



Country Hills Boulevard N.E. Functional Planning Study: Reveal

Stakeholder Report Back: What We Heard
June 2021

Project Overview

The City is creating a functional plan to widen Country Hills Boulevard 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 were to:

- Better accommodate people who walk, bike, take transit and drive.
- Improve safety for those who travel through, or commute along, the study area.
- Widen Country Hills Boulevard between Barlow Trail and Harvest Hills Gate N.E. to six lanes.
- Widen the three existing bridges along country Hill Boulevard N.E.
 - Deerfoot Trail, Nose Creek and the CP Rail tracks
- Minimize impacts within the study area.

From fall 2019 to spring 2021, 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. study area.

Engagement Overview

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

1. **Discover (Nov. – Dec. 2019):** Discover opportunities, challenges, priorities and evaluation criteria for the study area with stakeholders and the public. [Click here for Discover Phase What We Heard Report](#)
2. **Explore (Jun. – Jul. 2020):** Explore design concepts and evaluation results with stakeholders and the public. [Click here for Explore Phase What We Heard Report](#)
3. **Reveal (Apr. – May 2021):** Present recommended plan to stakeholders and the public

This report provides an overview of the Reveal phase of engagement. In compliance with Public Health recommendations in effect during April and May of 2021, engagement for the Reveal phase was held entirely online. Online opportunities for feedback were offered from April 19 to May 2, 2021 at engage.calgary.ca, The City received 62 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. Functional Planning Study we asked participants the following questions:

Online Feedback Form

1. **Is there anything the project team should know about the recommended plan from your perspective?**

What We Heard

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

Overall Themes

- Participants felt the widening would decrease congestion and improve traffic flow in the area.
- Participants liked the improvements to pathways and pedestrian connectivity, and expressed some concern that crossings for people who walk and ride their bikes should be considered more in the plan.
- Participants had some concerns about potentially negative impacts to the environment and area wildlife near Nose Creek.

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.

Next Steps

Integrated with the technical analysis, information gathered during the Reveal phase of engagement will help the project team as they finalize the recommended plan. In September 2021, the final recommended plan will be presented to Council for approval.



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Summary of Feedback – What We Heard

Country Hills Boulevard N.E. Functional Planning Study

1. Is there anything the project team should know about the recommended plan from your perspective?

Traffic and widening

- Participants generally felt the widening would decrease congestion and improve traffic flow in the area.
- Participants expressed a desire for widening in other areas of Country Hills Boulevard – notably to the east of the study area, to Métis Trail.

Noise

- Participants expressed concern that increased future traffic volumes would increase traffic noise.

Active modes

- Participants liked the pathway improvements and connectivity, and expressed a desire to see more focus in the plan for safe crossings.
- Some participants identified a desire for dedicated bicycle infrastructure, and widening between Barlow Trail and 36 Street N.E. to include safer access for bicycles.

Environmental Impacts

- Participants expressed some concern about negative impacts to the Nose Creek wetland to both the wetland and to wildlife in the area.



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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, “[omitted].”

