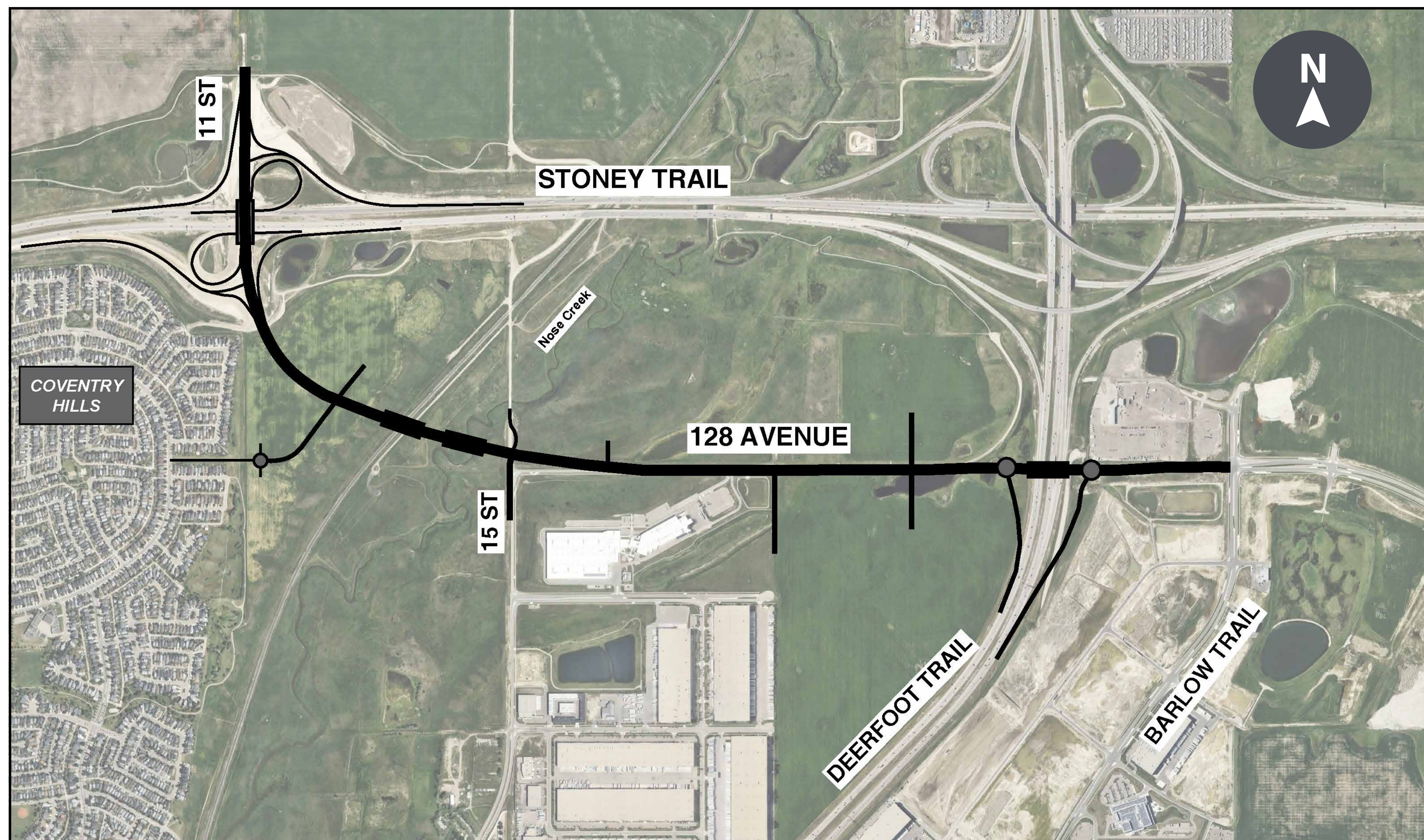


Welcome

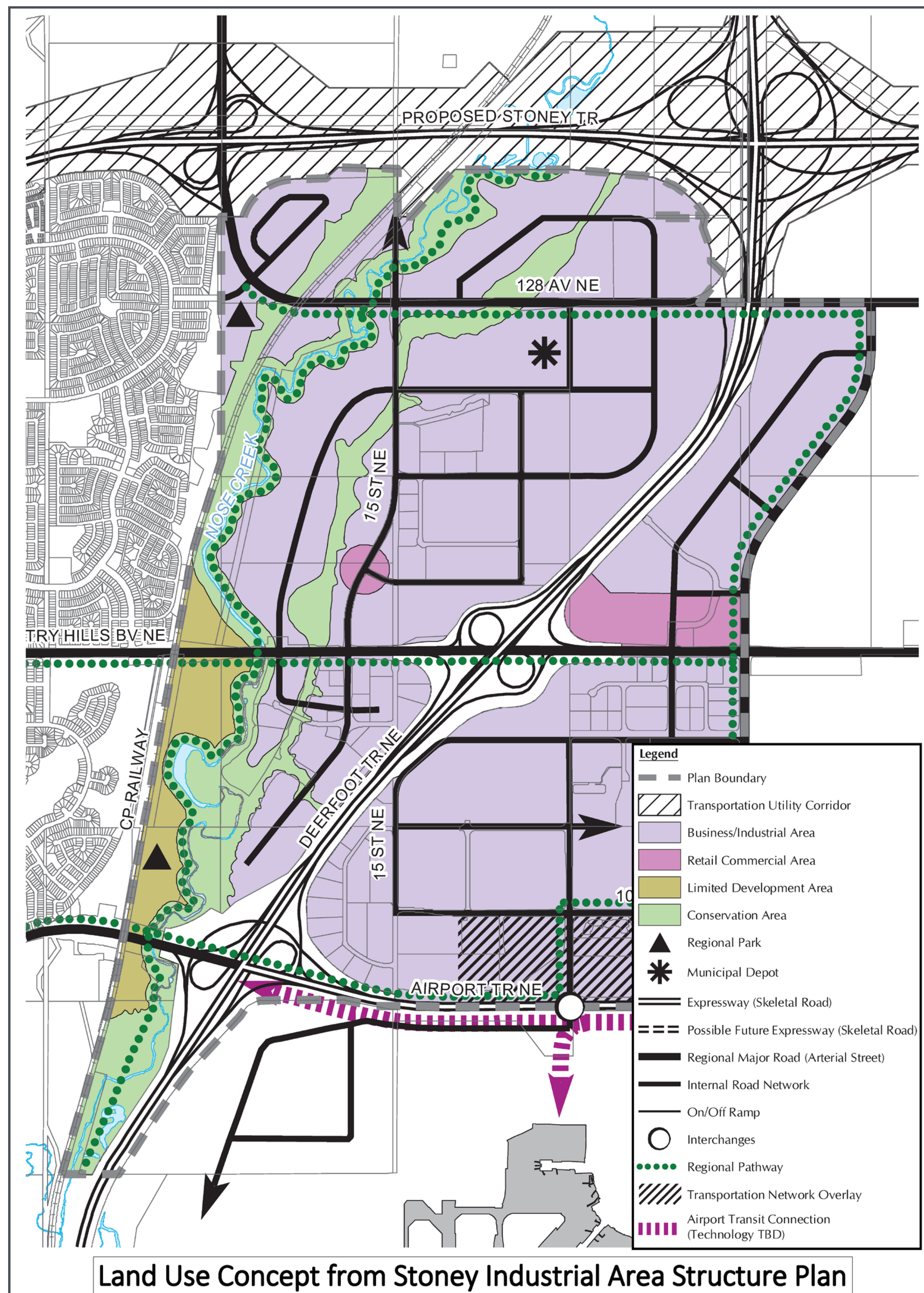
128 Avenue N.E. Functional Planning Study



Objectives

- Plan for a new connection for 128 Avenue N.E. between Stoney Trail (at the new 11 Street interchange) and Barlow Trail that will accommodate all modes of transportation.
- Confirm the right number of lanes and road right-of-way width for the proposed new industrial arterial in keeping with current City practices.
- Review and update previous interchange plan for proposed Deerfoot Trail interchange. Plan for new CP Rail (now CPKC) and Nose Creek crossings.
- Incorporate safety best practices considering all travel modes within the study area.

