

Northeast Stoney Crossing Study

Stakeholder Report Back: What We Heard

June 2021

Project Overview

In 2018, City Council approved the East Stoney Area Structure Plan (ASP), which included plans for an overpass across Stoney Trail at 80 Avenue N.E. The primary purpose of the proposed overpass was to accommodate fire service response times from Station 32 to the East Stoney Area and the overpass was considered a requirement for area development to proceed. It was proposed that the overpass would also accommodate transit service, pedestrians and cyclists. Following the approval of the ASP, some members of Council expressed interest in the potential for the overpass to also accommodate general purpose traffic.

In late 2019, The City identified the opportunity to look at the broader connectivity across Stoney Trail in N.E. Calgary. Rather than focus solely on 80 Avenue N.E., The City commenced a Functional Planning Study to look at long-term public access options which could include 64 Avenue N.E. and/or 80 Avenue N.E.

80 Avenue N.E.

A flyover at 80 Avenue N.E. is required in all concepts. The flyover is required to provide the 7-minute emergency response time for the Calgary Fire Department approved by Council to the future development east of Stoney Trail. This development area is not large enough to support the capital and operating costs required for a stand-alone emergency response station. Therefore, the proposed solution was a crossing of Stoney Trail at 80 Avenue N.E. that would be partially funded by the developer. Several different response routes were tested by Calgary Fire Department, but only the 80 Avenue N.E. flyover met the required response time.

64 Avenue N.E.

The 64 Avenue N.E. corridor was built as a major street through the communities of Coral Springs and Taradale. Future plans for the roadway included extending the road to the east and the construction of an interchange at Stoney Trail.

However, with changes to the minimum distance required between interchanges on Stoney Trail, according to Alberta Transportation design standards, connections to and from Stoney Trail were no longer accommodated at 64 Avenue N.E. As a result, 64 Avenue N.E. was designated to fly over Stoney Trail in Alberta Transportation's 2007 East Stoney Functional Planning Study. The proposed flyover at 64 Avenue N.E. has been adopted into The City's long-range plans and has been included as part of the Calgary Transportation Plan.

Purpose of Study

The overall intent of this study is to examine the feasibility of a flyover over Stoney Trail at 80 Avenue N.E. and 64 Avenue N.E. and to determine the preferred network connection(s) for the area. Key goals are to:

- Investigate the feasibility of different flyover options at 80 Avenue N.E. and 64 Avenue N.E.

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- Determine which flyover option(s) are preferred and how they will integrate with the surrounding transportation network.
- In the short-term, advance the design of an 80 Avenue N.E. flyover that will provide (at a minimum) active modes, transit, fire and emergency access.



Northeast Stoney Crossing Study: 80 Avenue N.E. & 64 Avenue N.E.



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Recommended Concept

Three different network concepts were developed based on design criteria and feasibility and were evaluated based on priorities, identified through the first two phases of engagement (see following *Engagement Overview*), along with The City's policy framework and technical guidelines. Based on the evaluation, The City is proceeding with concept 3, which includes:

80 Avenue N.E.

Single lane crossing providing access for:

- Emergency services (Fire, EMS and Police)
- Transit
- Active modes (pedestrians and cyclist)

64 Avenue N.E.

Four-lane crossing providing access for:

- Public traffic
- Emergency services (Fire, EMS and Police)
- Transit
- Active modes (pedestrians and cyclists)



Recommended Concept

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Engagement Overview

Phase 1 Public Engagement

As part of this project, a key element is to engage the public and impacted stakeholders for feedback and input, to assist with the evaluation. In March 2020, The City of Calgary held two pop up engagement events on Wednesday March 4 and Saturday March 7, 2020 and online engagement from March 4 –17, 2020 to gather feedback from Calgarians on the flyovers at 80 Avenue N.E. and 64 Avenue N.E. Based on what was heard through the initial public engagement, a number of community priorities were identified. The community priorities, along with The City’s policy framework and technical guidelines established the project priorities. The project priorities are listed below and were presented to the public in this second round of engagement (Phase 2 Public Engagement) and were used to assess the relative merits and trade-offs of each proposed option. The What We Heard report can be found [HERE](#).



Project Priorities

Project Priorities

	EFFICIENT TRAFFIC OPERATIONS	minimize congestion reduce travel times
	SAFETY	reduce actual or perceived safety concerns reduce potential for vehicle-pedestrian conflicts
	COMMUNITY IMPACTS	minimize impact to access and property values reduce traffic volumes and noise impacts
	COMMUNITY CONNECTIVITY	increase multi-modal access to amenities provide preferred routes for vehicles, pedestrians, cyclists
	COST	total cost of engineering, construction and maintenance

Phase 2 Public Engagement

Subsequent to Phase 1 Public Engagement, the project team further assessed and developed three flyover concepts for both 80 Avenue N.E. and 64 Avenue N.E. crossings. The options were developed based on design criteria/requirements and feasibility. In the Phase 2 Public Engagement, the project team met with directly impacted stakeholders to present the proposed concepts and discuss the benefits and trade-offs associated with each, while providing the stakeholders with an opportunity to provide feedback and express

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any concerns. The project team also met with affected area Community Associations and conducted online public engagement, hosted through The City's Engage Portal. The online engagement was open from September 28– October 16, 2020. An online live presentation with a question and answer period was held on October 7, 2020. Through the online engagement and live presentation, the public were presented with project priorities, proposed options, trade-offs and benefits for each option and the opportunity to provide feedback. Engagement boards for Phase 2 posted online were translated to Punjabi and Urdu.

The following summarizes the key themes from the Phase 2 Public Engagement "What We Heard" and the full What We Heard report can be found [HERE](#).

Key Theme	Feedback Received
SAFETY AND TRAFFIC	Concerns regarding additional traffic on 80 Avenue N.E.
IMPACT ON SURROUNDING PROPERTIES	Concerns that the 80 Avenue N.E. flyover will have an on surrounding properties.
IMPACTS ON GREEN SPACE	Concerns that the 64 Avenue N.E. flyover could impact Manmeet Singh Bhullar Park and off-leash dog park.
CONNECTIVITY	The desire to have good connectivity between communities and amenities.
COSTS	A desire to keep costs low.

Phase 3 Public Engagement

Following the integration of stakeholder and public feedback, further concept refinement, and the development of concept options for the Tarington Road at 64 Avenue N.E. intersection, the project team conducted online public engagement, hosted through The City's Engage Portal in the spring of 2021. This Phase 3 Public Engagement was open from April 14 – April 30, 2021, and included a presentation of the recommended network concept to the public, demonstrating how the key themes from Phase 2 Engagement were addressed, as well as an outline of the anticipated timeline for the flyover constructions and supporting improvements along each of the 80 Avenue N.E. and 64 Avenue N.E. corridors. Online engagement boards for Phase 3 were translated to Punjabi and Urdu.

In addition to the above, participants were presented with four proposed intersection options for the 64 Avenue N.E. / Tarington Road intersections, along with trade-offs and benefits for each option as this intersection will need to be signalized and an east leg added. Participants were asked to provide input on the options. The options presented to the public are depicted below:

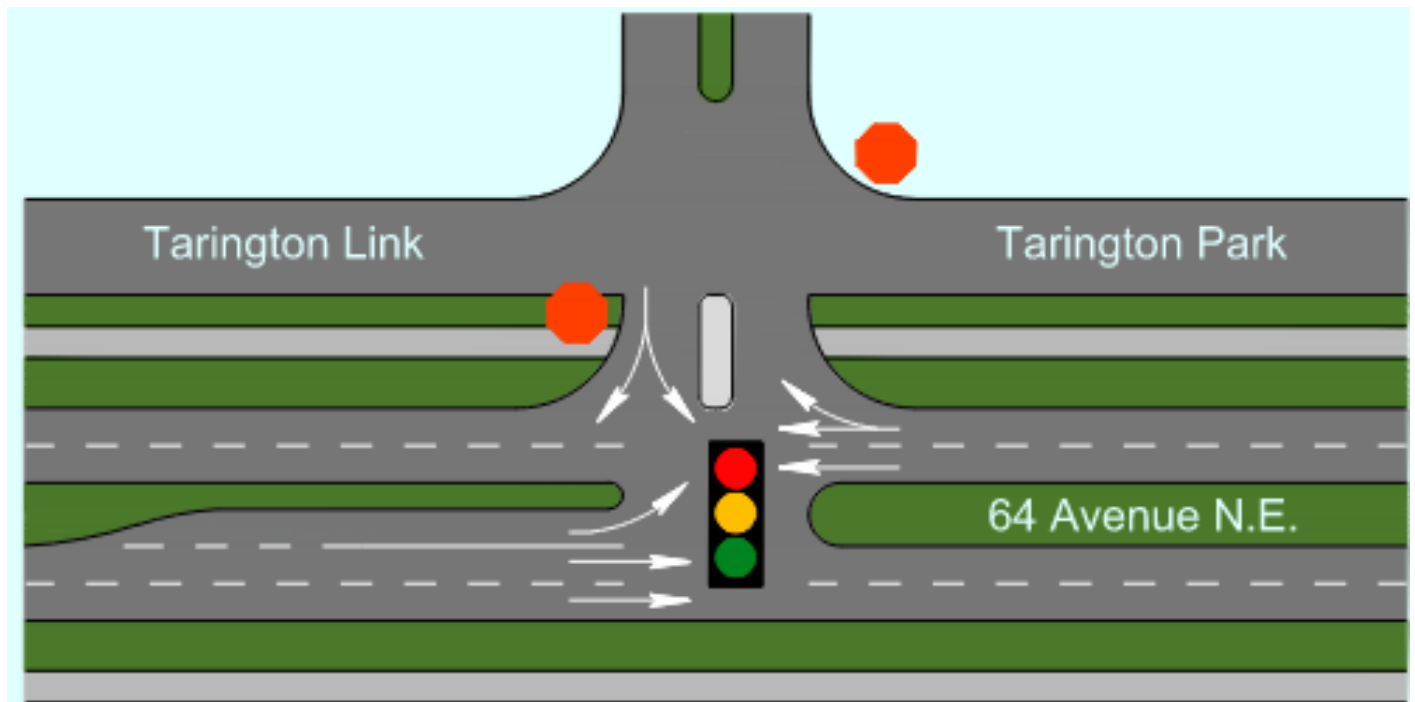
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Option #1

This option is the existing intersection with the addition of the east leg.



Benefits

- Existing turning movements are accommodated

Trade-Offs

- Southbound queue will block Tarington Link intersection during peak periods

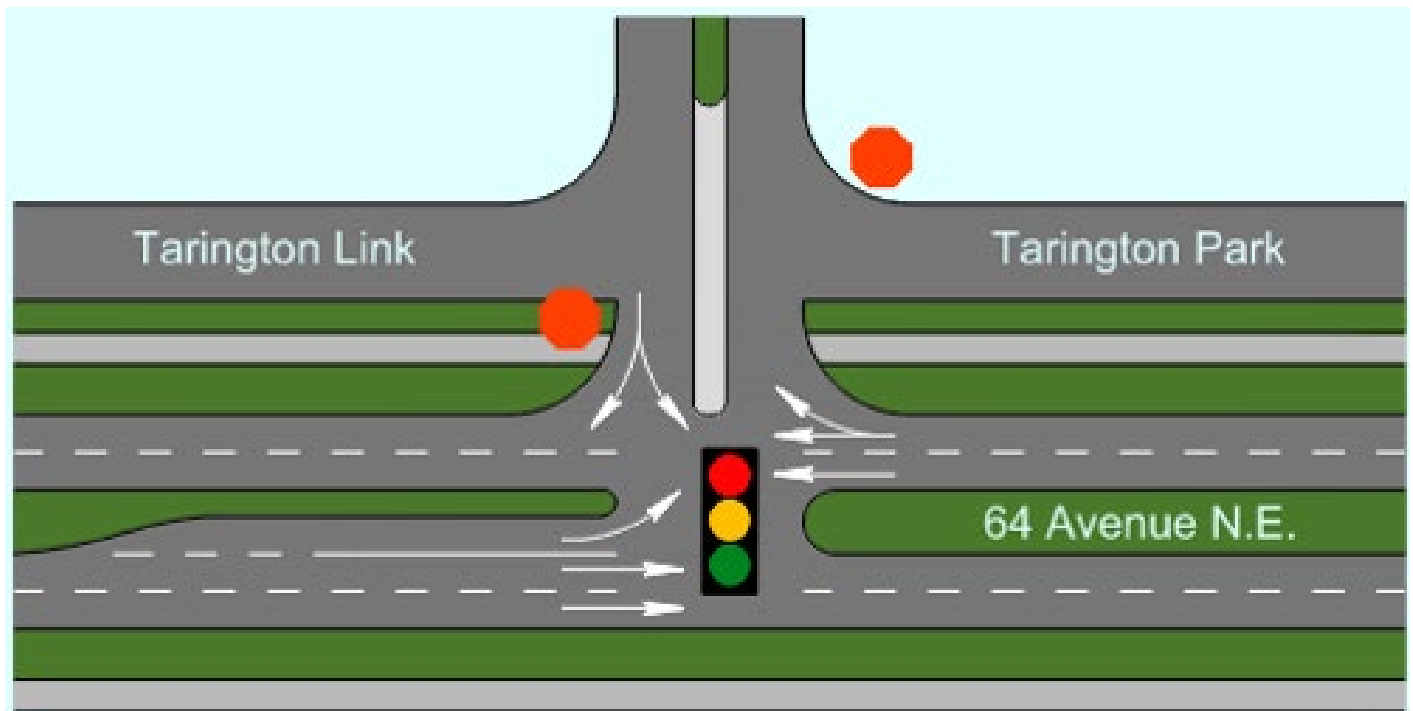
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Option #2

This option closes the median at Tarington Link / Park to restrict left turns.



Benefits

- Mitigates collision risk at Tarington Link / Park intersection
- Southbound left-turns onto 64 Avenue N.E. are accommodated

Trade-Offs

- No northbound connectivity to Tarington Link
- No through movements between Tarington Link & Tarington Park
- Will re-route some traffic within the community

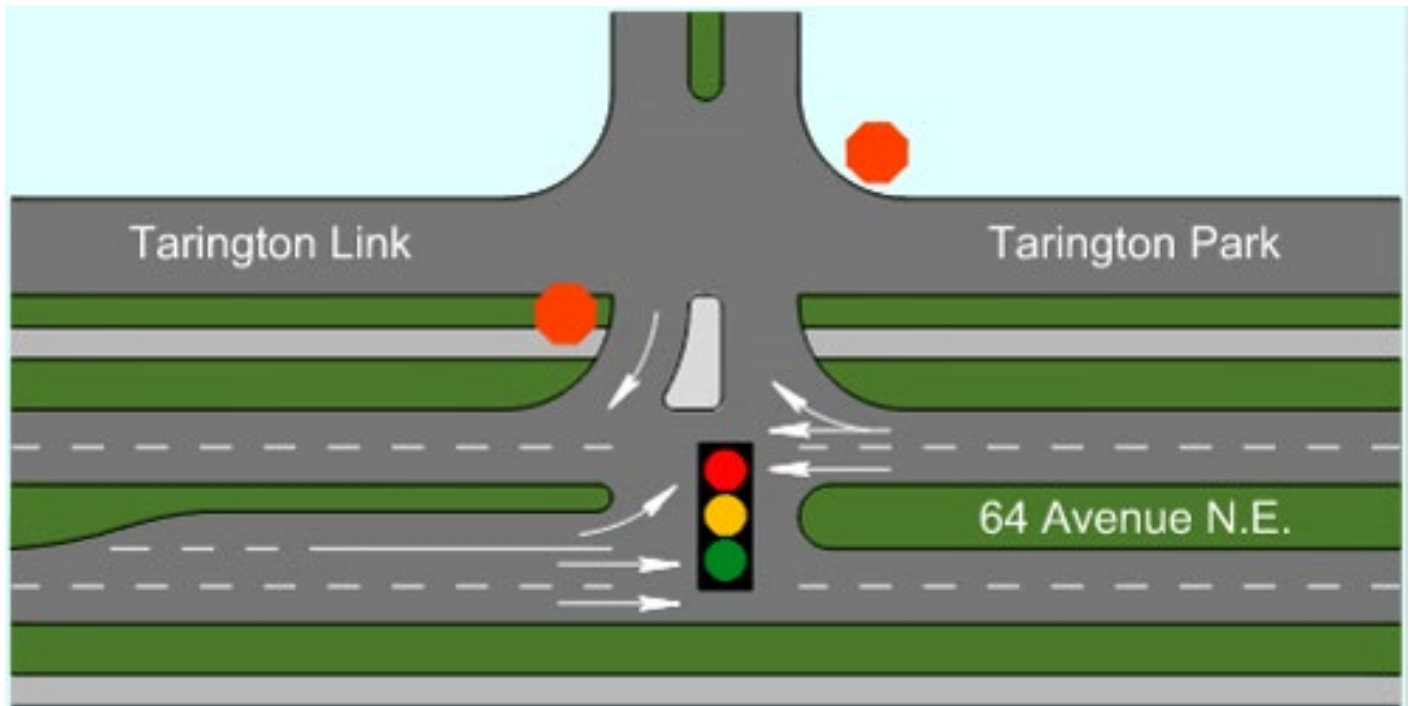
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Option #3

This option removes southbound left-turns to reduce the southbound queue.