Country Hills Boulevard N.E. Functional Planning Study

1. Is there anything the project team should know about the recommended plan from your perspective?

<ul style="list-style-type: none"> Put this project on hold and focus on widening the single lane between Barlow and 36th St.
<ul style="list-style-type: none"> I have never experienced any issues with the current layout...better things to focus on right now?
<ul style="list-style-type: none"> Appreciate inclusion of pathways. For cycling, please ensure intelligent designs that provide a framework for easy and safe bicycle travel through intersections. The current concepts create challenges with tight turns and small islands.
<ul style="list-style-type: none"> Study the country hills/11 st. intersection. I stop at the lights going east on CH at 4am for work and sometimes around 3pm heading west. In the past 6-12 months since it was added I have rarely seen anyone go there. Seems like a wast so far.
<ul style="list-style-type: none"> It makes no sense that CHB is three lanes west of Deerfoot and only one lane east of it. I've seen people walking on the edge of this narrow roadway, avoiding water pools on either side of the road. Any update on when that will be taken care of?
<ul style="list-style-type: none"> It's not a good use of tax payers money.
<ul style="list-style-type: none"> I think it's great full steam ahead. It gets very congested In this area and making more space and lanes could benefit the area
<ul style="list-style-type: none"> The right hand turn from west bound Country Hill Blvd to north bound 14 St N.E. is treacherous during the winter if there is any ice partially due to the grade. Reducing the high rate of accidents here should be considered.
<ul style="list-style-type: none"> This plan looks fantastic, great work covering all of the opportunities for improvement. This will be a huge improvement as there is starting to be a lot congestion.
<ul style="list-style-type: none"> Why not start from the intersection of Metis Trail NE and Country hills?
<ul style="list-style-type: none"> Just allow cyclist into airport tunnel and I'll stop complaining about the dangerous narrow bridge on Country Hill Blvd between Barlow Tr and 36St NE. Does city hall know NE people might get angry sitting on a 2 lane road while the rest of Calgary get 6?
<ul style="list-style-type: none"> Since bicycles are not allowed under airport tunnel, we have to legally go to Country Hills Blvd. But it is so dangerous to ride a narrow, two lane bridge, with no shoulder between 36St NE and Barlow Tr.
<ul style="list-style-type: none"> Very frustrating to see the project not include the two lane narrow bridge between Barlow Trail and 36 St NE. What's the point of six lanes then have it grind to two lanes? That is the scariest portion from cyclists' perspective.



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<ul style="list-style-type: none"> The Nose Creek wetland area has already been impacted significantly with the tear down & redevelopment of the Harvest Hills GC. Further development will cause unnecessary & significant harm. Proceed with the plans, but leave the wetland area alone!
<ul style="list-style-type: none"> The section in question is already a traffic jam. What's the point of doing this?
<ul style="list-style-type: none"> Please don't eliminate the country hills boulevard street median. Need a median on all major roads.
<ul style="list-style-type: none"> Yes. When is the city going to widen country hill east of Barlow trail
<ul style="list-style-type: none"> Has it ever been considered to bore out under the exits onto Deerfoot Trail to avoid possible accidents with pedestrians?
<ul style="list-style-type: none"> I like the dual right turn traffic light idea to get onto westbound CHB from southbound Deerfoot TR. That gives traffic ample time and lane-age (?) to get across CHB to turn into The District.
<ul style="list-style-type: none"> Please synchronize the traffic lights on Country Hills! The pedestrian crossing on the Deerfoot cloverleaf seems like a recipe for accidents. Depending on the speed limit for the exit ramp, cars that stop for the crosswalk might get rear-ended.
<ul style="list-style-type: none"> The real problem is that Country Hills bld is chocked to 1 lane from three lanes eastbound between Barlow trail and 36 street NE. You have a major problem with this stretch which voids any enlargement close to the area. Solve this one first.
<ul style="list-style-type: none"> This isn't needed. Can we use the money for something else??
<ul style="list-style-type: none"> Looks fantastic, great plan.
<ul style="list-style-type: none"> Foot traffic on country hills? Widen it for better traffic flow and less of a danger to emergency services.
<ul style="list-style-type: none"> The proposal shows the intersection at 11th Avenue NE will go from 3 way to 4 way and a new road will travel north into what is currently walking trails and habitat for hawks. I regularly see hawks nesting in the area. I'm not in favour of the north road
<ul style="list-style-type: none"> Prioritize pedestrian and cycling safety at intersections, the pathways won't be used if crossing aren't safe
<ul style="list-style-type: none"> This key corridor needs to have minimal disruption during construction..
<ul style="list-style-type: none"> I live in Harvest Hills. I don't fully comprehend the need for this proposal at this time. There are other projects, such as finishing the airport trail connection going east, that should be a higher priority.
<ul style="list-style-type: none"> This is long overdue!!! Business keep growing near airport industrial park and with the expansion of Stonegate, it's become more popular and very busy. Country Hills keeps adding more traffic lights but only 2 lanes. It needs to be widened asap!!
<ul style="list-style-type: none"> Please do it!!!
<ul style="list-style-type: none"> It's a great idea . Should do the same at countey hills and stoney trail
<ul style="list-style-type: none"> The traffic signals at the intersection of 11th/CHB NE and 14th Street/CHB needs to be improved so they activate on demand for N/S traffic. The grading needs to be improved to eliminate starts/stops on a hill. Winter traffic is brutal with snowfall.
<ul style="list-style-type: none"> Lane closures to accommodate construction should not be in effect in peak times when it can be avoided as Country Hills west after Deerfoot gets very cluttered when that happens.
<ul style="list-style-type: none"> No
<ul style="list-style-type: none"> Please consider adding a grade separated pathway connection underneath Country Hills at the CP bridge. Are 3 lanes really needed or could increased stacking capacity only reduce cost? Pathway side-street crossings like V26 in the CROW manual, please!



