind. [Omitted].</p>
<p>Hahahaha, I don't even live here. I'm sitting at the airport waiting for a flight and this popped up in my feed.</p>
<p>Who cares. Your forecasting is soooo far behind.</p>
<p>A lot of people park their vehicles in the area of Harvest Hills/Coventry Hills even in Deerfoot mall, who actually don't live there but they park to fly and save money on parking and cab. Whole area</p>



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near airport remains congested all the time because of it. If they widen roads doesn't solve problem



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## About the Engagement Process

### Pop-Up Events

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

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	2				
Format of today's session	1				
Opportunity to provide my input	2				
Opportunity to see others' input	1				
Session location	1	1			
Session time	1				

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

- Would not have known unless it was displayed
- Personal touch with knowledgeable representatives

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

*No comments were received*

#### 4. Are there any questions about the projects as we move forward?

- No
- How much more debt will Calgary taken on for this?

### Online

#### 6. How satisfied are you with the first phase of the engagement process for these projects?

Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
	2	1		1

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

- More notice via the regular methods
- Construction is taking ages to complete. Looking forward for it to be completed as the 50kms speed is slowing down the traffic.
- Like the map placements with the comments.



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

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8. If you attended one of the pop-up community events on Nov. 20 or 21, 2019, how satisfied were you with the session?

Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Did not attend
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4

9. If you attended one of the pop-up community events on Nov. 20 or 21, 2019, what worked for you about the session format and activities? Is there anything we could do differently to make it better?

*No comments were received*

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

	Pop-Ups	Online
Online Tool/Survey	1	4
City Website: <a href="http://calgary.ca/CountryHillsWidening">calgary.ca/CountryHillsWidening</a> or <a href="http://calgary.ca/128AveNE">calgary.ca/128AveNE</a>	2	3
City Social Media – Facebook		3
Open House	1	2
Community Association Newsletter		2
City Project Emails		2
City Social Media – Twitter		1
Other		