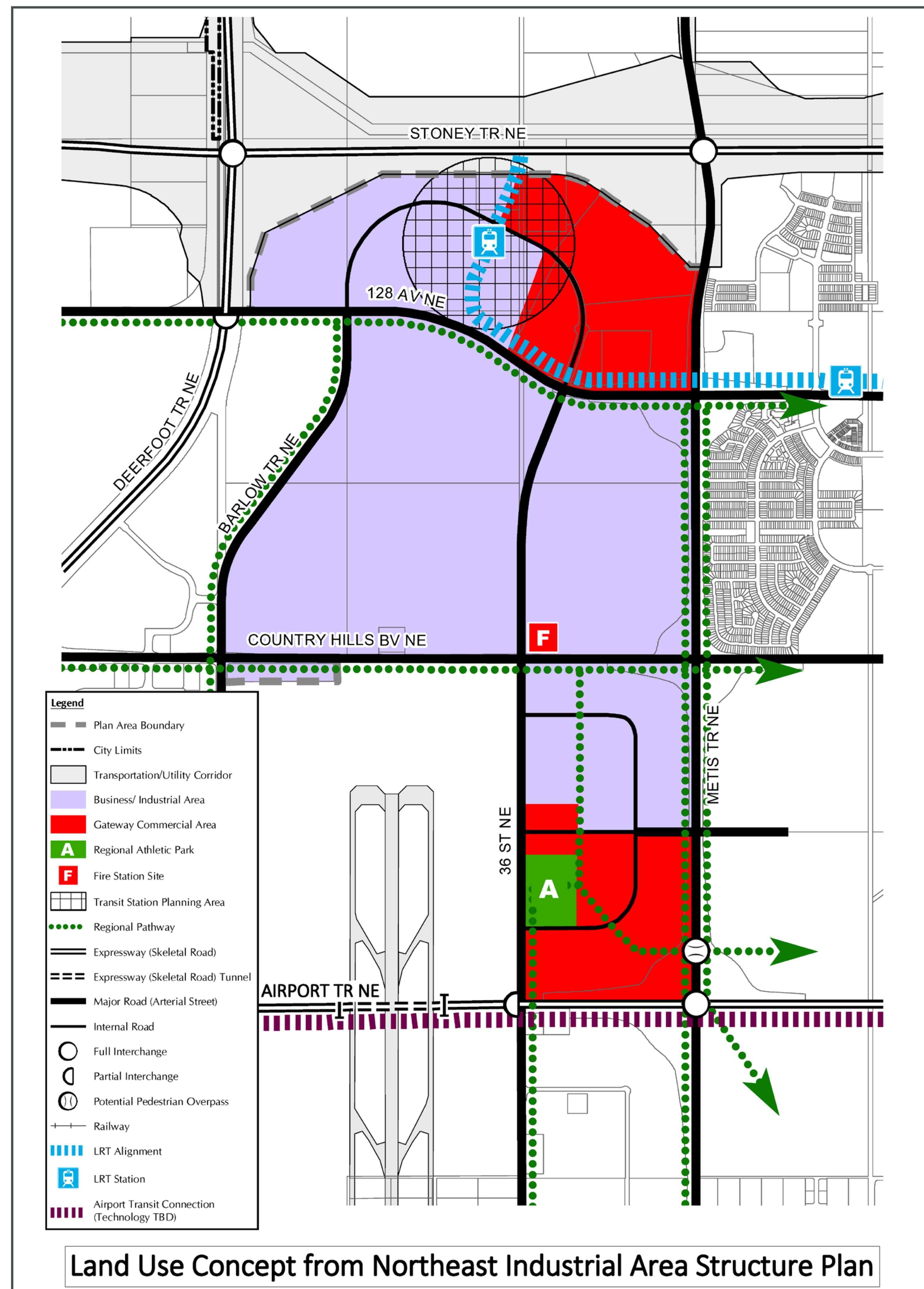
Stoney Industrial Area Structure Plan (ASP) Highlights



- The development of 128 Avenue N.E. will support the completion of the commercial and industrial growth.
- Existing and planned commercial and industrial growth in the Stoney Industrial Area Structure Plan (ASP) area will support approximately 32,000 jobs.
- 128 Avenue N.E. will be an important east-west connection between Stoney Trail, Deerfoot Trail through the Stoney Industrial ASP area, and further connecting to Barlow Trail east of Deerfoot Trail.
- Direct and convenient connectivity for pedestrians and cyclists within the ASP area will be supported by existing and planned regional / local trails, pathways, sidewalks, and other features.

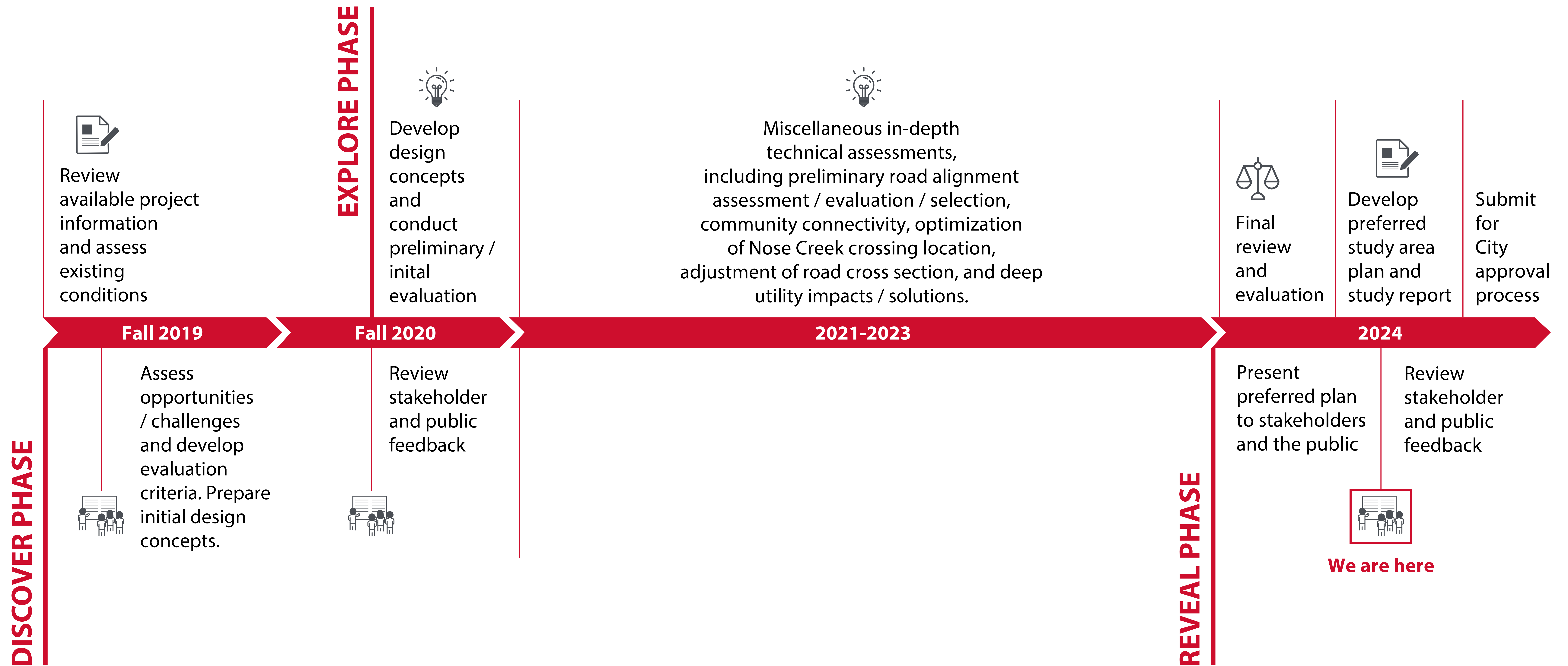
Northeast Industrial Area Structure Plan (ASP) Highlights