Benefits

- Existing turning movements are accommodated
- Lower risk of southbound queue blocking at Tarington Link / Tarington Park
- Lower risk of conflicts at Tarington Link intersection compared to Option #1

Trade-Offs

- Southbound left-turn not accommodated
- Potential conflicts at Tarington Link intersection

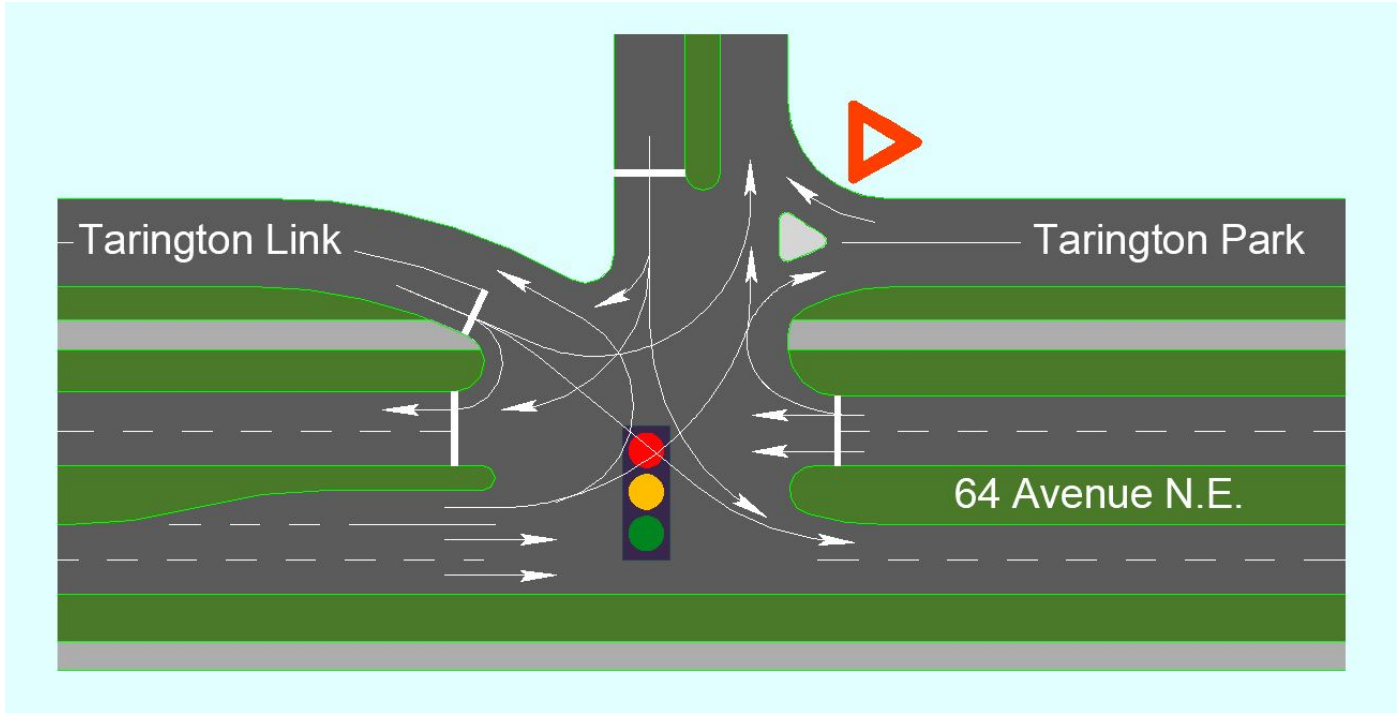
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Option #4

This option adds the Tarington Link to the signalized intersection and each approach is provided its own phase to turn without conflict.



Benefits

- Mitigates collision risk at Tarington Link intersection
- Southbound left-turns onto 64 Avenue N.E. are accommodated

Trade-Offs

- Complex intersection design could be confusing for users
- Not pedestrian / bicycle friendly

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Stakeholder Engagement

Prior to and during the online Phase 3 Engagement event, the project team met with area Community Associations and Calgary Parks Foundation to present the proposed supporting improvements and proposed 64 Avenue N.E. / Tarington Road intersection improvement options. Stakeholders were presented with the benefits and trade-offs associated with each option and were provided with the opportunity to provide feedback and express any concerns. Feedback received will be used to evaluate the proposed 64 Avenue N.E. / Tarington Road intersection improvement options and inform the recommendation of a preferred option. The following table summarizes this stakeholder engagement process and the feedback that was received – note that feedback was documented and responded to verbally by the project team and the feedback listed below is not verbatim, but outlines the themes that were discussed:

Meeting date	Feedback received
Taradale Community Association	March 10, 2021
Falconridge and Castleridge Community Association	March 18, 2021
Saddleridge Community Association	March 24, 2021
Coral Springs Community Association	March 24, 2021
Martindale Community Association	April 5, 2021
Calgary Parks Foundation	April 20, 2021

Theme	Feedback received
Engagement Process	<ul style="list-style-type: none">Inquires as to when engagement was first done on the flyovers and why residents are being engaged now for 64 Avenue N.E. when the project is 10 years out.
Noise	<ul style="list-style-type: none">Concerns over noise pollution to residents adjacent to the flyover.
Access	<ul style="list-style-type: none">Questions relating to if 80 Avenue N.E. will be built to eventually open access to all modes.
Traffic / Parking	<ul style="list-style-type: none">Traffic concerns on 64 Avenue N.E. and congestion on the road.80 Avenue N.E. traffic – rush hour is a major concern getting to and from the C-train.How access to the west side of Stoney Trail is being handled.

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	<ul style="list-style-type: none">• Parking in the community is congested and concerns with lack of parking for the C-train and potential infiltration into the neighbourhood.
Transit	<ul style="list-style-type: none">• Inquires regarding planned transit routes.
Benefits of flyover	<ul style="list-style-type: none">• Inquires regarding funding split.• Benefits only Homestead Community.
Loss of greenspace	<ul style="list-style-type: none">• Concerns regarding loss of greenspace / loss dog park and parking area in the dog park.• Concerns relating to trees, access and construction staging with respect to Manmeet Singh Bhullar Park.
Design	<ul style="list-style-type: none">• Should have a have more 'complete' intersections – frequency of intersections along Stoney.• Is the plan for a berm along Stoney- strong desire for the berm.

Public Engagement

The online engagement (April 14 – 30, 2021) received approximately 1,882 page-views and saw a total of 90 contributions of feedback from the online feedback forms as follows:

Online Feedback Questions Pertaining to:	Approximate Number of Respondents:
Intersection Option #1	32
Intersection Option #2	22
Intersection Option #3	14
Intersection Option #4	23

What We Asked

Participants were asked to answer the following online feedback questions related to each of the four intersection improvement options:

Intersection Improvement Option

With the benefits and trade-offs in mind please provide feedback on Intersection **Option**:

- What do you like about this option?

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- What do you dislike about this option?
- On a scale of 1-5, how much do you like this option? 5 stars being you greatly like the option, 1 star being you greatly dislike the option.

