



# Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

## Project Overview

Through past planning including the Belvedere Area Structure Plan, City Council has approved an extension of Memorial Drive from the existing communities of Abbeydale and Applewood Park to the east city limits at 116 Street E. The Memorial Drive extension will include a new crossing of the CN Rail line and an east-west overpass across Stoney Trail (without on-or-off-ramps from Stoney Trail). The roadway extension will improve the connection between communities and businesses on both sides of Stoney Trail as well as support the completion of the Belvedere Area Structure Plan.

### The key project objectives include:

- Determining the location and configuration of the new roadway and crossings.
- Exploring the environmental considerations, bridge requirements, and right-of-way requirements.
- Considering property impacts, access for emergency and public vehicles, connections for active modes of transportation and future staging of the extension.

Once the functional planning study is complete, The City would have the plan needed to proceed with future stages of design and construction, depending on funding availability.

## Engagement Overview

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

- **Discover:** stakeholder, public and City priorities, aspirations, issues, and opportunities.
- **Explore:** perspectives, issues and opportunities raised by stakeholders, the public and City regarding the proposed design concepts.
- **Reveal:** the recommended plans, and understand stakeholder, public and City perspectives in order to refine the final recommendations.

Engagement for the **Discover Phase** was held online with a virtual open house on July 28, 2022 from 6:30-7:30 pm with 12 attendees. Online opportunities for feedback were offered through The City's engagement portal from July 18 to August 9, 2022, at [engage.calgary.ca](https://engage.calgary.ca) which received 7901 page views and 494 contributions of feedback.

Engagement opportunities were advertised through The City of Calgary's Engage website, Facebook and Twitter ads targeted to communities surrounding the study area, letters to key stakeholders, postcards to area residents and businesses, and road-side bold signs placed near the study area.



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## What We Asked

For the Memorial Drive Extension Functional Planning Study, we asked participants the following questions:

### Online Feedback Form

#### Ideas

1. Describe your ideas for improvements to the project area for people who walk in the area.
2. Describe your ideas for improvements to the project area for people who wheel in the area.
3. Describe your ideas for improvements to the project area for people who take transit in the area.
4. Describe your ideas for improvements to the project area for people who drive in the area.

#### Issues

1. Please describe your issues regarding the Memorial Drive extension for people who walk in the area.
2. Please describe your issues regarding the Memorial Drive extension for people who wheel in the area.
3. Please describe your issues regarding the Memorial Drive extension for people who take transit in the area.
4. Please describe your issues regarding the Memorial Drive extension for people who drive in the area.

### Additional Comments

1. Do you have any additional comments about the Memorial Drive extension functional planning study?

### Ranking Project Priorities

The priorities below for this project have been developed based on past projects of a similar scope and opportunities and constraints specific to the project area. Community priorities will help develop the evaluation criteria that will be used to create design concepts for the study area. These priorities relate to The City's prioritization of concepts that will: maintain and enhance bordering communities, enhance mobility along the corridor, and enhance mobility across the corridor.

1. Please let us know what is most important to you by ranking your top 5 priorities.

## What We Heard

The key themes we heard during the public engagement throughout the **Discover Phase** included:

### Overall Themes

- Creating an accessible and safe roadway for users of all abilities was mentioned often.
- Maximizing traffic flow and avoiding congestion along the roadway were important to respondents.



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- Many felt access to Stoney Trail from Memorial Drive extension should be added to the scope of the project.
- Respondents from the Abbeydale area were most concerned about how increased traffic, noise, and pollution from the roadway extension would affect their quality of life, especially those who live directly adjacent to the study area.
- Safe crossings at the CN rail tracks, over Stoney Trail, the Rotary Mattamy Greenway and across Memorial Drive for all users were very important to respondents.
- It was expressed that separated wheeling paths and/or protected wheeling lanes should be included in the roadway design.
- Separated walking and wheeling facilities were recommended to increase user safety and avoid conflicts between different uses.
- Landscaping and creating an aesthetically pleasing roadway area, adjacent sidewalks and local pathways were important to respondents.

## Summary of Input – What We Heard

Below you will find the project evaluation criteria that includes 14 priorities developed by The City to help guide the development of concept options. In addition, you will find the results of the ranking question posed to the public on the online engagement portal, which asked respondents to rank the top 5 project priorities that were most important to them. Community priorities will help to validate the City's objectives for the study and support the development of concept options that meet community needs.

## Project Evaluation Criteria

### Maintain and Enhance Bordering Communities

The City will prioritize concepts that...

1. Minimize property impacts for existing residential neighborhoods.
2. Minimize traffic noise and visual impacts to existing homes.
3. Enable street-facing land uses in new development areas.
4. Incorporate street trees and potential green infrastructure for landscaping and drainage.
5. Accommodate opportunities for improved public gathering spaces and community features.

### Enhance Mobility Along the Corridor

The City will prioritize concepts that...

6. Accommodate walking and wheeling that is always available for all ages and abilities, from end to end.
7. Accommodate efficient east-west connectivity for transit and emergency services.
8. Incorporate design elements that support slower roadway travel speeds.
9. Accommodate anticipated local travel demands between communities and employment areas.
10. Provide a safe and convenient crossing of the CN Rail line for all users.