- The Northeast Industrial Area Structure Plan (ASP) includes plans for the development of approximately 560 hectares of land, supporting business / industrial / commercial employment of about 1,600 people.
- 128 Avenue N.E., with connections to Deerfoot Trail, Barlow Trail, and to the east of Metis Trail, will serve as an important transportation network link for the northern portion of the overall ASP area.





Study Process





Phase 3 Engagement

The City is undertaking a functional planning study to provide an east-west connection through the Stoney Industrial Area between Stoney Trail N.E. and Barlow Trail N.E. Using technical analysis and feedback from Calgarians in Phase 1: Discover and Phase 2: Explore, we have developed a recommended plan.

Phase 3: Reveal comes after two previous phases of engagement with the community and interest holders.

- The City worked with interest holders and the public to gather feedback, determine the evaluation criteria, and create the recommended plan for the 128 Avenue N.E. study area.
- All feedback received during the previous two phases (Discover and Explore) was considered when finalizing the recommended plan.

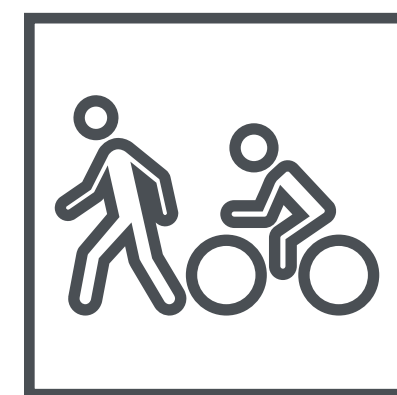
The 128 Ave N.E. Functional Planning Study has taken longer than initially expected due to

- Previous impacts of COVID-19 constraints.
- The need for extended technical work to take place.

The project team has been working as quickly as possible to conduct the technical work required to present a recommended plan in Phase 3.

What We Heard: 128 Avenue N.E.

Overall themes we heard in Phase 2: Explore



Pathways and connectivity:

- Increased connectivity for active transportation was well received by participants.



Traffic and transit accommodation:

- Participants had mixed views on the transit-only link between Coverton Heights N.E. and Colville Crescent N.E.
- Some felt this would support transit use and reduce traffic impacts to the community.
- Others felt it could increase air pollution and travel times to exclude access to vehicles other than transit.



Environment:

- Nose Creek alignment and protection is a priority.



Design constraints:

- Participants expressed concern about the proximity of the 128 Avenue N.E. interchange to the one at Stoney Trail N.E. and Deerfoot Trail, however the 128 Avenue N.E. interchange location is in alignment with the existing transportation plans of the Provincial Government.



What We Did

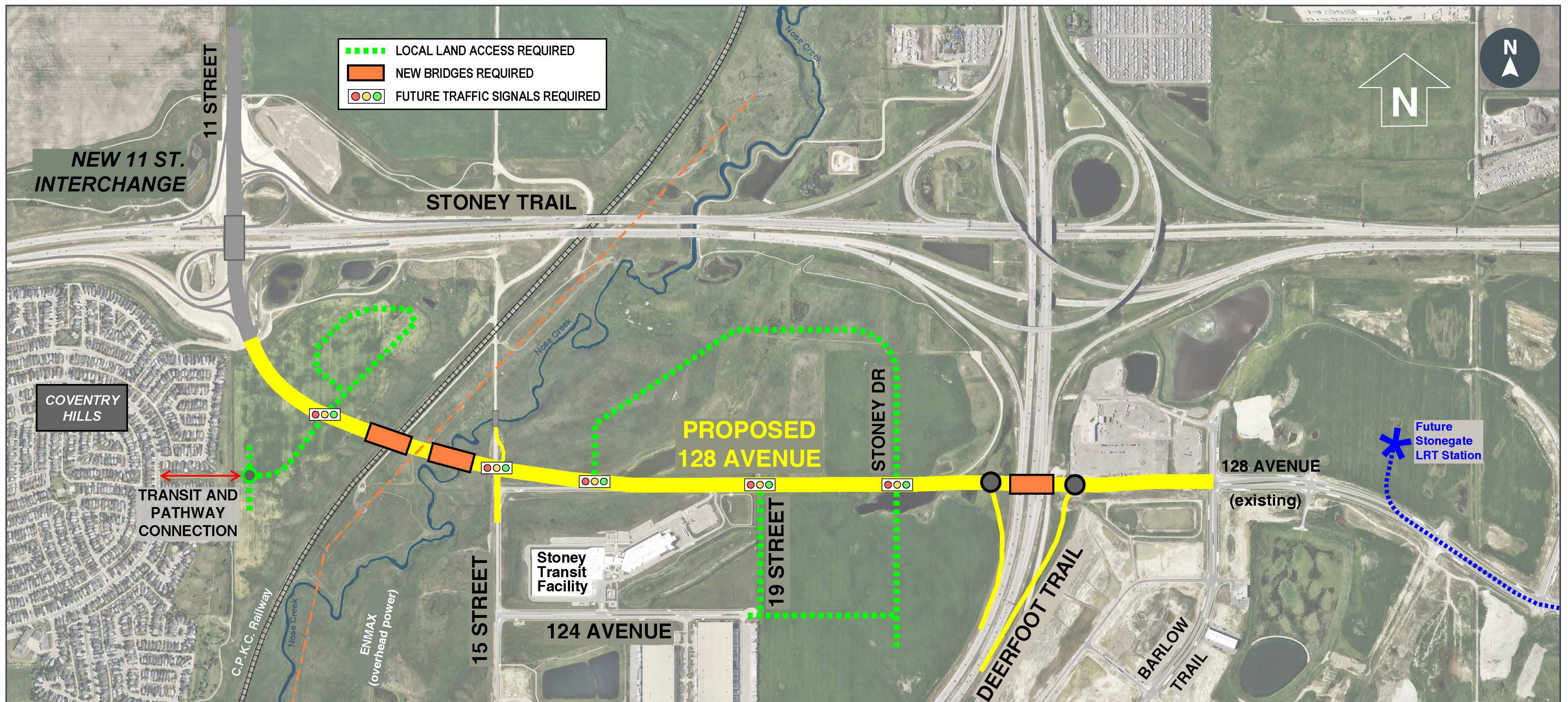
What We Heard	How we incorporated feedback into the recommended plan
<p>Provide good connections, particularly to residential areas and communities surrounding the study area like Coventry Hills and Skyview.</p>	<ul style="list-style-type: none"> • Multi-use pathways will be available on both sides of 128 Avenue N.E. • There will be a pathway connection between 128 Avenue N.E. and the Coventry Hills community. • A north-south pathway connection is planned under the proposed Nose Creek bridge. • These new pathways will enhance connectivity to the local area bike lane and pathway networks.
<p>Extend well-planned and safe pathway connections.</p>	<ul style="list-style-type: none"> • The recommended plan is going beyond City standards for an Industrial Arterial and providing a multi-use pathway on both sides of the road. • Local area pathway system is planned to cross Stoney Trail to the north and along Nose Creek to the City center. • Pathways will be separated from the roadway by 4m. • There will be multiple locations to safely cross the roadway.
<p>Concerns about the proximity of the 128 Avenue N.E. interchange to the one at Stoney Trail and Deerfoot Trail.</p>	<ul style="list-style-type: none"> • A half-diamond interchange has been planned at 128 Avenue N.E. for many years, since before Stoney Trail was constructed. • Project analysis and the recent Deerfoot Trail Corridor Study have shown that this interchange can be accommodated.
<p>Mixed views on the transit-only link expressed positively that it would reduce traffic impact on the community, but also concern that it would increase pollution and travel times.</p>	<ul style="list-style-type: none"> • The road will remain a transit-only link as opening up the planned link to all traffic would significantly change traffic patterns within the community. • The internal road network in Coventry Hills was not planned or designed to accommodate an entrance/exit on the east side for passenger vehicles. • Allowing passenger vehicle access into the east side of Coventry Hills would cause increased traffic levels on Coventry Hills Way N.E. that would far exceed the capacity of this collector road, requiring major reconstruction and property acquisition.
<p>Concerns about project costs and property impacts.</p>	<ul style="list-style-type: none"> • Construction is driven by commercial/industrial development occurring in the area and on funding availability. • There are no residential properties adjacent to the proposed industrial arterial road. • Land for the road will be required from some adjacent industrial landowners; the project team has been in contact with affected landowners.
<p>Concerns about the project crossing Nose Creek and negatively impacting the creek.</p>	<ul style="list-style-type: none"> • The proposed alignment for the new roadway was adjusted multiple times to optimize the Nose Creek crossing location, preventing the need for realigning the creek. • The proposed plan incorporates a long, single-span bridge structure and multiple retaining walls to maximize the clear space alongside the creek, accommodating room for wildlife passage.