What We Heard

The majority of the online feedback questions were open-ended, and respondents were free to provide authentic feedback in their own voice. The responses to the online feedback questions relating to Intersection Improvement Options 1, 2, 3 and 4 were analysed and themed to capture how participants felt about each option. There were additional comments outside of the themes listed; please refer to the detailed summary of input and verbatim comments at the end of this report for a fulsome understanding of the feedback received.

The verbatim comments are a record of the feedback received through the online engagement platform. Please note that personal identifying information, as well as any portions of comments not in compliance with The City's Respectful Workplace policy have been removed from participant submissions. However, the intent of the submissions remains consistent; no other edits to the feedback have been made, and the verbatim comments presented are as received.

Option #1

With the benefits and trade-offs in mind please provide feedback on intersection **Option #1**:

What do you like about this option? - Option #1 received feedback from 32 respondents. Of the 32 respondents, 10 did not provide feedback for this question. The other responses can be themed as follows:

Theme and frequency of responses fitting the theme	Details	Sample verbatim comments
Dislike the option Frequency -13	Respondents expressed that they do not like anything about this option.	<ul style="list-style-type: none">• <i>I don't like this project.</i>• <i>Terrible option I like nothing about this option.</i>
Simple and safe Frequency - 6	Respondents expressed that this intersection is similar to others in the area and seemed to be simple, safe and easy to navigate.	<ul style="list-style-type: none">• <i>Simple and similar to other intersections on this road</i>• <i>I like that it seems to be more simple and easy to use. It also seems like the safer option.</i>
Traffic Frequency - 3	Respondents expressed that this option would be beneficial for current traffic flow.	<ul style="list-style-type: none">• <i>Fits current traffic flow best out of all four options. People are generally polite enough to let inbound traffic from T. Link and</i>

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		<p><i>T. Park into the intersection as traffic backs up.</i></p> <ul style="list-style-type: none"> • <i>It keeps everyone moving with little bit care of Hazards.</i>
<p>Cost</p> <p>Frequency - 1</p>	<p>Respondents expressed that this option being the least expensive is a positive.</p>	<ul style="list-style-type: none"> • <i>Least expensive</i>

What do you dislike about this option? - Option #1 received feedback from 32 respondents. Of the 32 respondents, 7 did not provide feedback for this question. The other responses can be themed as follows:

Theme and frequency of responses fitting the theme	Details	Sample verbatim comments
<p>Dislike entire project</p> <p>Frequency - 9</p>	<p>Respondents expressed that they do not like anything about this option.</p>	<ul style="list-style-type: none"> • <i>This is a useless project.</i> • <i>Everything.</i>
<p>Traffic</p> <p>Frequency - 9</p>	<p>Respondents expressed that this option would increase traffic flow.</p>	<ul style="list-style-type: none"> • <i>Brings too much traffic into an already overcrowded neighborhood,</i> • <i>Cause bad traffic jams</i>
<p>Vehicle conflicts / collisions</p> <p>Frequency - 5</p>	<p>Respondents expressed concern that this option would block the intersection and potentially create too many vehicle conflicts and potential collisions.</p>	<ul style="list-style-type: none"> • <i>Don't like blockage. Don't think 64th should be expanded</i> • <i>Multiple options to block intersections or create conflicts with other roadway users. Roadway users trying to turn south from Tarington Park will cause conflict, Tarington Park should be blocked at this intersection.</i>
<p>Increased noise</p> <p>Frequency - 2</p>	<p>Respondents expressed concern that this option would increase noise in the area.</p>	<ul style="list-style-type: none"> • <i>Disturbing the existing community. Already noisy due to Stoney trail traffic.</i>
<p>Comments relating to flyovers and dog park</p> <p>Frequency - 3</p>	<p>Respondents expressed concerns regarding the flyovers as a whole, as well as concerns for loss of the dog park.</p>	<ul style="list-style-type: none"> • <i>Already over traffic on residential street, kids playing on home driveways and in park on 80 Ave, 64 Ave should be good but 80 Ave not a good planning.</i>

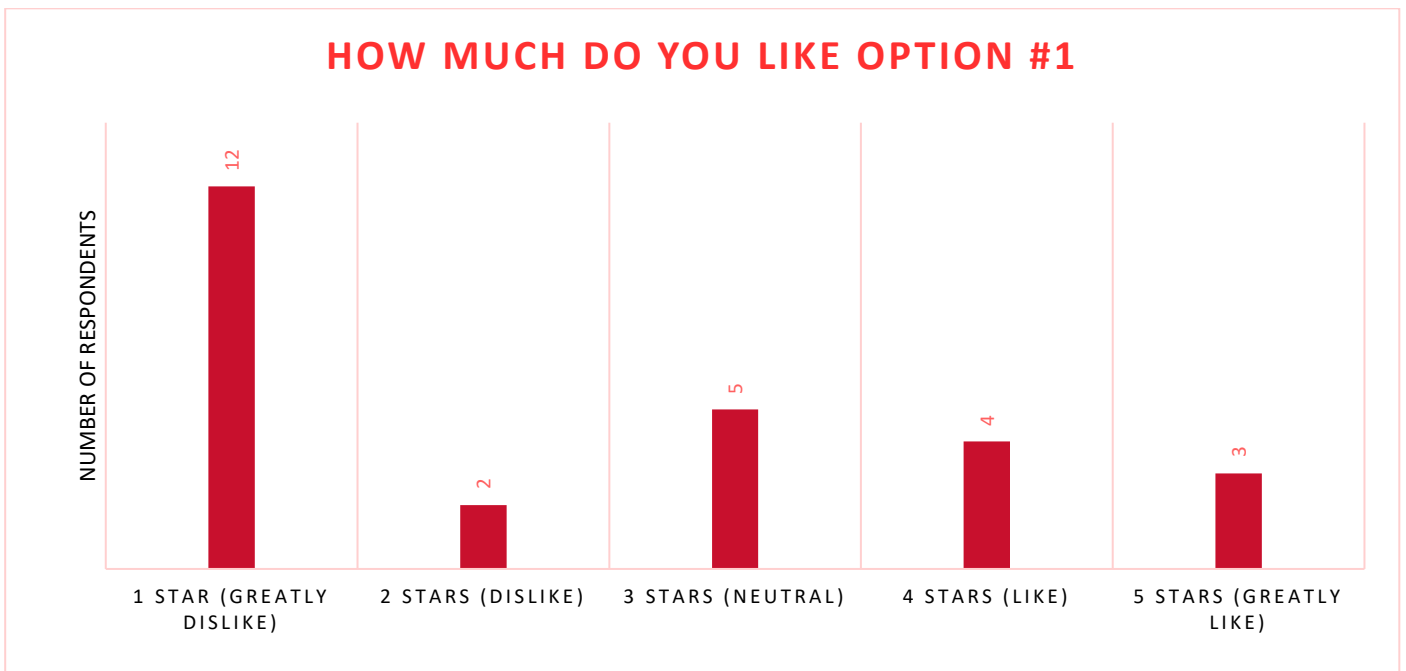
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		<ul style="list-style-type: none">• <i>What is going to happen to the dog park? Is there going to be a new one created elsewhere?</i>
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On a scale of 1-5, how much do you like this option? 5 stars being you greatly like the option, 1 star being you greatly dislike the option. - Option 1 received feedback from 32 respondents. Of the 32 respondents, six (6) did not provide feedback for this question. The other responses are calculated as follows:



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Option #2

With the benefits and trade-offs in mind please provide feedback on Intersection **Option #2**:

What do you like about this option? - Option #2 received feedback from 22 respondents. Of the 22 respondents, three (3) did not provide feedback for this question. The other responses can be themed as follows:

Theme and frequency of responses fitting the theme	details	Sample verbatim comments
Do not like anything about the option Frequency - 2	Respondents expressed that they do not like anything about this option.	<ul style="list-style-type: none"> • <i>Nothing</i>
Simple and safer design Frequency - 10	Respondents expressed that this intersection will lessen potential collisions and the design is simpler and safer.	<ul style="list-style-type: none"> • <i>This is more simple and traffic flow will be smoother.</i> • <i>Clear markings and easy to use. Reroutes are minor.</i> • <i>Very simple and will not add any confusion, median will stop drivers from doing something stupid</i> • <i>Like that it mitigates collisions.</i>
Traffic Frequency - 4	Respondents expressed that this option would not increase traffic flow into the neighbourhood.	<ul style="list-style-type: none"> • <i>This option looks best, not a lot of traffic going in and out of residential area.</i>
Preference for this option Frequency - 5	Respondents expressed that this option is the best option.	<ul style="list-style-type: none"> • <i>In my opinion this is the best option</i>
Cost Frequency - 1	Respondents expressed that this option is not expensive as a positive.	<ul style="list-style-type: none"> • <i>Not expensive</i>

What do you dislike about this option? - Option #2 received feedback from 22 respondents. Of the 22 respondents, six (6) did not provide feedback for this question. The other responses can be themed as follows:

Theme and frequency of responses fitting the theme	Details	Sample verbatim comments
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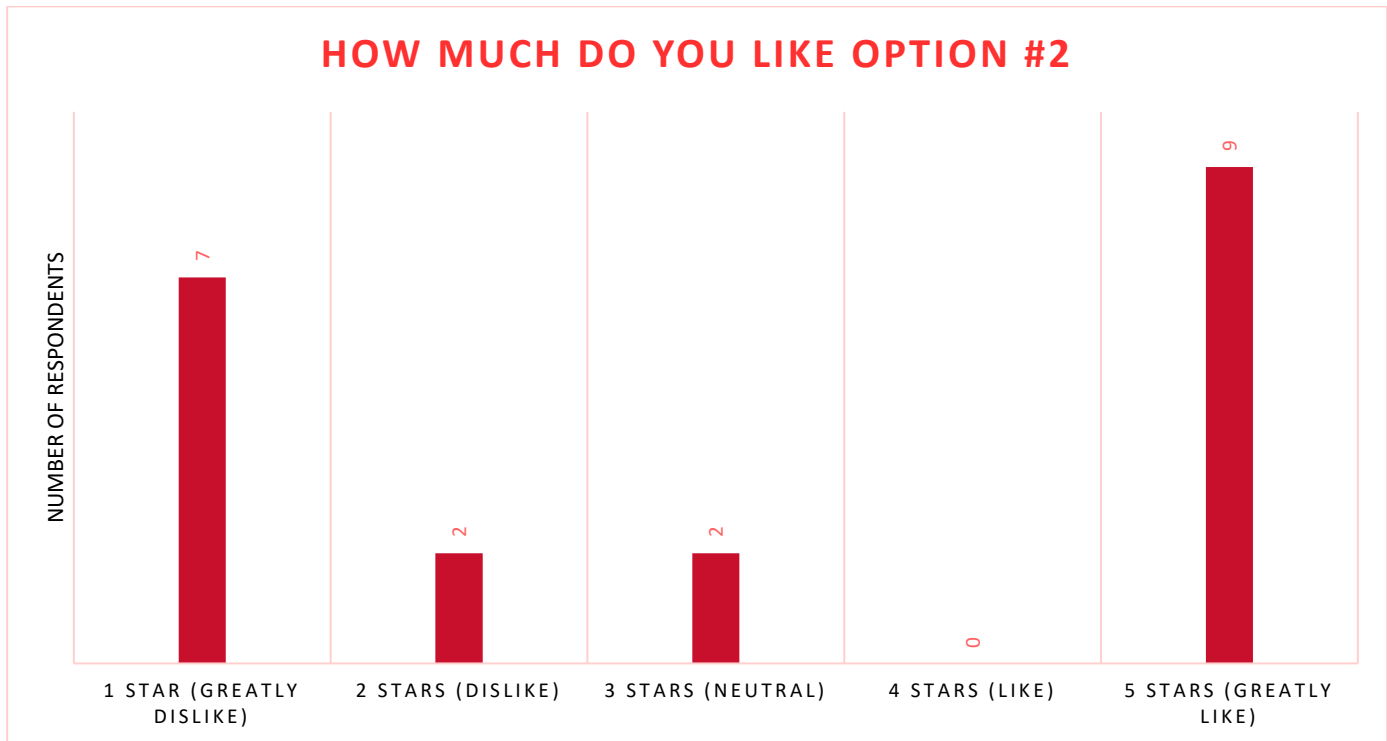
<p>Preference for this option</p> <p>Frequency – 2</p>	<p>Respondents expressed that there is not much to dislike about this option.</p>	<ul style="list-style-type: none"> • <i>Compared to the other options, there is nothing to dislike</i>
<p>Turning movements</p> <p>Frequency – 4</p>	<p>Respondents expressed concerns that left turns will still be permitted and that permitting this movement will make it more difficult for people leaving the area.</p>	<ul style="list-style-type: none"> • <i>Southbound left turns.</i> • <i>Turning right onto the fly over. there it be preferred if the traffic moved right coming out of the Taradale as it will eliminate back up going over the fly over from people coming from taradale.</i> • <i>Makes it more difficult for people in Torrington Park area to leave the neighborhood.</i> •
<p>Traffic</p> <p>Frequency – 2</p>	<p>Respondents expressed that this option would increase traffic into the community.</p>	<ul style="list-style-type: none"> • <i>Rerouting traffic through the community plus the other trade offs</i>
<p>Limited access</p> <p>Frequency – 5</p>	<p>Residents expressed concerns that there will not be a direct connection between Tarrington Link / Park with this option.</p>	<ul style="list-style-type: none"> • <i>No access to tarrington Link.</i> • <i>No access from the link or green</i>
<p>Vehicle conflicts / collisions</p> <p>Frequency - 1</p>	<p>Respondents expressed concern that this option would potentially create many vehicle conflicts.</p>	<ul style="list-style-type: none"> • <i>encourages speeding along 64 Ave, already in current state there have been fatalities here.</i>

On a scale of 1-5, how much do you like this option? 5 stars being you greatly like the option, 1 star being you greatly dislike the option. - Option #2 received feedback from 22 respondents. Of the 22 respondents, two (2) did not provide feedback for this question. The other responses are calculated as follows:

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Option 3

With the benefits and trade-offs in mind please provide feedback on Intersection **Option #3**:

What do you like about this option? - Option #3 received feedback from 14 respondents. Of the 14 respondents, eight (8) did not provide feedback for this question. The other responses can be themed as follows:

Theme and frequency of responses fitting the theme	Details	Sample verbatim comments
Dislike the option Frequency - 3	Respondents expressed that they do not like anything about this option.	<ul style="list-style-type: none"> <i>I like that this option will never be completed because it's terrible.</i>
Turning movements Frequency - 2	Respondents like that existing turning movements will be maintained.	<ul style="list-style-type: none"> <i>Existing right turn maintained and limits congestion at Tarrington Link</i>
Traffic Frequency - 2	Respondents expressed that this option limits queuing time at the intersections.	<ul style="list-style-type: none"> <i>Existing turning accommodated, no southbound queue</i>

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Comments relating to flyovers Frequency - 1	Respondents expressed concerns regarding the flyovers in general.	<ul style="list-style-type: none"> <i>Tarington road has way too much traffic on it already. Adding this over pass will just add to the traffic and safety on this area so none of the options are great. This option seems to be the safest one if I had to pick one.</i>
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What do you dislike about this option? - Option #3 received feedback from 14 respondents. Of the 14 respondents, three (3) did not provide feedback for this question. The other responses can be themed as follows:

Theme and frequency of responses fitting the theme	Details	Sample verbatim comments
Dislikes the option Frequency – 1	Respondents expressed that there is not much to like about this option.	<ul style="list-style-type: none"> <i>Everything and everyone who came up with this option.</i>
Vehicle conflicts / collisions Frequency – 2	Respondents expressed concerns that the design of this intersection could be confusing and potentially create many vehicle conflicts.	<ul style="list-style-type: none"> <i>Stop signs will make confusion</i> <i>Tarington Park will create conflict unless left turns limited. Tarington Link will create conflict unless left turns limited. May promote illegal east turns. Blocking eastbound travel calls into question need/benefit of this link at this intersection and community in general.</i>
Design Frequency – 2	Respondents expressed that they dislike that the boulevard between Tarington Park / Link does not extend further north.	<ul style="list-style-type: none"> <i>boulevard between Tarington Link/Tarington Park does not extend far enough. Would prefer that it is the same length as in option #2</i>
Turning movements Frequency – 3	Respondents expressed concerns that left turns will still occur, while others expressed concerns that left turns would not be permitted.	<ul style="list-style-type: none"> <i>Southbound traffic will still turn left at 64th Ave. See Circle K in Olds, AB. It happens multiple times per hour there.</i> <i>I dislike that you cannot turn onto eastbound 64th Ave with this option</i>

