

# Northeast Stoney Crossing Study

## 80 Avenue N.E. and 64 Avenue N.E.

### Engagement Phase 2 Overview

The following table summarizes the key “What We Heard” themes during the Phase 2 engage process and how we are addressing each of these themes.

What We Heard	How We Are Addressing This
<p>There are concerns regarding the high volume of additional traffic on 80 Avenue N.E. in the concepts that allow public traffic on the 80 Avenue N.E. flyover (Concepts 1 and 2).</p>	<p>The preferred concept (Concept 3) does not allow public traffic on the flyover and therefore does not increase traffic volumes on 80 Avenue N.E. (with the exception of emergency vehicles and transit, which on average is equivalent to one bus every 15 min).</p>
<p>Concerns that the 80 Avenue N.E. flyover will have an impact on the surrounding properties.</p>	<p>The presence of a flyover will have impacts on the community. However, in order to accommodate emergency services, a flyover is necessary. The preferred concept is the least intrusive option in terms of size and does not encroach into private property. In the coming months, we will work with the community and residents to enhance the design as the project progresses.</p>
<p>There are green spaces, including the Manmeet Singh Bhullar Park and off-leash dog park, that would be impacted by the 64 Avenue N.E. flyover. The community really enjoys these amenities and would like them preserved.</p>	<p>The 64 Avenue N.E flyover is not expected to encroach into the Manmeet Singh Bhullar Park. Given the close proximity to the park, opportunities to reduce the visual impact of the flyover will be explored. The dog park was intended to be temporary and to be removed when 64 Avenue N.E is extended. Opportunities for relocation will be explored in the coming months.</p>
<p>Safety concerns were raised that 80 Avenue N.E. is not designed to safely accommodate the high volume of traffic that would be on that road in Concepts 1 and 2.</p>	<p>As per the above, the preferred concept does not add additional public traffic onto 80 Avenue N.E. and was the highest rated concept from a safety perspective. Safety will be a paramount consideration as the design of the preferred concept progresses.</p>

What We Heard (con't)	How We Are Addressing This
<p>Cost was not identified as a primary concern in the feedback received, but in general there was a desire to keep costs low.</p>	<p>The preferred concept is not the lowest cost option. Value Engineering will be conducted as a part of the 80 Avenue N.E. flyover design to minimize construction costs. The proposed design for the 80 Avenue N.E. flyover is currently within the budgeted \$8.5 million construction cost. The 64 Avenue N.E. flyover will not be constructed until such a time that the demand for the crossing justifies the need.</p>
<p>Connectivity to communities east of Stoney Trail N.E. was not raised as a significant concern. However, there are not yet communities / amenities to the east or residents to provide feedback. The desire to have good connectivity was raised by some.</p>	<p>The preferred concept provides flyovers at both 80 Avenue N.E. and 64 Avenue N.E., which accommodate all modes, with the exception of public vehicular traffic at 80 Avenue N.E. It should be noted that both Airport Trail and McKnight Boulevard are planned to support future development east of Stoney Trail and will be upgraded as the demand for the crossings increase.</p>