Key Considerations

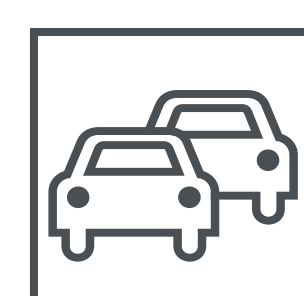
The City is undertaking a functional planning study to provide an east-west connection through the Stoney Industrial Area between Stoney Trail N.E. and Barlow Trail N.E. Using technical analysis and feedback from Calgarians in the Discover Phase, we have developed concepts and alignment options and would like your feedback to develop the recommended plan.

Key Considerations Map



Pathway and community connectivity:

- Multiple existing and planned pathways within and adjacent to the 128 Avenue N.E. study area, with a number of gaps or missing links.
- The 128 Avenue N.E. corridor will be important in closing multiple gaps in the pathway system.
- Linkage to the Coventry Hills community is required.



Traffic accommodations:

- Ultimate cross section is four lanes, divided.
- Accommodate all modes of travel along the corridor.
- Access management and spacing requirements, with intersections along 128 Avenue N.E. to service developable land.

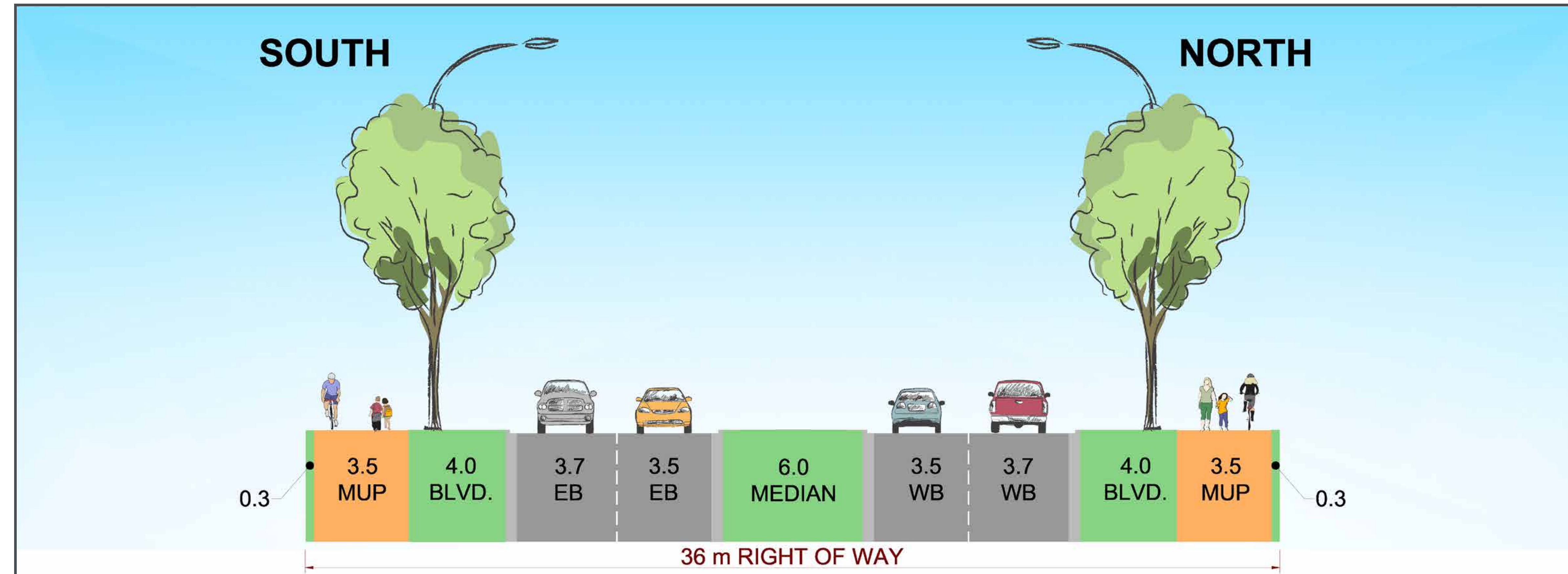


Design constraints west of 15 Street N.E.:

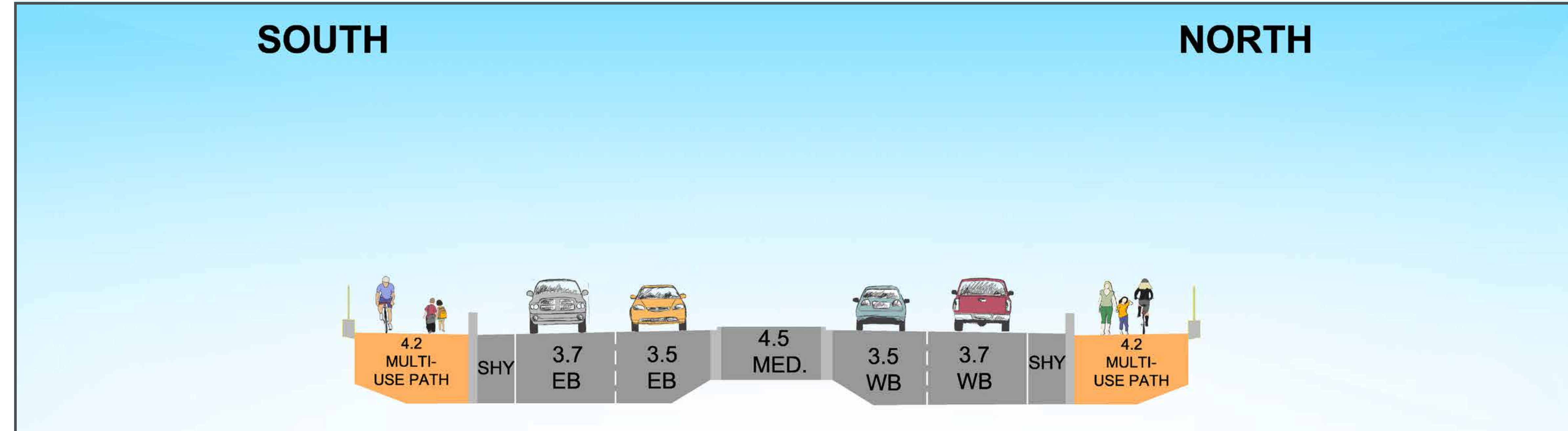
- Multiple utilities impacted (e.g., water main, overhead power lines).
- Significant east-west grade difference, with new grade-separated crossings of the CPKC Rail lines and Nose Creek.
- Access requirements for adjacent developable land.

Typical Cross Sections

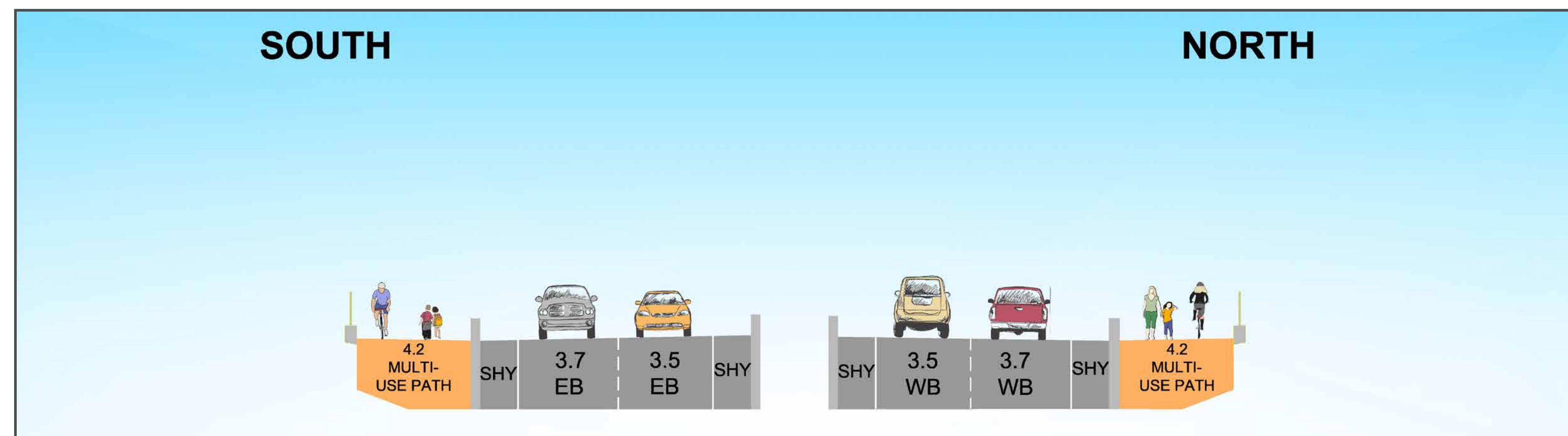
Cross Section Outside of Bridges



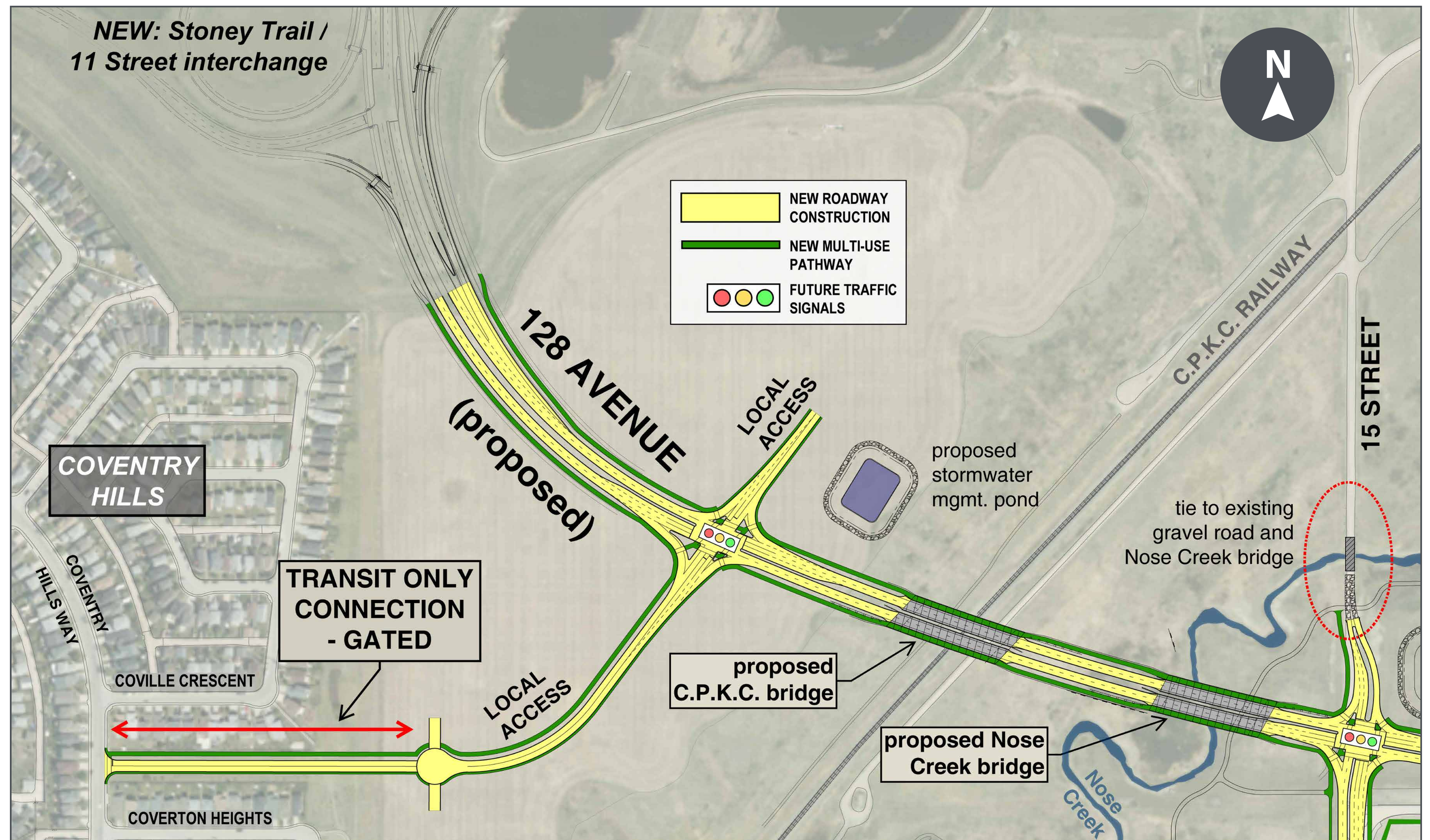
Cross Section at Deerfoot Bridge



Cross Section at CPKC and Nose Creek Bridges



Recommended Plan: Stoney Trail N.E. to 15 Street N.E.