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<ul style="list-style-type: none"> Plant trees!!!! Ones that are Green year round. Not enough greenery on new projects.
<ul style="list-style-type: none"> Why is this new to me when it's been in the works since 2019? I read the community newspaper and follow the NHCA on FB. I only found out about it because of a Ward 3 candidate.
<ul style="list-style-type: none"> Don't do it
<ul style="list-style-type: none"> Provide pedestrian walking, no sharing the road with pedestrians.
<ul style="list-style-type: none"> Definitely can't wait to see it widened. It's getting more congested.
<ul style="list-style-type: none"> The noise level from Country Hills Blvd is quite loud and now with 2 additional lanes closer to homes it will be worse. I am not sure why I am filling this in because these community engagements are just for optics. I am sure this will go ahead regardless
<ul style="list-style-type: none"> Overall it looks good. However, the pathway that follows the Nose Creek seems broken when crossing CHB. If the intent is to cross at 11th Street, both sides should meet there.
<ul style="list-style-type: none"> What kind of sound Barrier will be used at the intersection of Coventry Blvd and country hills blvd and how will this corner be looked after
<ul style="list-style-type: none"> Should be widened with bike tracks n paths fir pefestians
<ul style="list-style-type: none"> You need to expand it all the way East to Metis Trail and beyond. From Barlow trail till Metis Trail it is just 1 lane EB and and WB without a divider, no lights and no reflectors with a sharp curve in between which is extremely dangerous at this point
<ul style="list-style-type: none"> It would be nice if you also widen are country hills boulevard between 36st and Airport trail, its just single lane and backs up the traffic all the time.
<ul style="list-style-type: none"> I think the three lanes will help facilitate the increased flow of traffic that constantly backs up on country hills blvd. Great work.
<ul style="list-style-type: none"> Start from Metis trail NE
<ul style="list-style-type: none"> What is the noise level projected to increase? It is already loud as it is. Especially once the transition occurs into residential area. What factors will be implemented to help reduce the noise level?
<ul style="list-style-type: none"> Not enough traffic to justify widening 3 bridges. Nobody in Calgary wants nose creek valley turned into more warehouses. It should be developed into a park. What would Calgary be without fish creek park? This would be much needed green space.
<ul style="list-style-type: none"> Where the CP Rail is by Country Hills Blvd please make so that no one could hide underneath the bridge and litter/graffiti and what i mean is a guard rail where the pedestrian walkway is thanks
<ul style="list-style-type: none"> I think it looks good. Infrastructure is the number one thing I would like to see my tax dollars go to, so I'm all for it.
<ul style="list-style-type: none"> The current plan for pedestrian connection is not complete. Given the nature of the flow through lanes will pedestrian crossings be risky for any populations that may use them? Children, elderly?
<ul style="list-style-type: none"> Looks great. Glad to see the pathways coming.
<ul style="list-style-type: none"> Looking good so far, thanks. My concerns have are in regards to the traffic lights, it appears that not only are the current lights remaining but more lights are being proposed is that correct? please explain how lights are better than free-flow lanes.Thx
<ul style="list-style-type: none"> Driving country hills this exact route daily. It has never been backed with traffic. Not once in 2 my two years of daily driving. The changes to me seems not needed. At the end of the day, my reflection is why spend money and stuff it with construction.