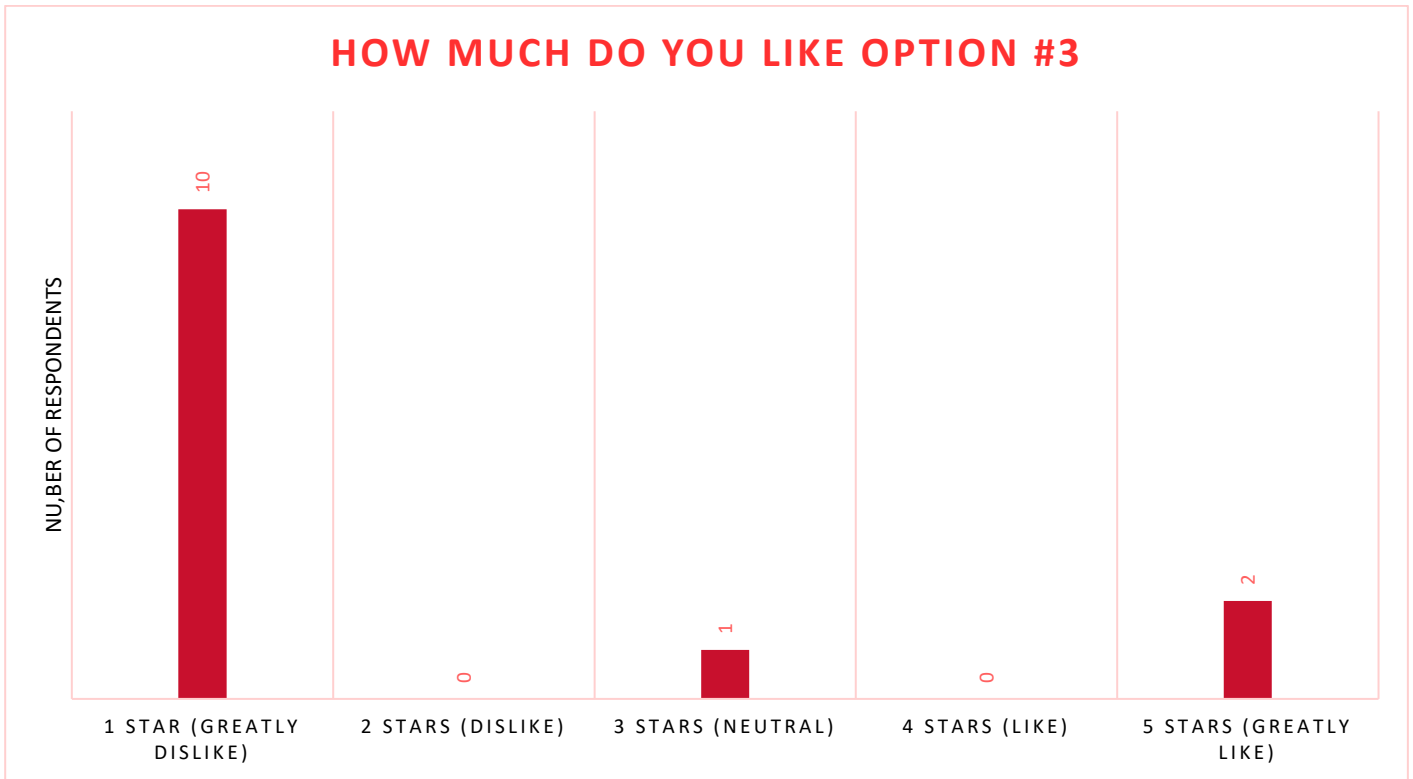
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		<ul style="list-style-type: none"> There will be no turning off of Tarington Road onto eastbound 64th to get to Stoney quickly
<p>Comments relating to flyovers</p> <p>Frequency – 4</p>	<p>Respondents expressed concerns regarding the flyovers as a whole and concerns with not being able access to Stoney directly.</p>	<ul style="list-style-type: none"> A 4 lane flyover in a community is a horrible idea and a great way to add more traffic to an area that already has too many accidents and traffic. Unable to join stoney directly No access to Stoney from Taradale

On a scale of 1-5, how much do you like this option? 5 stars being you greatly like the option, 1 star being you greatly dislike the option. - Option #3 received feedback from 14 respondents. Of the 14 respondents, 1 did not provide feedback for this question. The other responses are calculated as follows:



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Option #4

With the benefits and trade-offs in mind please provide feedback on Intersection **Option #4**:

What do you like about this option?

Option #4 received feedback from 23 respondents. Of the 23 respondents, seven (7) did not provide feedback for this question. The other responses can be themed as follows:

Theme and frequency of responses fitting the theme	Details	Sample Verbatim Comments
Dislike the option Frequency - 2	Some respondents expressed that they do not like anything about this option.	<ul style="list-style-type: none"> • <i>Nothing</i>
Preference for this option Frequency - 4	Some respondents expressed a preference for this option as it provides the most choice.	<ul style="list-style-type: none"> • <i>It allows movement the most movement.</i> • <i>I like option 4</i> • <i>It is good and convenient for people</i>
Conflicts / collisions Frequency - 3	Respondents expressed concerns that this intersection design is confusing and thus can increase the potential for movement conflicts.	<ul style="list-style-type: none"> • <i>All-access, suggest all-direction pedestrian scramble signal phase to address pedestrian and cyclists risk of collision.</i>
Turning movements Frequency – 3	Respondents like multiple tuning options, while other found it to be confusing.	<ul style="list-style-type: none"> • <i>It seems more convenient for users with multi turn options as per ones requirement</i> • <i>You'll just confuse people to death with this option.</i> • <i>No directional limitations</i>
Safer and easier design Frequency – 3	Respondents expressed that this design could be safer.	<ul style="list-style-type: none"> • <i>Eliminates Tarington Park conflicts, but closing/blocking access would simplify design, and improve safety with minimal extra vehicle travel (less than 400 meters).</i> • <i>Safer</i>
Traffic Frequency – 1	Respondents expressed that this option will move traffic more freely.	<ul style="list-style-type: none"> • <i>the traffic flow with out any interruptions on the secondary roads</i>

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What do you dislike about this option?

Option #4 received feedback from 23 respondents. Of the 23 respondents, five (5) did not provide feedback for this question. The other responses can be themed as follows:

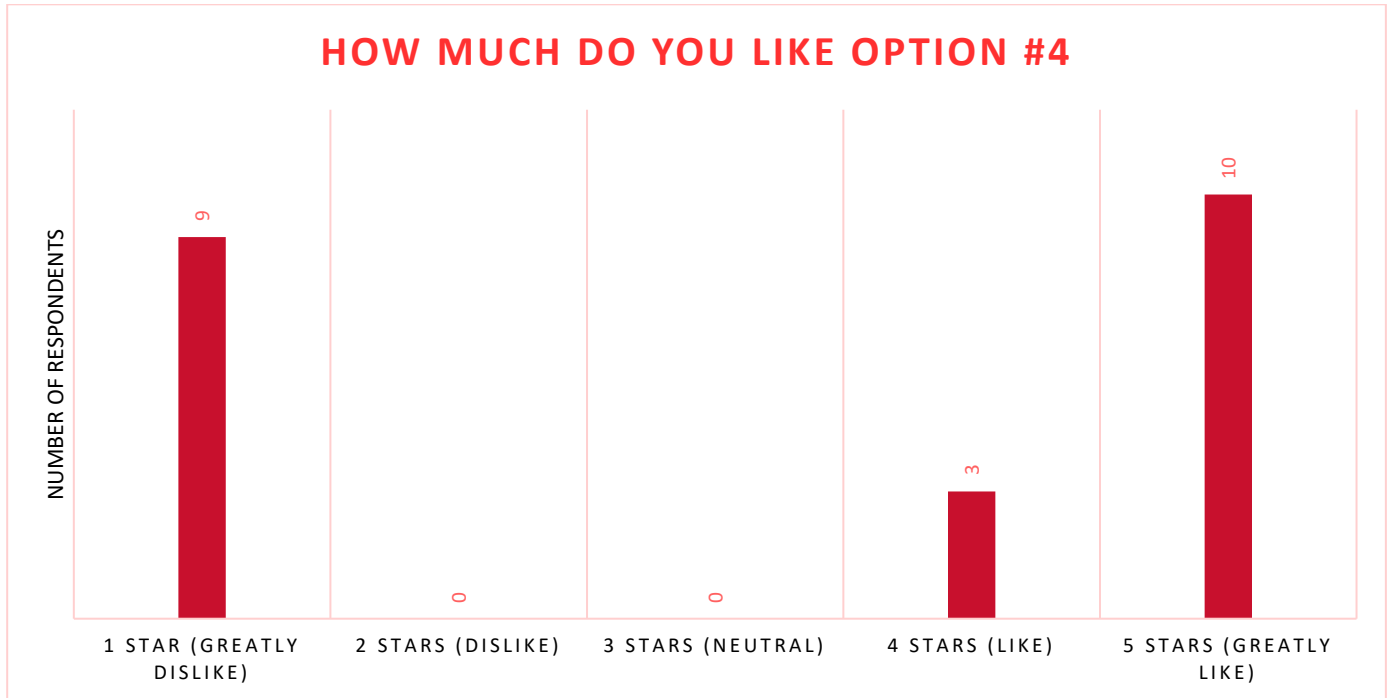
Theme and frequency of responses fitting the theme	Details	Sample verbatim comments
Dislike the option Frequency - 3	Some respondents expressed that they do not like anything about this option.	<ul style="list-style-type: none"> • <i>Nothing</i> • <i>You'll just confuse people to death with this option.</i>
Preference for this option Frequency - 5	Some respondents expressed a preference for this option as it provides the most choice.	<ul style="list-style-type: none"> • <i>It seems more convenient for users with multi turn options as per ones requirement</i> • <i>Easy for everyone to understand</i> • <i>The traffic flow with out any interruptions on the secondary roads</i>
Vehicle conflicts / collisions Frequency – 3	Respondents expressed concerns that the design of this intersection could be confusing and potentially create many vehicle conflicts.	<ul style="list-style-type: none"> • <i>This option will likely lead to a drastic increase in collision incidents.</i>
Design Frequency – 10	Respondents expressed concerns that the design is confusing and is not pedestrian friendly.	<ul style="list-style-type: none"> • <i>Not intuitive, consider more curbing to direct drivers.</i> • <i>This is far too complicated</i> • <i>It's confusing, unfriendly for pedestrians and cyclists, longer signal light wait times and likely accident prone as people will be confused about which road people are turning onto leading to crashes.</i> • <i>Not pedestrian friendly</i>
Turning movements Frequency – 2	Respondents expressed concerns that signals, and thus turning movements, will take too long.	<ul style="list-style-type: none"> • <i>Tight turns to and from Tarington link.</i> <i>Potential for long signal wait times.</i>

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On a scale of 1-5, how much do you like this option? 5 stars being you greatly like the option, 1 star being you greatly dislike the option. - Option #4 received feedback from 23 respondents. Of the 23 respondents, 1 did not provide feedback for this question. The other responses are calculated as follows:



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Summary of Input

The following depicts a summary of the responses received from how much respondents liked each of the options.

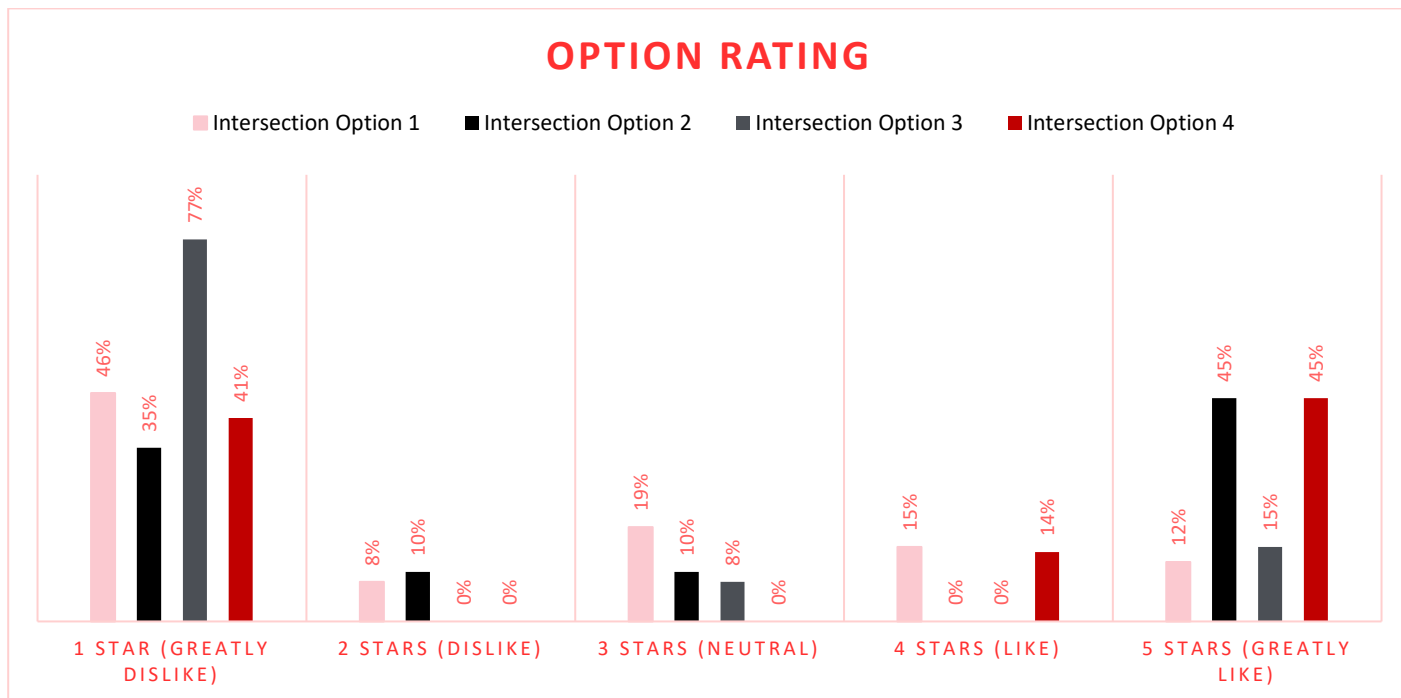
Northeast Stoney Crossing Study: 80 Avenue N.E. & 64 Avenue N.E. Rating of Options							
On a scale of 1-5, how much do you like this option? (5 stars being you greatly like the option, 1 star being you greatly dislike the option)	1	2	3	4	5	No Response	Total Respondents
Intersection Option 1	12	2	5	4	3	6	32
Intersection Option 2	7	2	2	0	9	2	22
Intersection Option 3	10	0	1	0	2	1	14
Intersection Option 4	9	0	0	3	10	1	23

When considering only those who responded, Option #2 and Option #4 ranked the highest at 45% of the respondents each “greatly liking” these options. Conversely, Option #1 and Option #3, where 46% and 77% of the respondents respectively expressed “greatly disliking” those options.

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Next Steps

The project will use this feedback, along with a comprehensive review of the technical requirements and design parameters, to evaluate the four (4) intersection improvement options. This qualitative and quantitative analysis will assist in preparing a recommended solution and in developing a preferred option. This recommendation, and preferred intersection option, will be shared with stakeholders and the public via The City's engage website. This is anticipated in summer 2021.

The flyover at 80 Avenue N.E. will be proceeding; the project team will continue to engage with the residents directly adjacent to the 80 Avenue N.E. flyover on refining the design concept to help mitigate concerns we heard during previous phases of engagement - traffic operations, safety and access accommodation, aesthetics, community impacts and other permanent measures. The project team will also work with the adjacent residents to mitigate concerns such as noise, dust, etc. during construction.