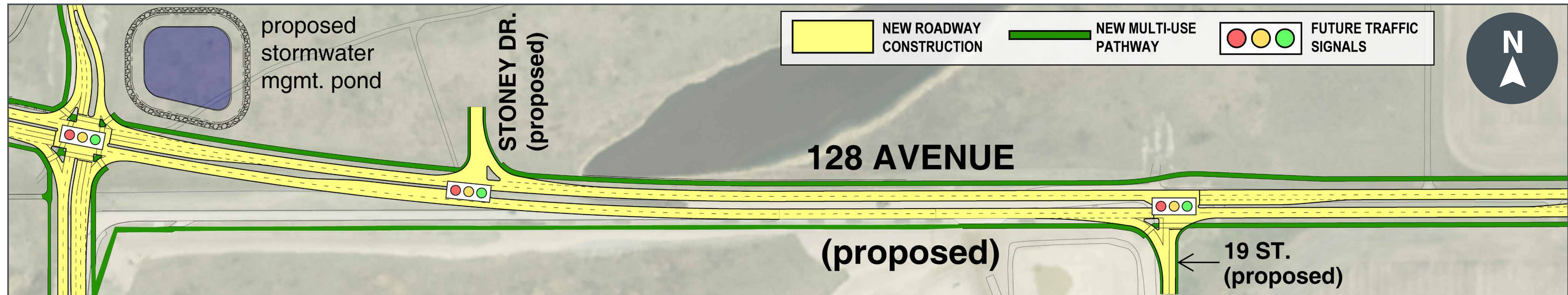


- Original six-lane cross section updated to final proposed four-lane cross section for 128 Avenue N.E.

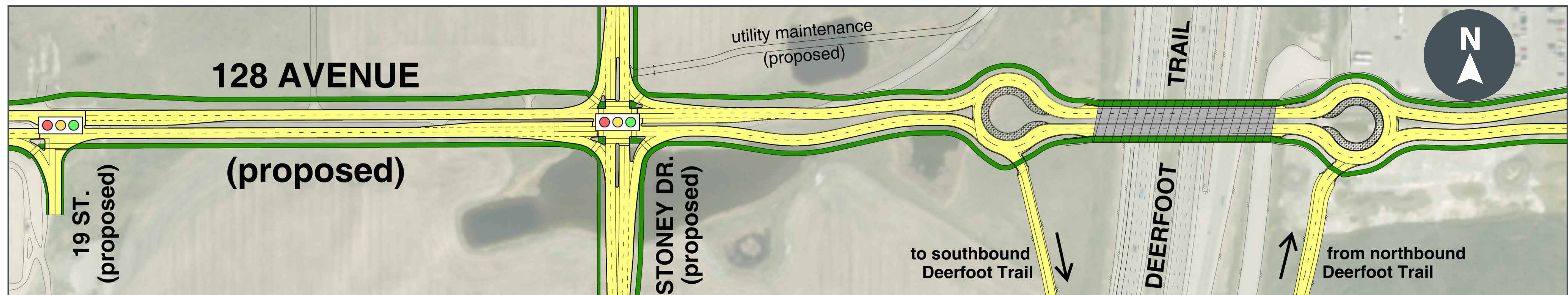


Recommended Plan: 15 Street N.E. to Barlow Trail N.E.

15 Street N.E. to 19 Street N.E.



19 Street N.E. to Deerfoot Trail N.E.



Deerfoot Trail N.E. to Barlow Trail N.E.



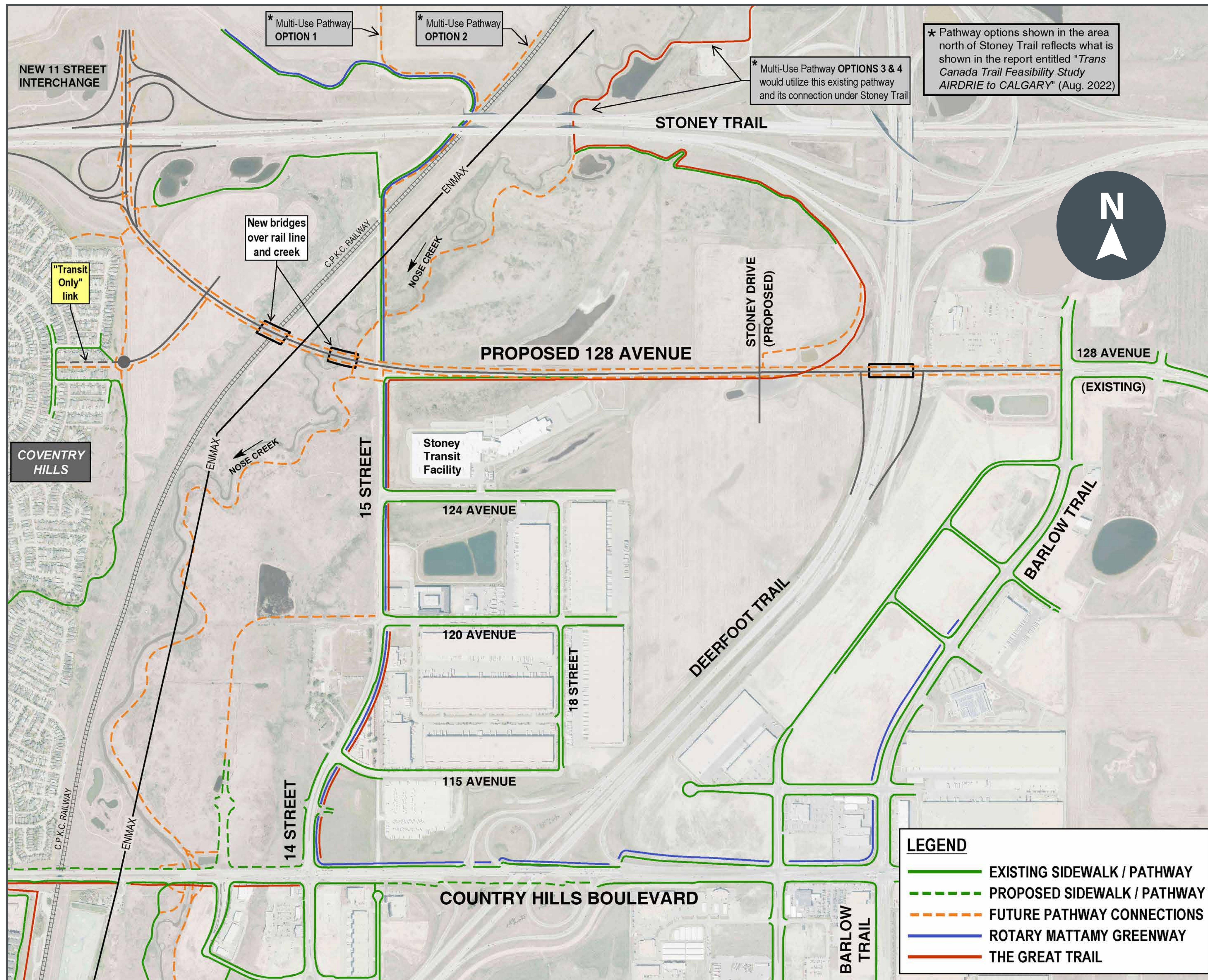
- The original six-lane cross-section is updated to the final proposed four-lane cross-section.
- Interim stages for the roadway and for the Deerfoot Trail partial interchange are driven by development activity and progress in the area.