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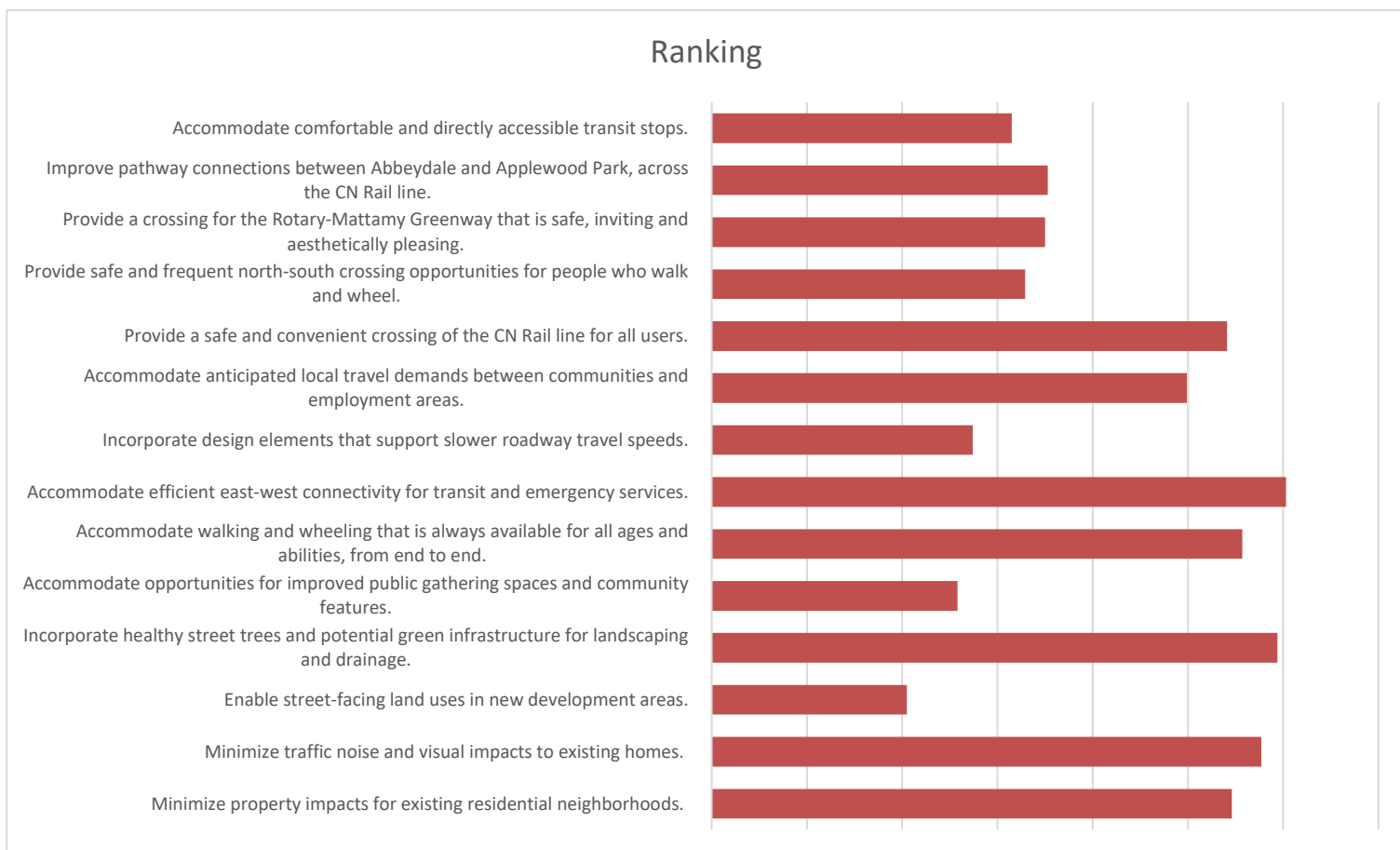
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## Enhance Mobility Across the Corridor

The City will prioritize concepts that...

11. Provide safe and frequent north-south crossing opportunities for people who walk and wheel.
12. Provide a crossing for the Rotary-Mattamy Greenway that is safe, inviting and aesthetically pleasing.
13. Improve pathway connections between Abbeydale and Applewood Park, across the CN Rail line.
14. Accommodate comfortable and directly accessible transit stops.

### 1. Please let us know what is most important to you by ranking your top 5 priorities.



### Top 5 Priorities Selected by Feedback Form Respondents

1. Accommodate efficient east-west connectivity for transit and emergency services. (6.03)
2. Incorporate healthy street trees and potential green infrastructure for landscaping and drainage. (5.94)
3. Minimize traffic noise and visual impacts on existing homes. (5.77)



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4. Accommodate walking and wheeling that is always available for all ages and abilities, from end to end. (5.57)
5. Minimize property impacts for existing residential neighbourhoods. (5.46)

### Ideas

#### 1. Describe your ideas for improvements to the project area for people who walk in the area.

- Participants expressed that they would like to maintain existing pathway connections in the study area.
- Many stated the desire for separated walking and wheeling paths to increase the safety and usability of the local active transportation system along Memorial Drive.
- Including walking paths on both sides of Memorial Drive was desired.
- Pathways that were paved and properly maintained were important to residents.
- Safe crossings at the CN rail tracks, over Stoney Trail, to the Rotary Mattamy Greenway and Memorial Drive were expressed as being very important to residents in the Abbeydale and Applewood Park communities.
- Abbeydale residents expressed concern that the roadway extension would split the community in half and make crossing the road for children and young families more dangerous.
- Participants recommended wide sidewalks and pathways for an enjoyable user experience.
- Pathways and sidewalks having adequate space from vehicle traffic were very important to respondents.
- Many mentioned that they would like the new roadway area and adjacent pathway system to be aesthetically pleasing for an enjoyable walking experience including landscaping, trees, rest areas and greenery.

#### 2. Describe your ideas for improvements to the project area for people who wheel in the area.

- Many respondents wanted wheeling paths along Memorial and/or dedicated and protected wheeling lanes on Memorial Drive, to improve cyclist safety.
- Some respondents mentioned wanting to improve pathway connectivity on the East side of Calgary.
- Separated walking and wheeling paths were preferred by respondents.
- Many respondents desired grade separate crossings for wheeling paths over Memorial Drive to avoid congestion and keep the flow of traffic moving for vehicles.
- Improving access to pathways for those in wheelchairs or individuals with mobility issues, like adding ramps and curb cuts at intersections and being conscious of bridge grades, was important to respondents.
- Pathways and/or wheeling lanes on both sides of Memorial Drive were desired by respondents.

#### 3. Describe your ideas for improvements to the project area for people who take transit in the area.

- Many respondents indicated that when buses pull out from bus stops, they often create a bottleneck and increase traffic congestion. Many felt that dedicated bus bays should be implemented to avoid this issue



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and maximize traffic flow. In addition, dedicated bus lanes and priority traffic signals were also mentioned as being desirable for the transit system along Memorial Drive.

- Many expressed the desire to have more direct transit routes to key destinations from the Abbeydale and Applewood Park area, such as the Easthills Shopping Centre.
- Respondents wanted bus stops along the roadway extension to be located near amenities including local businesses, green spaces, and pathways.
- Accessibility was very important to respondents, many mentioned wanting bus stops to feel safe and be well-lit.
- Respondents also mentioned wanting to be able to travel within their community and outside with Ctrain connections.

#### **4. Describe your ideas for improvements to the project area for people who drive in the area.**

- Most respondents expressed that the study should include access to Stoney Trail from Memorial Drive.
- Some respondents wanted to lower the speed limit on Memorial Drive to improve driver and pedestrian safety.
- Pedestrian safety was a major concern for respondents specifically crossing Memorial Drive.
- Many were concerned that the extension would cause increased vehicle speeds and shortcutting through adjacent residential streets. Some suggested minimizing lane widths and implementing other traffic calming methods.
- Some respondents were concerned with increased traffic and the potential for traffic congestion, so many mentioned limiting traffic lights to maximize traffic flow.
- Some mentioned that the roadway extension wasn't necessary because they felt 16 Avenue and 17 Avenue were adequate roads to handle current and future traffic.

### **Issues**

#### **1. Please describe your issues regarding the Memorial Drive extension for people who walk in the area.**

- Many were concerned that the roadway would not create a safe walking experience for the local community.
- Many were concerned about the increased traffic in the Abbeydale and Applewood Park area and the negative effects on their local mobility.
- Pedestrian safety, especially at key crossings, was mentioned frequently by respondents.
- Some were concerned the extension would increase traffic speeds in the area, which would negatively affect the feeling of safety for people who walk and wheel.
- Some were concerned that increased traffic on Memorial Drive may affect kids crossing to and from school.
- Some respondents wanted to see limited impacts on current local pathways, including connectivity to the Rotary Mattamy Greenway and other local amenities.