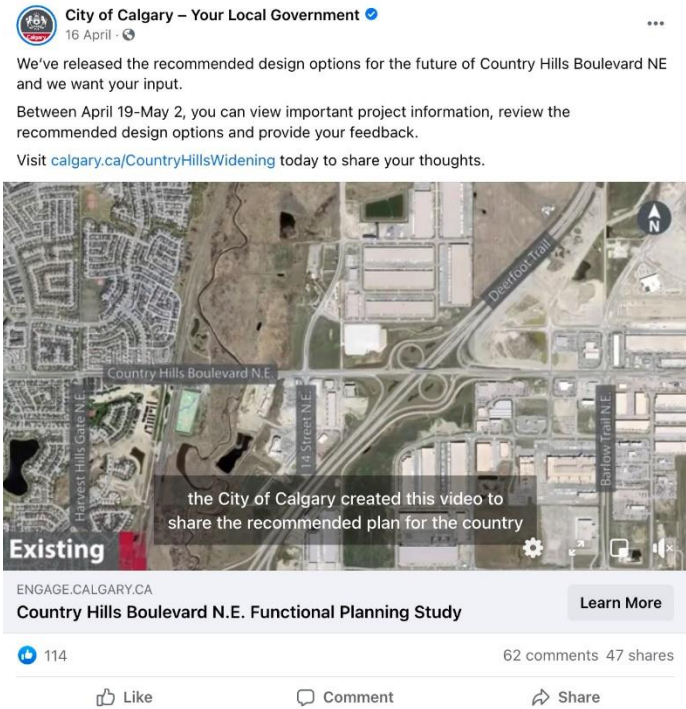
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<ul style="list-style-type: none">• No additional development in Stoney Industrial until Country Hills Blvd is widened. The stretch between 14th street and Coventry Hills is already at capacity in rush hour even with the limited rush hour that currently exists.
<ul style="list-style-type: none">• Need room under the Rail overpass for a bike path (on the west side of the tracks) - need a more direct path for bikers to connect with the NoseCreek Pathway at confluence park. (Without having to ride up to the street lights to cross Country Hills Blvd.)
<ul style="list-style-type: none">• Upgrading Beddington Trail to a freeway would reduce traffic volumes on Country Hills Blvd, upgrade to congested Beddington should have priority over this project as Country Hills seems to operate congestion free with the current 4 lanes
<ul style="list-style-type: none">• This is completely not required. Have you considered making a connection from Airport trail north to Country Hills. It would move traffic to the empty Airport trail west of Deerfoot.
<ul style="list-style-type: none">• Why are you not following the city Riparian Action Plan and Biodiversity commitments? The proposed 11 st NE goes right into sensitive wetlands and at risk amphibian and migratory bird habitat. Also who is going to pay to salvage all the flood damaged ...
<ul style="list-style-type: none">• It all sounds great to me, but I'd love to see some measure to increase traction at EB CHB right before 14St. In winter it gets really icy and busses and cars slide all over the place trying to get up the hill.