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Verbatim Comments – Intersection Option #1

What do you like about this option?	What do you dislike about this option?	On a scale of 1-5, how much do you like this option?
I don't like anything about this option, brings too much traffic into an already overcrowded neighborhood	Brings too much traffic into an already overcrowded neighborhood.	1
nothing	Don't like blockage. Don't think 64th should be expanded build the 96 ave road over stoney.. it is already started..won't disrupt anyones life	1
Nothing it is a disaster for the houses on 80th Ave	Everything its gonna ruined houses	
Access is maintained	Southbound queue bLocking off of Tarington Link	4
Nothing. Tarington Park should be blocked at this intersection.	Multiple options to block intersections or create conflicts with other roadway users. Roadway users trying to turn south from Tarington Park will cause conflict, Tarington Park should be blocked at this intersection.	1
I don't like this project.	Disturbing the existing community. Already noisy due to Stoney trail traffic.	
I don't like the plan to have fly over on 80th ave	This is residential area and already crowed, do not want more traffic and this fly over will effect big time to residence who just build their house	1
	This is a useless project.	1
Nothing	Instead of building another bridge at 64 Avenue the existing crossing at 96 Avenue should be completed to provide northbound access.	1
I didn't like anything about this option	Already over traffic on residential street, kids playing on home driveways and in park on 80 Ave, 64 Ave should be good but 80 Ave not a good planning.	
Terrible option I like nothing about this option.	Everything.	1
Simple and similar to other intersections on this road		5
80 ave ne is ok	But not 64 ave ne	
no lights it should be clover clip instead		
It allows for people living on Torrington Park and link to continue to exit the community without needed to circle all the way around.		4
Fits current traffic flow best out of all four options. People are generally polite enough to let inbound traffic from T. Link and T. Park into the intersection as traffic backs up.	Very close intersection pairing could lead to an increase in vehicle collisions.	3
	What is going to happen to the dog park? Is there going to be a new one created elsewhere?	3
I like that is seems to be more simple and easy to use. It also seems like the safer option.		4
		3
Nothing	Pretty much the same design as now which barely works.	1
Nothing. 64 should be left as it is. Move the crossing to 32	It takes away from the current community. It also removes the offleash park.	1
		2
	I've been a Resident of Coral Springs for 20+ years I feel that putting a up a overpass on 64th would not only cause and increase in traffic, but noise too, but also drop our property values. Lots of people use the Dog Park, the pathways. Where will the Dog park go? !! So I'm STRONGLY APPOSED!!	1
	Increase in traffic	5
		4
	dislike entire project	1
It keeps every one moving with little bit care of Hazards.	Space might be too small to do all that's proposed.	3

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Wry good.	Access to stony.	5
	People coming from the link or green will be stuck there for a long time	2
I like to develop 64 Av flyover That would be the best way to go homestead	80th Av I don't like because already too much traffic on that road	3
Least expensive	Cause bad traffic jams	1

Verbatim Comments – Intersection Option #2

What do you like about this option?	What do you dislike about this option?	On a scale of 1-5, how much do you like this option?
	Confusing	
Lessens collision, traffic movement kept	Southbound left turns.	5
I like how it will make it safer so people going onto Tarington link will not impact traffic. It will make it difficult for people in the Tarington link area harder to get home as it will only make one area that people can drive down.	Turning right onto the fly over. there it be preferred if the traffic moved right coming out of the Taradale as it will eliminate back up going over the fly over from people coming from taradale.	3
Tarington Park is limited to acting as an inlet.	Limited access to Tarington Link, with long distance to high volume alternative or low volume alternative.	3
This is the most desirable option in my opinion. As the traffic increases, this address safety.		5
This option looks best, not a lot of traffic going in and out of residential area.		5
		1
	city should change the city planning engineering they are old and their idea is old too.	
Like that it mitigates collisions.	Makes it more difficult for people in Torrington Park area to leave the neighborhood.	2
Clear markings and easy to use. Reroutes are minor.	I have witnessed a large number of vehicles heading eastbound on 64th turning immediately Westbound on T.Link. While this option will limit collisions at the T.Link to T.Park crossing, people will likely start making u-turns at the alley crossings instead or taking a shortcut in the oncoming lane.	1
In my opinion this is the best option		5
		1
This is more simple and traffic flow will be smoother.	None.	5
Considering that traffic on Tarington park and link only have to drive a short distance to get to a road one can turn left on, this is best option, safe, simple, bike friendly.	Compared to the other options, there is nothing to dislike	5
less traffic accident I guess bec tarington link is block.		5
Nothing	No access to tarington Link.	1
Very simple and will not add any confusion, median will stop drivers from doing something stupid	cuts traffic but makes safer and less confusion	5
	Rerouting traffic through the community plus the other tradeoffs	1
Best Option thought will be hard on residents living on the street		5
reduction in accidents	encourages speeding along 64 Ave, already in current state there have been fatalities here.	1
	No access from the link or green	1
Not expensive	Still issue with proximity to minor roads	2

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Verbatim Comments – Intersection Option #3

What do you like about this option?	What do you dislike about this option?	On a scale of 1-5, how much do you like this option?
	Stop signs will make confusion	
Existing right turn maintained and limits congestion at Tarington Link		5
Existing turning accommodated, no southbound queue	boulevard between Tarington Link/Tarington Park does not extend far enough. Would prefer that it is the same length as in option #2	5
Nothing.	Tarington Park will create conflict unless left turns limited. Tarington Link will create conflict unless left turns limited. May promote illegal east turns. Blocking eastbound travel calls into question need/benefit of this link at this intersection and community in general.	1
Tarington road has way to much traffic on it already. Adding this over pass will just add to the traffic and safety on this area so none of the options are great. This option seems to be the safest one if I had to pick one.	A 4 lane flyover in a community is a horrible idea and a great way to add more traffic to an area that already has too many accidents and traffic.	1
I like that this option will never be completed because it's terrible.	Everything and everyone who came up with this option.	1
	Southbound traffic will still turn left at 64th Ave. See Circle K in Olds, AB. It happens multiple times per hour there.	1
	I dislike that you cannot turn onto eastbound 64th Ave with this option	1
		3
Nothing	There will be no turning off of Tarington Road onto eastbound 64th to get to Stoney quickly	1
		1
	Unable to join stoney directly	1
	encourages speeding along 64 ave. Already fatalities have happened here. As well this is too close the houses of Coral Springs.	1
	No access to Stoney from Taradale	1

Verbatim Comments – Intersection Option #4

What do you like about this option?	What do you dislike about this option?	On a scale of 1-5, how much do you like this option?
	Confusing fir new to Canada drivers	
Safer	N/A	5
Eliminates Tarington Park conflicts, but closing/blocking access would simplify design, and improve safety with minimal extra vehicle travel (less than 400 meters).	Tight turns to and from Tarington link. Potential for long signal wait times.	4
It seems more convenient for users with multi turn options as per ones requirement	Pedestrians could feel a bit confused	5
Easy for everyone to understand	Option 4 is the best	5
You'll just confuse people to death with this option.	Where do I begin I dislike this more than I dislike Trump.	1
	This will make it nearly impossible for bikers and walkers to access the bike path system and the park.	1
the traffic flow with out any interruptions on the secondary roads		5
Nothing	Drivers in Alberta are among the worst in the country. This option will likely lead to a drastic increase in collision incidents.	1

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All-access, suggest all-direction pedestrian scramble signal phase to address pedestrian and cyclists risk of collision.	Not intuitive, consider more curbing to direct drivers.	5
	This is far too complicated	1
		1
It's a mess. Right now without any improvements, it is already confusing.	Too complicated.	1
Nothing.	It's confusing, unfriendly for pedestrians and cyclists, longer signal light wait times and likely accident prone as people will be confused about which road people are turning onto leading to crashes.	1
4	4	
It allows movement the most movement.	Nothing	5
		1
I like option 4	Not pedestrian friendly	5
No directional limitations	Not pedestrian friendly	4
	Why can't a round about be considered? Either way 64 Ave expansion encourages speeding and there have already been fatalities in this intersection.	1
everything	nothing	5
It is good and convinient for people	Nothing	5
Ease of access for all streets		5