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### **2. Please describe your issues regarding the Memorial Drive extension for people who wheel in the area.**

- Safety and accessibility of the roadway extension were important to respondents. Respondents were concerned there would not be wheeling lanes incorporated on both sides of the road.
- Some respondents were concerned about maintaining separation between pedestrians and those who drive in the area.
- Many respondents expressed concern about more traffic in the study area causing higher speeds and increasing the potential for vehicle and wheeling interactions and accidents.

### **3. Please describe your issues regarding the Memorial Drive extension for people who take transit in the area.**

- Respondents expressed their concerns about how the new roadway may negatively affect current transit service levels due to increases in vehicle traffic that would cause increased wait times for buses.
- Some respondents were concerned there wouldn't be enough stops along Memorial Drive with the new roadway extension.
- Respondents expressed concern that the design may not incorporate safe train crossings and sheltered bus stops.

### **4. Please describe your issues regarding the Memorial Drive extension for people who drive in the area.**

- Respondents expressed concern about the potential for increased traffic congestion in the area and bottlenecks during rush hour at key intersections.
- Respondents were concerned about speeding along the new road, the noise impacts and pollution on local residents.
- Respondents were concerned that without access to Stoney Trail from the new Memorial Drive extension, the project may be missing an opportunity for better connectivity and movement throughout the East side of the City.
- Many mentioned that the roadway extension wasn't necessary because they felt there is currently enough East-West connectivity utilizing 17 Avenue and 16 Avenue.

### **Additional Comments**

#### **1. Do you have any additional comments about the Memorial Drive extension functional planning study?**

- Many indicated their support for the roadway, expressing that it was a valuable project, hoped it would be implemented soon and that it was a good investment if planned properly. Some respondents also felt the roadway extension would enhance Abbotsdale and Applewood Park area by improving accessibility (driving and active modes) to amenities and businesses on the East side of the City.



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- Some respondents expressed that they did not support the project because they felt it will decrease the quality of life for Abbeydale residents due to the potential increase in traffic, noise, and pollution, in particular for those who live directly adjacent to the project area.
- Many said the roadway extension wasn't necessary and some respondents said that money should be put towards improving current infrastructure in the Abbeydale and Applewood Park area instead.
- Some respondents asked for the inclusion of noise walls or barriers to reduce road noise. Many adjacent Abbeydale and Applewood Park residents were concerned that the new roadway will exacerbate the noise they already experience from Stoney Trail.
- Construction noise was also expressed as a concern and the duration of the construction process.
- Access to Stoney Trail was frequently mentioned. Respondents felt access from Memorial Drive onto Stoney Trail would help alleviate issues on adjacent major roads and was needed for connectivity for residents on the East side of Calgary to the rest of the City.
- Respondents reiterated their concern for increased traffic in the area, which they felt would lead to congestion, speeding and more crime.

### Verbatim Comments

The following is a record of the feedback received by those who responded using the online Engage website.

Please note: All 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]."

### Online Feedback Form

**Describe your ideas for improvements to the project area for people who walk in the area.**

- ensure it accommodates people of all abilities
- Access north and south via foot and bike it a must in the area. We travel this pathway daily with our kids and dogs.
- Accessible walking area for everyone to enjoy even those with mobility issues
- The maintenance of the asphalt pathway is so important. It took us many many years to get the extension from the GreenWay path towards 68th Street and there is a large number of bicyclists, walkers, dog walkers, etc that are that path summer or winter.
- Fix the [omitted] sidewalks
- ensure walkways are maintained
- Newer sidewalks from 52nd to the east end
- Improved access to the green spaces between Abbeydale and Applewood





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- I use this for walking and find that this is only going to be more traffic
- This community active in walking and family events more walkways no more roads.
- It should be a community for residents, not a community for more traffic.
- Limited impact on existing wildlife and natural habitats
- Incorporate pedestrian overpass
- Connectivity with existing walking/bike paths.
- extension would disturb current walking path
- Use public sidewalks constructed along side new extension. Same as existing Memorial Dr.
- More sidewalks
- Have a comfortable and short walk to their destination.
- Calgary has a great system of pathways and planning for this in every development should continue.
- create a walking/biking pathway that connects with current pathways to east hills and chestermere - make sure it is accessible to people with walkers and wheelchairs etc
- Don't lose the walking path with new idea
- Sidewalks on BOTH sides with accessible ramps. Touchless controlled crossings.
- Build a park on the east side of Stoney along memorial to accommodate green space loss, with a wide sidewalk on the bridge for walking and wheeling.
- Access from Abbeydale to green space
- High quality public realm, intersections to not have any slip lanes.
- Give them a park that they can be proud of and want to go to. Maybe even a designated off-leash area for dogs.
- Should have a variety of trails in woods, beside water, and in open areas, with different levels of elevation.
- Plant some trees, some art, flowers and shrubs land is very open and barren in this area
- pathways, grass, trees, shrubs
- The green space is used by children and dog walking and access to the little park is extremely important.
- Crosswalk with signals, wide sidewalks & paths, greenery
- Over passes and areas that are green spaces that have paths
- Safe walkways that are well lit and wide for use
- Needs to be well lit and safe
- I would like to see more pedestrian connections between the communities of Abbeydale & Applewood
- Provide pedestrian access from Abbeydale to Applewood on the east side of both communities. Hopefully, the "sidewalk to nowhere" just north of the church property, will have a destination!!
- Enhanced north south between Abbeydale and Applewood
- Make transit stops every 800m the centers of local density. Make the pathways from neighborhoods to these transit stops very direct (neighborhoods should be permeable).
- We love the pathway behind Abbeydale and Applewood and use it daily to walk our dogs. There should be a noise barrier to dampen traffic noise from Stoney.