Comments Received on Social Media Promoted Posts

Facebook Post



- | |
|---|
| <ul style="list-style-type: none"> ● Need room under the Rail overpass for a bike path (on the west side of the tracks) - need a more direct path for bikers to connect with the NoseCreek Pathway at confluence park. (Without having to ride up to the street lights to cross Country Hills Blvd.) <ul style="list-style-type: none"> ○ that is rail land.. falls under federal law for any pedestrian crossing or walking paths, very strict standards unfortunately.. and lots of liability issues |
| <ul style="list-style-type: none"> ● and fix the intersections on both sides of the old golf course ... |
| <ul style="list-style-type: none"> ● This needs to extend right upto Metis Trail. From Barlow trail right upto Metis Trail there is just 2 lanes and no divider between East and West bound traffic which is quite dangerous mainly after sunset <ul style="list-style-type: none"> ○ yup, I went for a walk over there... tried to walk from my office to Princess Auto, and ended up having to walk in ditches and in some places on the side of the road. ○ they won't do that until there is much more traffic to disrupt, and it costs double or triple than now or when they originally put it in. That's what I say about the current proposal. They knew the whole area was going to be built up 10-20 years ago. Why not build it then? Now it disrupts traffic and costs probably millions more. Just like they redid the country hills and beddington interchange/intersection 3 TIMES since it was built in about 2000.... ridiculous |



- So I was told (less than 2 years ago) by the City there was *no way* that a pedestrian bridge could ever be built over the rail tracks because it was too expensive... Huh. I guess that was total [omitted]. What they should have said was when they build a whole bunch of commercial & light industrial in the Nose Creek Valley, then they can include a pedestrian bridge, because businesses might want that, not just residents. <sigh>
 - all I'm seeing are more lights that will interrupt my walk to work over in the Airport Industrial Area. Calgary hates pedestrians.
 - there's a new pedestrian bridge, separated from the road, over the railway on the north side.
 - Ya, that will help with this sort of thing...
 - I don't think anything can fix [what] led to that! 😂😭
 - what we truly need is for them to make room underneath the rail bridge for a bike path to connect with the rest of the Nose Creek Pathway system.
 - one can dream!
 - yes, I was told at this time last year that there would never be a pedestrian bridge crossing the railway as well. Very strange. I'm glad to hear it is possible now.
 - right? Apparently they can do it for commercial/industrial builds, but not when they're densifying Harvest Hills with hundreds of infills. 🙄

- Problem in country hills Blvd start from Metie trail to stoney trail
 - exactly. It's like they're ignoring the real issue
 - They don't care about issues in ward 5 or i can say in NE

- Sooooo. What about eastbound to Metis past Barlow? That's the area that actually goes down to one lane.
 - agreed!! It's so sketchy
 - very very narrow yes.

- Horrible idea. Just get rid of the lights already. Stop putting lights everywhere. Make the clovers all direction. You want continuous flow. Lose the lights. Just like on stoney and glenmore. Lights everywhere. Brutal planning once again by calgary road designers
 - nope...just add another set, or maybe two....yup...that'll solve the traffic problems. 😂 and when I drive there, I see pedestrians and bicycles all the time!! If Gian Carlo-Carra had his way he'd probably propose a "woonerf" 😂😭
 - that's their long term plan entirely. Make driving in this city so unbearably painful that you just give up all together and take transit.

- Would rather you add a lane at the McKnight exit so it stops bottlenecking traffic...

- I agree get rid of the lights. Why doesn't the widening extend right up the hill. I feel like its not going to fix the bottle neck getting into the community at Coventry Blvd where they are building all of the new residents.



