

BRIEFING

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**Infrastructure Services Briefing to
Infrastructure and Planning Committee
2023 January 11**

**ISC: UNRESTRICTED
IP2023-0061**

Country Hills Boulevard Widening Update

PURPOSE OF BRIEFING

The purpose of this briefing is to provide an update on the completed Country Hills Boulevard Widening Functional Planning Study. This study supports future employment and industrial growth (Attachment 1) through plans that guide the widening of three remaining 4-lane sections of Country Hills Boulevard to 6-lanes and describe where separated walking and wheeling facilities (i.e. Always Available for All Ages and Abilities Network or 5A connections) are still needed. The widening, when funded and constructed, can be operated as reserved bus lanes or High Occupancy Vehicle lanes. The study area is shown in Attachment 2.

SUPPORTING INFORMATION

Benefits for Calgarians

Some of the ways Calgarians benefit from mobility investments envisioned in the Calgary Transportation Plan include short travel times, and access to employment opportunities associated with healthy industrial areas. As congestion increases along Country Hills Boulevard N, additional capacity between industrial and residential areas and regional routes like Deerfoot Trail, will support goods movement and businesses that are sensitive to transportation logistics. Calgarians can also benefit in terms of fitness, inclusion and affordability when walking and wheeling connections (Always Available for All Ages and Abilities Network or 5A connections) are offered and when transit service is given priority on streets. Details on existing and future active modes connections are shown in Attachment 3.

Citywide Growth Strategy and Goods Movement Strategy

- The Citywide Growth Strategy identifies the north sector as an important business and industrial nexus. The Stoney Industrial Area Structure Plan and the Northeast Industrial Area Structure Plan call for the development of fifteen hundred hectares of industrial land representing 33,600 new jobs.
- Calgary's Goods Movement Strategy includes Country Hills Boulevard N as a main goods movement corridor and a corridor needing improvements given its role as a key east-west arterial corridor.
- The widening of Country Hills Boulevard is completed in most sections with exceptions being between:
 - Harvest Hills Gates and 14th Street NE westbound (1km).
 - East of Harvest Hills Way NE and 11th Street NE eastbound (600 metres).
 - Vicinity of the Deerfoot Trail interchange area, both directions (1km).

Multi-modal Transportation Improvements

Walking and wheeling improvements, or 5A connection infrastructure, are needed to close gaps in the study area. These connections can be built as a part of the road widening or as separate projects. Examples of gaps are along Country Hills Boulevard, from Country Hills Boulevard to the future Nose Creek pathway, and to 11th Street NE beyond the Stoney Trail interchange. The

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map that describes the complete active modes (5A) network is part of the Calgary Transportation Plan.

The 2020 Calgary Transportation Plan also describes a Primary Transit Network, or a network of routes that will see greater service frequency and better amenities over time. Country Hills Boulevard is part of this network and road widening will enhance transit service reliability and reduce operating costs.

Greenhouse Gas Emissions

When we model the impacts of widening Country Hills Boulevard we see a small city-wide decrease in green house gas emissions (under 1%). In the study area, we expect a 6% increase in traffic volumes and 5% increase in green house gas emissions, though per vehicle green house gas emissions will be slightly reduced.

Previous Transit and Transportation Standing Policy Committee Direction

“The Standing Policy Committee on Transit and Transportation recommends the Country Hills Boulevard Widening Functional Planning Study be referred back to Administration and its successor committee to more strongly consider alternate modes of transportation, goods movement, business support and overall environmental and emissions impacts within the broader context of the impacted communities and strengthening the 5A network no later than Q2 2022.”

Administration postponed this briefing to better align with The City’s Climate Strategy Policy which was approved by Council in July, 2022.

ATTACHMENT(S)

1. Attachment 1 - Map of Stoney Industrial Area Structure Plan Land Use Concept
2. Attachment 2 – Study Area Map
3. Attachment 3 – Active Modes Map: Existing and Future Connections