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- Provide center boulevard with bike and walking paths, with pedestrian overpass to walk above memorial to get on and off center boulevard.
- Pedestrian overpass to connect communities to shopping. 16 and 17 ave is plenty of access for cars.
- I'd like to see a priority pedestrian/cycling crossing.
- Don't do it. I don't wanna see a huge road with so many car and the disruption of my peace and quite!
- this project is not needed / there is plenty of access / with 16 ave ne and 17 ave se
- Stop building stroads. Make liveable areas where car access is not the only option
- Not to put in a road way and take away for seeing a little amount of nature we get to see because you can't go anywhere in Calgary with out being surrounded by cars noise and houses
- I do not like this project, we have so few places where we can walk/Run without having to cross a street .not to mention the distruction of the green space. if a clover was constructed at 68th st and 16th ave that would be a better improvement.
- Walking bridge over the rail line. No continuation of Memorial.
- Don't build the road.
- Provide safe access to Rotary Mattamy Greenway from Memorial Drive and not through Applewood. Create natural areas along Memorial through to the Greenway.
- Provide a way to access the rotary- mattamy greenway that is safe perhaps a ramp will allow all access
- At least 2 crossings each for abbeydale and Applewood to access the pathways. This should include accessibility for handicapped users, including thousands in wheelchairs.
- I want to be able to access the Rotary Mattamy Greenway from Memorial Drive. We used to go through the fence and cross the tracks on foot but CN makes sure that doesn't happen anymore and other trail access is too far out of the way.
- The residents of Abbeydale who cycle and walk want better access to the Greenway pathway and nearby park.
- Ease of access to Mattamy Pathway
- Safe, convenient extension of Stoney Trail pathway system with easy for all ages/abilities to connect to Memorial DR E
- Safe access across the train to utilize pathways
- Make a proper crossing for the cn tracks at the end of Memorial Drive
- Provide safe separated grade crossing train tracks and memorial drive. Pedestrian underpass for Memorial drive.
- Good to have grade separation from railway
- Safe walking path alongside the road, across both the rail and Stoney
- Need safe crossings across CN tracks and roadways.
- safe crossing inti the greenspace over the cn tracks
- Side walks would be good.not have to walk the train tracks to get to town.
- safe crossing of CN tracks



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- Safe cross walks, sidewalks, transit stops
- Only important for crossing
- Make it easy and safe for people to cross the roadways.
- I don't have ideas but I do have concerns by extending Memorial Drive our community of Abbeydale will be divided by a major roadway and Kids from SE Abbeydale who have to walk to school will have cross a major intersection. These children are young .
- PEDESTRIAN CROSSING FOR STONEY TRAIL IS DESPERATELY NEEDED, CURRENTLY THE ONLY AVAILABLE OPTION IS 17TH AVE SOUTH WHICH MEANS PEOPLE IN THE CHATEAU ESTATES NEED TO WALK ALONG 84TH STREET (HIGHWAY)
- Separated crossing for the Rotary mattamy greenway, perhaps an underpass
- Kids use the pathways and they cross @ Abbeydale Dr and Memorial. Make a crossing so that kids can get across safely and quickly
- Crosswalk north/south.
- safe area
- Safer crosswalks and even sidewalks for people like me in wheelchairs and use a cane
- Safe walking spaces from traffic also flat even pavement that have a easy cut curve that wheelchair users can actually use. I am a wheelchair user and find Calgary not wheelchair friendly
- are able to walk safely and comfortably to local shops, workplaces, and transit station.
- Currently there are no clear, safe walking paths for people to use between the green space at Stoney trail and Marlborough Park residents. Easier access to this space and more indigenous trees.
- Safe walking paths
- Safe walkways, quiet streets
- be safe
- School age children and families who live on the south side of Memorial
- There should be adequate and safe walking areas - where you do not have to worry about a car hitting you as you cross the street.
- Plenty of safe walking paths where traffic isn't an issue
- Providing a safe means for people walking to still get around by having a separate path for walking/wheeling
- Walkways separate from bike paths, set back from the street
- Groomed walking paths for people who walk
- Can avoid the new road by using the side walks instead of trying to ruin a brand new road for less than 1% of users
- More paved pathways or sidewalks will be great.
- Include MUP along new road
- Separate and treed walking paths
- sidewalks on both sides
- Slower traffic speeds so the area is safe for kids



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- Reduce the number and speed of cars
- slower cars, bike lanes, wide sidewalks protected by trees. Less vehicle traffic to improve safety and reduce pollution and noise
- Slower road speeds, safer crossings.
- Increase healthy street trees and greenery.
- Tree-lined green spaces along the pathway
- It doesn't feel safe when walking and not much to look at - bring something interesting I'm with some security features
- More naturalized spaces, properly done. Phased construction regarding stripping to minimize dust and weeds.
- Trees, it's ever so barren. I walk daily and would love to see some trees. After the road addition, there needs to be safe crossing.
- Trees, shaded areas. Places to rest
- Walking paths with rest benches and trees but also needs to be lit so people are safe.
- Increase Shade
- Lights and trees
- Separate sidewalk with boulevard in between so people do not need to walk directly along side traffic
- wide sidewalks
- Bigger sidewalks
- wide sidewalks
- wider pathways with some trees to provide shade; natural grass areas; separate pathways for bikes and pedestrians
- Keep roadway narrower and slower with generous sidewalks that are direct (not windy) so walking is faster, more pleasant next to the roadway.
- Good wide safe sidewalks including railings where needed such as on overpasses.
- Better East/West connectivity. This is always such a struggle in Calgary and needs to be improved. Wide, consistent sidewalks without obstruction from random utility boxes, streetlights, etc.
- It should include safe and wide pedestrian paths that allow to cross Stoney trail from one side to another.
- Large sidewalks, lots of trees and planters
- Should have large pathways on the overpass to allow room for walking and cycling. Need a safe and legal way for people to cross Memorial and the CN tracks. Many people currently trespass behind the church to the other side to walk their dogs or to bike.
- Does anyone walk here?
- CN train travel reduced since construction of CN Intermodal
- Road will not allow safe walking on sidewalk between 698 and abbydale drive not enough room.
- There aren't enough connections between memorial drive and the west stoney trail pathway.



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- I think a build like the LRT stations for all persons to cross over the railway would be best. Thus would include ramps and stairs on both sides.
- Not important
- There are a lot of people who use the Mattamy Greenway for walking and biking and it has been well maintained. I would like to see that continued with a safe crossing for the new Memorial Drive.
- Regular sidewalks with blvd buffers
- Make snow clearing a priority
- Wide pathways that are well Lit.
- See if the old portion of memorial drive can handle more density in the form of mixed use, to support transit use and live -walk- bike
- Give me a break. No one is walking around east hills. Even the people who buy right across in Belvedere will still drive to Walmart.
- Chateau Estates residents
- There is precious little retail development east of 68th street. A retail development on the north side east of the rail line would be welcome.
- over/under pass
- [Omitted]
- This needs to be a priority especially with substantially increased traffic to a quiet community

### **Describe your ideas for improvements to the project area for people who wheel in the area.**

- Accessible curbs
- Wheel devices can safely use new sidewalks along extension.
- ensure it accommodates people of all abilities
- Better sidewalks and curbs for people in wheelchairs
- Make it easier for wheelchairs to use and people who use canes
- Not enough ramps for wheelchairs or the handicap in the area.
- Ramps at intersections
- Just want it to be safe for those with mobility issues
- Curb ramps on all intersections
- Bike lane on both sides of memorial drive from 116th to Barlow trail
- Bike paths
- provide small lane for wheeling
- 1B Describe your ideas for improvements to the project area for: People who wheel in the area.
- I also ride in this area and not happy about more traffic
- A road there will make it unsafe
- Do not want this development as kids and family bike and if it goes ahead it will bring way too much traffic to area