Recommended Plan: Deerfoot Trail Interchange

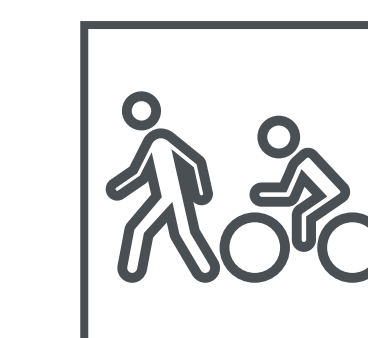


- A half diamond interchange has been confirmed, with the roundabouts to improve safety at the intersections. This is consistent with previous planning for this interchange and was confirmed in the more recent Deerfoot Trail Corridor Study.
- East and west ramp terminal intersections will have roundabouts, in keeping with Alberta Transportation and Economic Corridors policy.
- Operating conditions between 128 Avenue N.E. and Country Hills Boulevard N.E. interchanges have been assessed and determined to be acceptable.

Area Pathway Connectivity



There are multiple existing and planned pathways within and adjacent to the 128 Avenue N.E. study area, with a number of gaps or missing links.



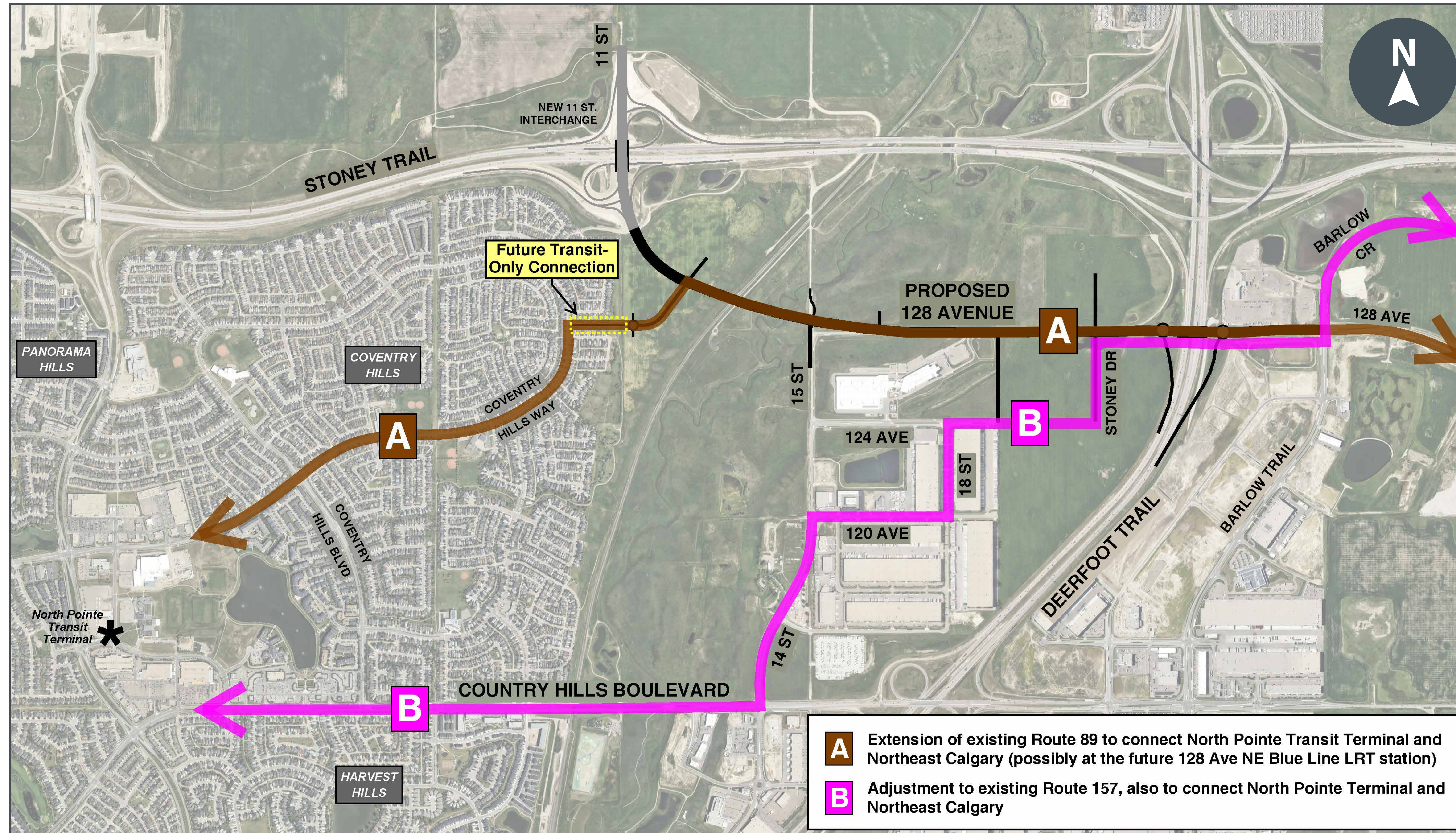
Completion of the 128 Avenue N.E. corridor, with pathways along both sides and a crossing of Deerfoot Trail N.E., will close multiple gaps in the pathway system.



The Coventry Hills community will be linked to the pathway system with the proposed connection (jointly with a transit-only link).

Future Transit Connections

Conceptual Bus Transit Routing



The Coventry Hills community will be linked to 128 Avenue N.E. with a transit-only connection.