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<ul style="list-style-type: none"> Guys what about the existing single lane in either direction east of Barlow up to 36th street ?? What are you doing about that ?? That's the first thing that needs to be done
<ul style="list-style-type: none"> East and west bound traffic from Metis Trail to Barlow might need to be addressed sooner rather than later! <ul style="list-style-type: none"> o agreed!! When it turns into single lanes it's so sketchy!
<ul style="list-style-type: none"> How about the Train u promised like 9 years ago . Work on a better solution
<ul style="list-style-type: none"> This section of road has been in a state of under construction for the 10 years I've lived in
<ul style="list-style-type: none"> Gee, before they approved all the high density condos and townhouses where Harvest Hills golf course once sat, you'd think this study would have been in the works at least 5 years ago! another short sighted boondoggle [omitted]
<ul style="list-style-type: none"> Bravo We calgarians r total goofs What a wastage of TAXPAYERS MONEY
<ul style="list-style-type: none"> How about doing a study of Beddington trail and Deerfoot instead and sort that out. Not able to go north bound on a major freeway is brutal and should be looked at.
<ul style="list-style-type: none"> Problem with Métis to Barlow and city think other side. I don't know who is master mind
<ul style="list-style-type: none"> Yup all because of acres of condo developments. Once they start building it will be worse than Glenmore construction traffic jams
<ul style="list-style-type: none"> Should be adding a full lane SB Deerfoot from Country Hills to Airport Trail and the reverse NB.
<ul style="list-style-type: none"> Pay attention on McKnight Blvd from 12 st NE to Johnlorrie BIVD
<ul style="list-style-type: none"> Seems good plan
<ul style="list-style-type: none"> They've been bugging this road since they first realigned the Nose Creek Bridge and HHB (then Centre Street) close to 30 years ago. THIS is what they should have done THEN. FORESIGHT, not "How [omitted] do we fix it now?" discussion every few years. I have seen at least 3 CHB alignment changes since it switched from being called Old Delacour Road to CHB.
<ul style="list-style-type: none"> I drive that section everyday and its not that bad even during rush hour. Barlow east to Metis is a joke! One laners, potholes, and axle busting manholes protruding out of the pavement.
<ul style="list-style-type: none"> What a waste of time. What about where it turns from 2 lanes into 1 right before 36th street? Let's just add more lanes right before it turns into 1. Genius.. total joke.
<ul style="list-style-type: none"> I live in Coventry hills and like all of these ideas, but the real problem area is east to Stoney trail.
<ul style="list-style-type: none"> All the money that have/are being spent around the airport and ignoring CH boulevard east to stony has being amazing to me. I guess with all the screw ups in Calgary in the past 50 years by the planing department this doesn't surprise me.
<ul style="list-style-type: none"> Let's maybe stop the traffic lights from being timed so you have to stop at literally every intersection as well. Worst stretch of road ever for this. That would help flow even more. At least in my experience.
<ul style="list-style-type: none"> [Omitted], they just dod this part...from Barlow and heading east to Stoney is what needs to be done



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- | |
|--|
| <ul style="list-style-type: none">• When are you going to get to John Laurie & McKnight? That route is way overdue for an upgrade.<ul style="list-style-type: none">◦ they shut off the left turn lane going into North Haven. It is actually working out ok |
| <ul style="list-style-type: none">• Synchronized traffic lights are necessary on many boulevards. I avoid Country Hills because it's one red light after another. Calgary is very inefficient with traffic flow.<ul style="list-style-type: none">◦ they pride themselves on that. |
| <ul style="list-style-type: none">• Has the city addressed a plan for the actual issues on country hills Blvd and are planning for when these areas become a problem...this addresses a fix to maybe the best part of country hill Blvd! |
| <ul style="list-style-type: none">• Are we in a crisis or not? If we are, how come city planners still do what they believe is their job? Lay them all off until we're back to normal, but please don't have them do any more [omitted] surveys! |



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Twitter Post #1



We've released the design options for the future of Country Hills Boulevard NE & we want your input.

Between April 19 – May 2, you can view important project information, review the recommended design options & provide your feedback.

Click 📌 to share your thoughts.

Country Hills Boulevard N.E. Recommended Plan

0:00 / 4:30

Share your input on the future of Country Hills Boulevard NE
calgary.ca

1:46 PM · Apr 16, 2021 · Twitter for Advertisers

Twitter Post #2



You still have time to share your thoughts on the future of Country Hills Boulevard NE.

Until May 2, you can view important project information, review the recommended design options and provide your feedback.

Click 📌 to learn more.

Country Hills Boulevard N.E. Recommended Plan

Share your thoughts on the future of Country Hills Blvd NE by May 2
calgary.ca

1:53 PM · Apr 16, 2021 · Twitter for Advertisers

- This stretch of Country Hills has been under construction off and on for 10 years.... how is there no plan???



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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.