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- Create elevated accessible common crossing near 68st & another for on east side of Abbeydale for Rotary Mattamy Greenway
- Pathway users already have to cross 16 ave and 17 ave using traffic lights and they aren't safe so i would like to see and underpass or something safer for the future memorial drive cross.
- Fix the [omitted] bike path or build one
- speed limits for bicycles
- Speed limit signs! [Omitted] go way to fast and are a danger to walkers. a danger
- maintain the asphalt path
- More multi-use paths and parks are needed
- No need for bike lanes but the walking paths can also be used
- Paths are very important for access to the green area.
- Can share paths with people walking
- Should have not only flat, open spaces, but opportunities to wheel through treed and hilled areas.
- Same as above and see below. Better restoration equals less open soil and less gophers and holes.
- I want to be able to bike from Abbeydale Drive to Easthills safely.
- I ride my bicycle on the Stoney Tr pathway, and would like to see this preserved with a nice connection to Memorial Dr as currently it is a nuisance to have to loop around back to 68 St to get to Memorial when it is just past the tracks.
- Moderate speed limits to keep cyclists safe. 60km/h or less. Markings on pavement indicating shared vehicle/bike lanes. I normally am a bike lane supporter, but I don't think this area would benefit from it in deep suburbia.
- Slower road speeds, dedicated bike paths or lanes
- To leave things the way they are less noise already hear Stoney to much
- I do not like this project
- Don't build the road.
- Again, safe access to existing pathways
- Should be safe and convenient.
- Ease of access to Mattamy Pathway and work centers in Belvedere\Twinhills
- also safe
- Tons of bike paths, just extend them. Don't overthink it. Don't eat up space for cars.
- Provide safe access to Rotary Mattamy Greenway from Memorial Drive and not through Applewood. Create natural areas along Memorial through to the Greenway, including a Bike Path.
- Safe bike path alongside the road, crossing the rail and Stoney
- Safe crosswalks, sidewalks, and accessible curbs, transit stops
- I think a build like the LRT stations for all persons to cross over the railway would be best. Thus would include ramps and stairs on both sides.
- Enhanced north south over CN line. More access points.



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- separation between walking and wheeling paths
- bike path incorporated from the start
- Wide dedicated bike lanes, places to lock up bikes securely
- Provide safe separated grade crossing train tracks and memorial drive. Pedestrian underpass for Memorial drive.
- Separate travel modes
- have a protected bike lane. No sharing the lane with drivers.
- Have safe wheeling-specific infrastructure built by The City to modern standards.
- separate cycling infrastructure in a compact ROW that limits size and amount of vehicular throughput lanes.
- separate pathways for pedestrians
- are able to use pathways traveling in both ways without struggling to pass others who are wheeling.
- Calgary has a great system of pathways that keeps cyclists from the dangers of having to ride beside motorists and this should continue in the development of this area.
- Dedicated biking paths
- Add cycletracks/pathways to everywhere, make it intuitive to use and avoid silly dead-ends or weird intersections where cyclists have to cross the road for no reason. Paths on both sides and consistent for whole corridor.
- Give them access to sidewalks and get them off the road.
- PLEASE bring back the Memorial Drive wheeling lane from the pandemic, and extend it all the way west. This would be an amazing bike route!! And, an underpass at the CPR crossing instead of overpass or at-grade.
- Separate from traffic and pedestrians
- Nike lanes and bike stop signs and enforcement of bike laws
- Pathways
- Dedicated lanes.
- Bike pathway not on the road would help.
- Paved pathways with separate pathways for pedestrians in spaces they may want to take their time ambling through.
- Separate pathway for bikes.
- Bike paths should NOT be on a driving road, they are dangerously close to cars and do not obey driving rules anyway.
- Separated one-way cycle tracks along Memorial Drive
- Pathways, rather than road lanes
- Clear paths for bikes/scooters to not interfere with walk or cars
- We're going to be losing uncontested cycling area. To combat this it would be great to have some sort of cycling overpass to bypass traffic instead of sitting at another light between 17th and the trans Canada.



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- Should have large pathways on the overpass to accommodate cycling as well as good connection between overpass and greenway. Greenway crossing should be grade separated to maintain existing free flow movement without having to stop to cross the road.
- Safe bike paths
- consider bike lanes
- over/under pass
- Bike path (off road path)
- dedicated and fully protected bike lanes. Priority signals for wheeled users
- Continuous separated pathway connection to Belvedere
- Bike lanes along the pathway, away from vehicle traffic!
- Shady bike paths away from traffic areas but still convenient
- Require a sound wall for people that live between 68 and Abbydale Drive buildings very close to road.
- Provide nice wide paved paths for anyone who is wheeling in the area.
- Good wide safe sidewalks including railings where needed such as on overpasses.
- Wide paths.
- Cyclists are a [omitted] for the city
- More signage
- As above
- Upgrade sidewalks along major roads to asphalt pathways
- Limited
- Same as above
- Not important
- Walking paths can be shared with bikes.
- This mean bikes, scale boards and wheelchairs. what is wheel ? ing
- Give them a destination, not a passage way.
- As above
- Don't do it.
- Assuming wheel means those people using bicycles, see the above statement concerning walking users.
- Same as above. We bike here, From Abbeydale to Applewood.
- Same as people that walk
- pathways for cycling that have have negotiable gradient like bus bridge on 17 ave
- SAME ISSUE AS WALKING
- N/a
- see first comment
- The more local services the better, consider memorial drive a a high street with added mixed use density in nodes
- make sure shoulders are wide enough





## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- Chateau Estates residents
- Same.
- Include MUP along new road
- [Omitted]

### **Describe your ideas for improvements to the project area for people who take transit in the area.**

- Have a nice walk to a bus stop to board a bus that travels relatively direct to their destination.
- The area should allow for people to get around within their own community, and still be able to connect to CTrain lines. Those who wish to shop, worship and get to schools, should have adequate access via transit in their community.
- Safe shelters with heat and that fit wheelchairs
- Make sure that everything is safe and well lit
- Should have safe stops and not have to worry about the crime that often accompanies train stations.
- Accessibility
- Current transit accessibility is woefully lacking. Increase in stops and routes is necessary.
- dedicated bus lanes, priority traffic signals
- Bus lanes
- Add spaces for busses to pull out of traffic at bus stops
- Dedicated bus bays to allow smoother traffic flow
- have a diamond lane for buses only
- Have widened lanes at bus stops, so the bus does not stop traffic behind when picking and dropping riders
- Bus turn outs so the flow of traffic is not delayed by a bus
- Make transit a priority over cars - don't have those "bus bays"; all they do is make transit slower and car speeds higher to the danger of bus users as cars go full speed around a bus.
- Bus stop not on the road have them pull off abit.
- If applicable, designated BRT lanes (I don't foresee this being an issue until the area grows, but design with the future in mind)
- Unimpeded bus stations that don't stop traffic
- Convenient access to transit stations. Accommodation for future C-train service
- Get the infrastructure in place prior y the l the people. We need easy direct connections to the ctrain
- Plan for major transit stops to be every 800m on Memorial east (ex. 84 St, 92 St, 100 St). There should be a new, frequent MAX-style bus serving them along Memorial to Franklin LRT.
- Memorial Drive line from Belvedere to Franklin station
- Trying to get to east hills from Abbydale is long if your not going during rush hour am and pm on weekdays it takes 3 busses just to go one way and if your disabled like me it takes anywhere from days to weeks to recuperate 6 busses in one day just to muc