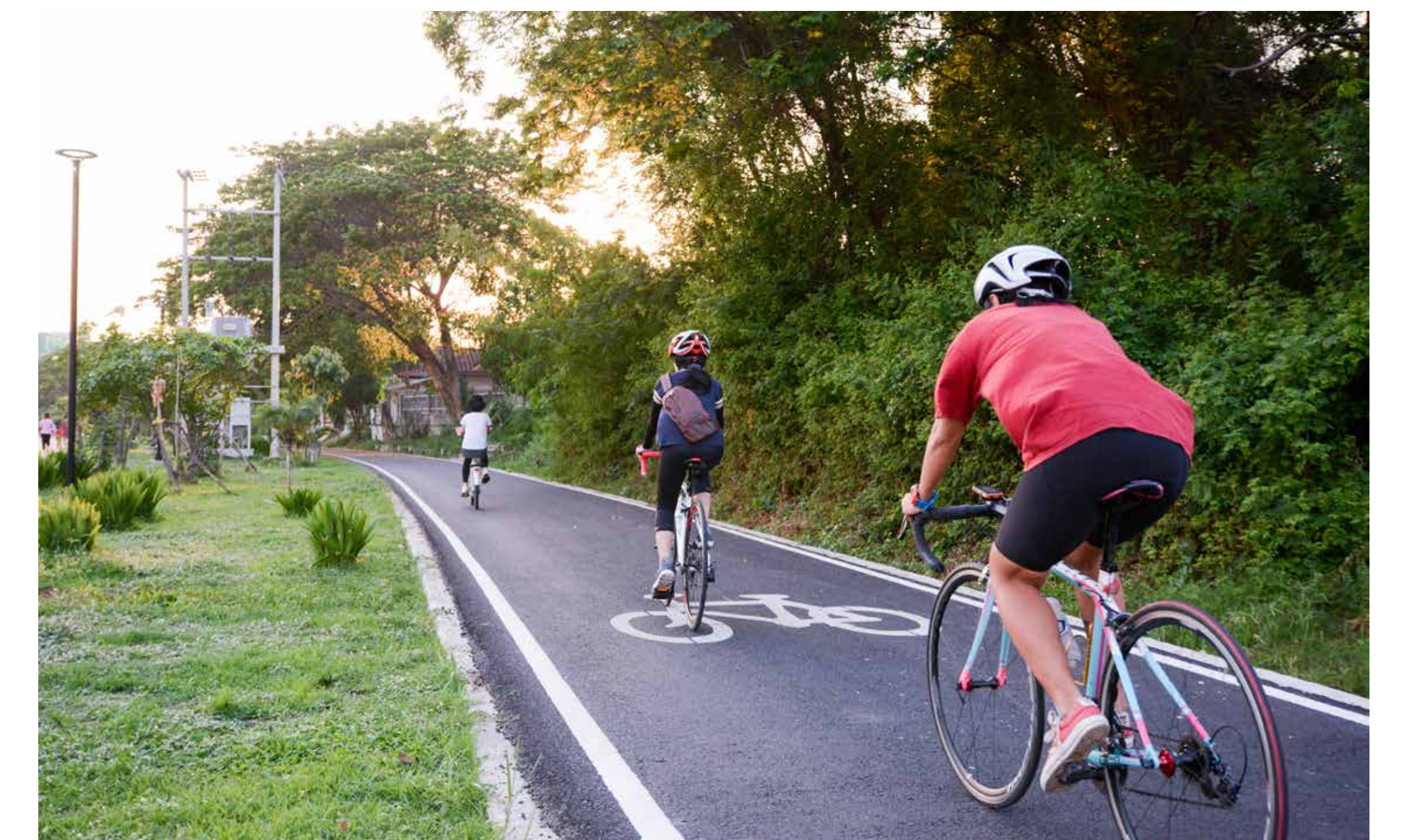
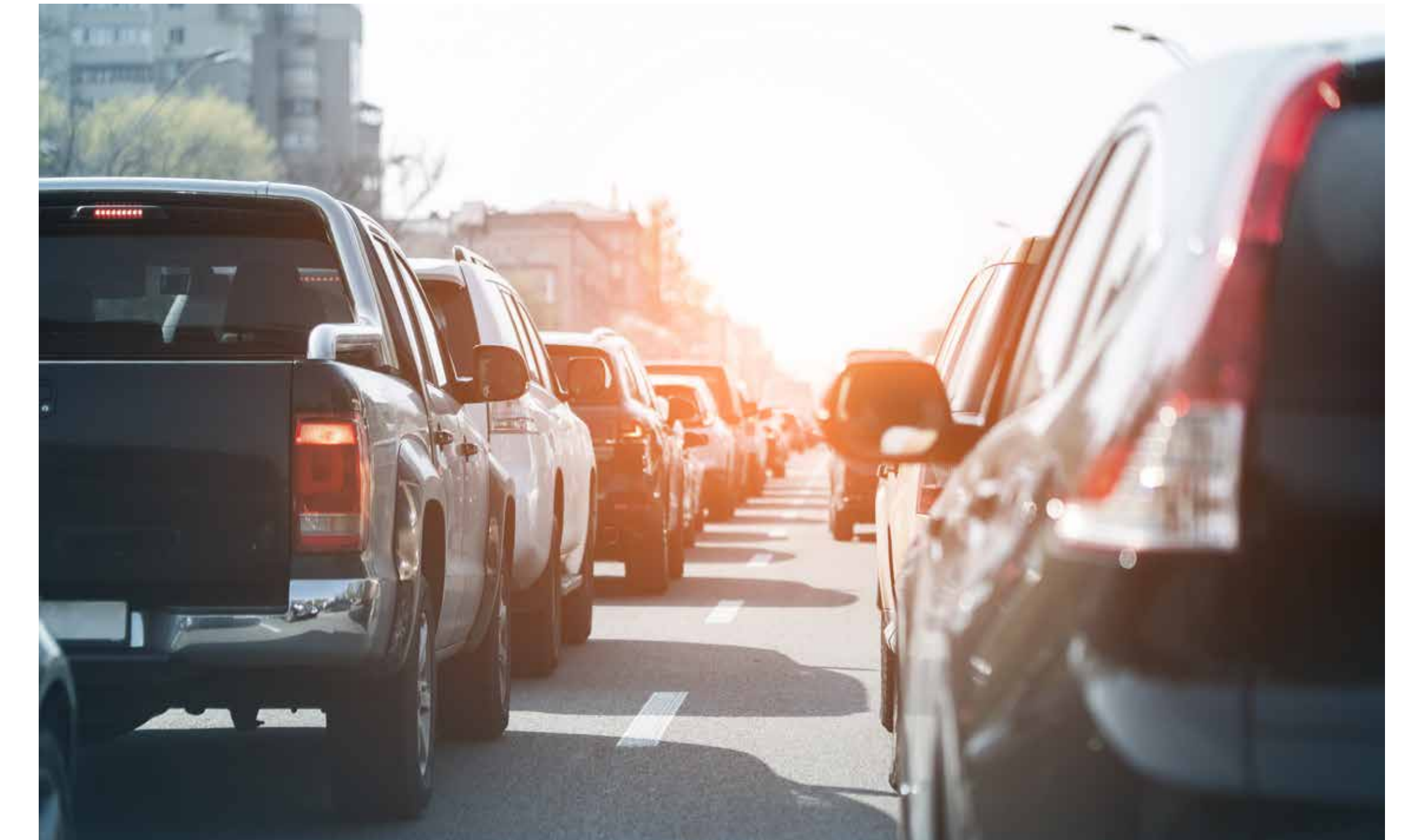


The transit link will provide access to traffic routes expected to be generated by the development of lands within the Stoney Industrial Area Structure Plan and the Northeast Industrial Area Structure Plan.

Benefits for Calgarians

The future 128 Avenue N.E. will have the following benefits for the City:

1. Support industrial growth and goods movement throughout northeast Calgary
2. Enhance connectivity and increase capacity for all users along the corridor
3. Improve connections for active users including people walking, wheeling, and cycling to the larger network
4. Enhance transit connections in north Calgary
5. Provide safe and convenient access to the Stoney Industrial Area



Next Steps



1. Discover Phase: Document and assess existing conditions (Completed December 2019)
2. Explore Phase: Development and analyze concepts (Completed July 2020)
3. **Reveal Phase:** Presentation of recommended plan (May/June 2024)



SCAN ME

- Live online session with Q and A on **May 30, 2024 from 6:30 pm to 7:30 pm**
- The online survey is open from **May 21 to June 7, 2024** at engage.calgary.ca/128Ave or scan the QR code.



How will public feedback be used?

The City will prepare a What We Heard report summarizing all feedback following this round of public engagement. Your input will help finalize the recommended plan for the 128 Avenue N.E. functional planning study.

For ongoing project updates or more information, visit engage.calgary.ca/128ave or email 128AveNE@Calgary.ca.

Thank you for your interest.

Please take a moment to provide your feedback online. Your feedback will help us finalize the recommended plan and improve our future engagement events.