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
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- Provide opportunity for routes like the 67 to provide direct connection between LRT and East Hills via Memorial. Being able to catch buses on the opposite side of the CN tracks for those living within walking distance.
- Direct transit straight through to East Hills/Belvedere from Memorial
- Transit stops are essential, ideally the city could eventually even have a express bus or 'max' bus similar to the max purple that stops at the East Hills shopping centre via 17th Ave.
- BRT lanes to accommodate people shopping/working at East Hills.
- Park and ride location, additional bus routes as the extension is complete, dedicated transit traffic lane to connect the routes to blue line train stations, additional accessible stops
- Assess bussing between Applewood and Abbeydale. Extend the current routes
- Extend bus access / stops in similar manner as existing Memorial Drive.
- Set up potential bus stops on either side
- BUS LINE ALONG THIS NEW ROAD WOULD BE AMAZING FOR COMMUNITIES ON THE EAST SIDE OF STONEY TRAIL
- Why? You already have transit running along memorial, just extend it. Don't need another BRT boondoggle, eating up lanes of traffic and always empty.
- A BRT and future LRT
- There's plenty of streets and bus stops, what we need is smaller units more frequently.
- Bus stops every four to five blocks
- Bus Stops
- A transit terminal at 116 St would be a great asset
- More bus stops
- A route that goes more directly from Abbeydale to Easthills would be great.
- I think a straight bus from the memorial bus depot (Memorial and penbrooke) stopping only at the main streets. 84, 100 and 116
- There should be a transit line that goes straight up Memorial to Franklin LRT station and back.
- They can walk to the park from existing transit locations. Perhaps build a bus terminal.
- Convenient access. One bus to Marlborough train station
- Easy access to direct transit
- Good stops close to amenities.
- Don't run the busses out to the middle of nowhere.
- Development opportunities for business that transit can reach easily.
- Stops should be easily accessible and close to green space or businesses
- Good access to the neighborhoods
- Ease of access to Belvedere\Twinhills retail and work centers
- Bus straight down town
- Easily accessible with better timing



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- Frequent service
- Add more busses
- More frequent bus arrivals.
- Be moved through quickly
- both regular and express bus
- Should be efficient and safe.
- safe way to walk
- Shade and seating
- have good schedules and enough stops with good shelters
- Good bus stops that are sheltered.
- covered shelters with adequate shade
- Shelter for weather protection.
- Glass-less shelters, transit rider counters
- Make sure transit stops exist primarily on overpasses above Stoney Tr so commuters in car pool can access transit when dropped off
- ensure it is accessible and well lit
- have access to well-maintained and well-lit transit stops with frequent service.
- Well lit and clean bus stops, with frequent patrol
- Lighted busstops. But not shelters where homeless people camp out in
- build it and they will come - but make sure it is safe and clean - it is not safe right now - get rid of mask mandate
- I feel are adequate
- accessible
- I don't do transit, so can't make any recommendations on that.
- Benches
- Safe efficient transit with limited stops for people to access newly opened area on Memorial Dr.
- I don't use transit in that area
- No use
- No transit
- Incorporate a tram that takes you to the lrt
- Transit is good in this area have many routes
- Not important
- Don't do it.
- Must be a priority
- Safe and transparent bus stops
- Consider snow removal. New transit on 17th can be an ice rink
- Don't need any improvement don't really see people on the bus that goes up and down 68th



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- N/a
- n/a
- new style big bus stops.
- efficient
- Transit is already stressed and unable to take care of patrons - what makes this any more sensible for transit to try and serve.
- The more density along a high street corridor the better use of transit, consider cutting back on under utilized transit routes by offering mobility services (Uber chits, Taxi chits to mixed use/ high street nodes and highly concentrated transit)
- I do not like this project
- Accessible bus stops
- ensure that schedules co ordinate
- We don't want memorial going through.
- Same as below
- HOV lanes
- [Omitted]
- Don't build the road.

### **Describe your ideas for improvements to the project area for: People who drive in the area.**

- Easier access to East Hills Shopping Centre. Current access off 17 Ave is very poor. Bridge over Stoney frequently has people running red lights also.
- Highest priority, high speed access on and off Stoney trail
- Off ramp off of Stoney onto Memorial Drive would be a priority for access to Abbeydale.
- Connect memorial to Stony. Stony will never really help reduce traffic on Deerfoot Without connection to downtown
- Better access to Abbeydale from Stoney Trail
- Good access from stoney trail to abbeydale. We already have poor access.
- Look at putting in on/off ramps to Stoney Trail to provide access to the district.
- I do think incorporating an interchange with Stoney would be a good idea long-term.
- Connect Memorial to Stony Trail
- Make Stoney accessible from the extension.
- Really need a way to get onto stony trail easier. Why no on ramp
- ON/OFF ramps for Stoney Trail
- Its disappointing that there is no interchange planned for Stoney/Memorial, space seems tight. So there should be no need to slow traffic on Stoney Trail through this area, maybe increase speed on Memorial past residential area. Keep traffic flowing!
- Something straight through plus access to stoney trail would lighten the load on 16 ave and 17 ave



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- This extension seems ill planned. I could not understand why there was no on/off ramp build to Stony trail when this section first opened. Building a new overpass here without an exit to Stony Trail won't improve the current poor traffic flow.
- Should have access to North and South Stony trail. It is also better for emergency services if this is possible. I would like to see a set up similar to the 17th Ave over pass. If they are going to do this make all access available.
- MUST CONNECT TO STONEY TRAIL. WHY THE HECK WOULD WE NOT DO THIS!!! BAD PLANNING IF WE DON'T CONNECT TO THE MOST SIGNIFICANT AND IMPORTANT ROADWAY IN CALGARY. COME ON GUYS, YOU HAVE TO MAKE THIS HAPPEN!! Oh and increase the speed to 80 after 36th street.
- It seems very short sighted that no access on or off 201 is included in this plan!!!!
- Give us the stoney trail access that was promised when stoney was built.
- On off ramp to Stony trail
- Consider future expansion to incorporate on and off ramps to Stony trail. 16th Ave NE and 17th Ave SE are already congested with traffic, opening up on and off traffic from Stony would elevate that traffic congestion greatly.
- The only way into the downtown sector from Stony is 16 th ave, need to put in proper intersection to get on off memorial from Stony. Noise walls.
- Access to Stony trail
- Stony access
- I never really understood why no ramps were planned for Memorial Drive on to and off Stony Trail since Memorial is a direct route into downtown. Neither 16th Ave NE nor 17 Ave SE offer that advantage.
- We need to have ramps from Stony to Memorial and vice versa in all directions. What a waste of an opportunity.
- You will need to plan for connections to stoney trail north and south eventually
- Make advance left turns
- with increased traffic, improve Madigan drive and 68 street intersections when turning right/left.
- Redirect funds from roadways to other options, freeing them to choose a different travel mode
- NOT AS EFFECTED AS WHEELING OR WALKING
- Install design features that reduce reliance on personal motor transportation
- I really don't want to have to drive slower and have to watch more for kids and people trying to get out and walk in there community
- Why are we designing for urban sprawl and cars? Drivers should be the lowest modal priority
- I don't want Memorial Drive, or 64th street to get busier.
- Is it really necessary to add yet another busy rd to Abbeydale
- A new set of lights(traffic or pedestrian) should be inputted at memorial and abbeydale drive. With this expansion this intersection will see alot more traffic.
- Concerned about increased traffic on memorial drivean cutting thru on near residential communities



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- We currently have so much traffic on Memorial Drive and 68 Street we certainly don't need more!
- We do not want additional traffic in the community
- You already have a 40km in residential areas. You are going to increase traffic and pollution immensely.
- Alternate access to/from East Hills from areas west of Stoney Trail. 17th ave will become a bottleneck as the area develops and the lines to turn left onto 84 St can already be very long during peak times.
- Traffic to East Hills will probably build quickly, perhaps design 4 lane roadway right away.
- Needs to be more residentially minded people, your cutting Abbeydale in half with increased traffic and taking away green space
- I live in one of the houses off Memorial Drive, and am concerned about the potential for increased road noise in the mornings and evenings. It would be nice to see sound barriers erected to protect our privacy and need for quiet.
- Sound barricades, as we already suffer from extensive noise from Stoney Trail. We MUST have something to buffer the pollution- noise and air!!!
- Smooth driving with transit stop not slowing traffic ie transit turn offs.
- Would provide more direct access to downtown
- Being able to drive straight out to 84th St would be wonderful.
- Good access to the east to the core.
- Easy, convenient access to main arteries
- Should have easily accessible exits and entrances to the communities without long lights or terrible left hand turns.
- Ease of access to Belvedere\Twinhills retail land work centers
- Cross the rail and Stoney by overpass, no stopping at rail
- No level crossing at the tracks! Dangerous and causes traffic. It would be a lose-lose.
- Create a design that allows for smooth, FASTER travel speeds. Minimize stoping, reduce stop lights. Create pedestrian overpasses.
- Prioritize this above all else. Some criminally incompetent goof decided it would be better to lower the speed limit on 16ave east of Stoney to 80 rather than improve infrastructure. Now, in this study you ask about slower roadway speeds but not faster.
- High speed limits
- Keep flow out of main residential areas
- Limit traffic in Abbeydale
- limited traffic lights
- Maintain as few intersections as possible in area, or synchronize stop lights, to maximize the driving and cut down on stop/start traffic.
- minimal to no traffic lights, bus stops not in traffic lane
- As straight forward as possible at least 80 zone.
- Minimize numbers of crossing by routing community traffic t a few intersections.



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- Fewer lights that slow people down. If required, roundabouts seem to work fine.
- No more traffic lights. Make roundabouts instead
- Design it for a 70 kmh roadway with minimal traffic lights.
- Less traffic lights with more offramps
- Maintain the 60kmp speed limit into belvedere and DO NOT build houses directly along the roadway
- Have minimal intersections, 60km or higher speed, on and off ramp access to stony trail.
- keep posted speed limits enforced,
- Maximize traffic flow
- Minimize traffic lights, keep Traffic flowing! and Offer Winter road Maintenance on ALL Roads. That means have a BUDGET! What you have been doing for the last 10 years is NOT working!
- efficient
- This part of Memorial Drive is first and foremost a road - a thoroughfare. It should be designed as such, with minimal direct business and residential access.
- more crossings of the railroad for local traffic
- Keep the road small.
- No roundabouts. I've seen too many close calls with roundabouts. Especially the one by the police station in Ramsay
- Less stroads. They're unsafe for everyone and congested
- There's plenty of streets around already, no need for another one just now, 16 ave at the north end and 17 ave on the south end, none of which are crowded or anything like that.
- No extension is needed, maybe widen 17 Ave Se to Chestemere and the traffic issue would be resolved.
- Leave the damm space alone
- Do not need a road there
- build enough lanes for future traffic - I like the going from 68th and using memorial for getting to west side of city .. would be very angry if this makes that difficult. Maybe this expansion is not really needed. The traffic could be routed up to #1
- They can drive via 16th ave or 17th ave. They have cars.
- Don't do it.
- No needed improvements - it's super easy to drive here. Roads are too wide and fast, terrible for neighbours for safety and noise. Make roads all narrower.
- I don't think we need any more vehicle access as we already have enough access to 116 avenue from 16th Ave and 17th ave
- Don't build the road.
- A new overpass would allow easier access to East Hills Mall but would require some traffic slowing measures so people could hopefully enjoy new access to the Greenway from Memorial Drive without worrying about increased traffic.
- park and ride location, clear cross walks and signage



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- Make streets safe for bike/ electric step use so mobile people can use that to get to high streets and transit nodes
- Traffic lights need to be placed at Memorial Dr and Abbeydale Drive NE so residents can safely leave our homes with increased traffic flow
- 60km speed limit or slower
- Speed limits
- Slow driving
- Need to slow down and realize people have to cross the street safely people who drive here do not stop for people who need to cross the street on memorial by the green space that you want to build on
- Speed to much would like to see the road ways dropped in speed not extending the road, use in other areas.
- who cares, make the traffic calm, minimize lane widths, and maximize on street parking for street-fronting land uses.
- have traffic calming design to help them maintain focus on driving, slow down, and travel safely.
- Slow speeds.
- Speed limit in the residential area of Abbeydale should be 50 kmh at maximum.
- Speeds should be 60 km/h or less, with an underpass for the CN crossing and sound barrier walls to protect Abbeydale and Applewood residents. We are suffering from Stoney Trail and the province claims we are under the decibel count for sound mitigation.
- Slow enough not to cause harm, injury or increased noise
- Slow down!
- Utilized traffic circle whenever possible.
- Roundabouts instead of lights for smoother traffic flow
- People always use Memorial and Abbeydale drive to make U-turns to, consider a roundabout so people have to go slow and don't cause accidents doing illegal u turns
- Traffic circles over intersections for safety.
- Good traffic flow with timed lights
- We have seen a huge increase in traffic from Chestermere during rush hour - these people speed and have no care of the east side city residents. More traffic calming would force slow downs and make it safer for the residents of the area.
- We already get street racers in the area, continuing Memorial through will make it worse.
- less lanes, traffic calming measures
- Two lanes each way & separate wheeling lane. Bus pullover lane at bus stop to enable traffic to flow
- This could become a main artery between Chestermere and Calgary so commuting considerations such as multiple lanes and higher speed limits would be appreciated.
- Wider roads with pedestrian paths
- Wide, two lanes east and west bound, center divider.
- Wider streets for parking if you build more homes.





## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- good nightlines
- We already have two good routes to use 16 Ave NE and 17th Ave SE. Why do we need more?
- This alone will save people driving through the community
- 6-8 lane arterial road.
- Use roadway extension to manage traffic flow east / west with as required community access.
- Proper signage and cross walks needed
- Are not catered to as royalty, as they are with the current transportation system offered by The City.
- No input
- double lanes both directions
- Alternate routes to Easthills that don't require dealing with the traffic on 17 Ave would be nice.
- This will make a tremendous difference for those of us in Prince of Peace Village when Rocky View closes the 16 Ave & 100 St intersection
- I think it should go right to chestermere. Why does it stop short?
- N/a
- Should be contained to area residents.
- do not put an access to Soney as there already is enough exits off highway
- Fix 68th and 16th don't ruin our running path.
- Chateau Estates residents
- Phased construction with minimal lane closures
- safe lanes to drive
- [Omitted]
- Limited impact on existing wildlife and natural habitats
- lots of on-ramp/entry opportunities.

### **Please describe your issues regarding the Memorial Drive extension for people who walk in the area.**

- Mobility issues mean I can't walk far, and currently being unable to access the pathway means I haven't been able to use it.
- There will probably be no proper places to walk, unless you walk around the block of houses.
- Lack of safe paths
- Noise and increased higher speed traffic
- More traffic and noise, pedestrians are forced off sidewalks by cyclists.
- Noise, traffic, safety, property values decreasing, crime
- I like the peace and quiet of the back path and don't want to have to cross a road behind my house.
- Noise, construction and even more weeds. Greenway full of invasive species and restored very poorly post construction.
- More traffic this is not necessary we already have two good routes to get to Chestermere.
- It will be very busy street and lose the only green space around the community.



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
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- More traffic
- Increased traffic is a concern for kids in the neighbourhoods, people already speed on the roadways and I'm concerned the increase in traffic will only make it worse. Also for the safety of pets in the area.
- Increased traffic in area has potential for more vehicle / pedestrian accidents
- This will increase traffic, making it less desirable
- Increased noise and traffic and traffic may be moving too quickly (bike and walking paths in the area)
- more traffic
- My concerns are the additional traffic, people using the area to shortcut across Stoney Trail. Taking away the pathways and green space currently used by residents.
- Afraid that Memorial will just become a car sewer with no thought for bikes or peds.
- Being run over by fast moving cars and bikes that ride on the sidewalk
- Don't want to hear or see more traffic, so many people uses and enjoy the pathway to enjoy our little bit of nature
- Too much traffic- cars driving too fast, pedestrians being hit.
- increased traffic, numerous schools in the area
- increase of traffic
- Added vehicle traffic and speeders. No one wants a sound fence.
- increasing traffic capacity will always make an area less safe for pedestrians
- An extension will eliminate green space already established
- More paths and beautiful parks are needed.
- This extension is going to have a huge impact on Abbeydale. We are already surrounded by major roadways on all sides I have lived in the area for 30 years and the end of the road space that is there is a perfect place for dogs to run and walk
- Unfortunately, the dog walkers who use the green area at the east end of Memorial Drive at Abbeydale Drive will not have this area to exercise their dogs.
- It is a beautiful green space and new trees were just planted at the end of memorial. Noise from stoney trail is loud enough we don't need more traffic noise through the beautiful green space and the waking paths.
- Amenities should be designed for walkability and cycling and vehicle traffic should be secondary. Cars are guests on the road.
- Needs sidewalks and crosswalks
- Use public sidewalks constructed along side new extension. Same as existing Memorial Dr.
- I am concerned you won't build direct, consistent and wide sidewalks
- Keep and improve connectivity
- Less at grade crosswalks. Utilize separated grade pedestrian pathways (such as underpass or pedestrian bridges)
- It can create a big barrier that you have to go out of your way to get around. A pedestrian tunnel under Memorial drive might be nice.



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- Calgary needs more green infrastructure to keep it visually aesthetic.
- Vehicles coming in driving at high rate of speed making it dangerous for all pedestrians especially younger who are attempting to cross Memorial Drive. Already there is a lot of speeding in the area that is not dealt with even after complaints.
- Don't want the current pathway to be impacted by the roadway
- I walk my dog asphalt path and I would like to keep it there.
- I use the pathways in the area, maintaining access to current pathways and adding new access to the greenway from memorial drive would be nice.
- The road proposed will negative impact pathways that have been recently built which was a waste of tax payer dollars. This should have been dealt with before building pathways
- That the path that exists would get separated, as long as it's still functional to walk along there this is a great improvement.
- Elimination of park/ natural area will decrease walking experience. Increase in traffic noise will negatively impact outdoor experience
- extension would disturb current walking path and green space
- The new Belvedere subdivision is supplying ample walkways. No extra walking paths are needed in this extension
- This space is unnecessary, there is currently nothing there.
- Having an under pass to travel under the CN Rail crossing could be dangerous at night and a potential hot spot for criminal activity.
- are able to walk to their necessities.
- No sidewalks on road sides, use a center boulevard with pedestrian bridges over road way.
- I would prefer to not have this developed, as I love walking in the open area of the field and taking in the pathway asphalt and the Greenway pathway and child playground. It is just nice to have open spaces still in Calgary vs constant housing, etc.
- This is going through an area that is well used by kids and adults walking along with the church. Put a huge park there not a road.
- Don't do it.
- This is precisely 0 people now and will remain so. Don't try to build Brussels in east Calgary!
- I'd prefer if Memorial wasn't extended.
- Not enough access to the ringroad walkways in Abbeydale
- No issues if there is access to the Rotary Mattamy Greenway path.
- Pedestrian access to the Greenway pathway and park.
- Safe, space for vehicles, pedestrians and cyclists
- Only way to access the path is to use a fence cutout that the rail company keeps closing for safety
- Proper CN crossings either over or above ground are needed to allow access to the walking paths green space for people in our community is of the utmost concern



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- I grew up playing on those tracks and now know the danger therein. This needs to be addressed properly for safety reasons.
- crossing Stoney Trail and the CN Line
- There's already few crossing points for pedestrians, increased traffic would make it more dangerous
- There will be another unsafe cross thru a set of lights.
- More traffic means more crossing issues
- It's not safe drivers do not stop for people crossing also can not use sidewalks because can not get up or down with wheelchairs
- Cars zoom by making it unsafe for people trying to cross the street never mind just trying to walk the dog
- It's dangerous to cross 68th and Memorial at any point. Speeding traffic and no calming measures are to blame.
- Safety for those who walk given the busy roads.
- Safe crossings for the pathways and roadways.
- Safe crossing points
- Safety crossing Memorial Drive.
- Safe walk ride for kids to get across Stoney.
- safe crossings
- The lack of crossings out there initially. It would be a pain to have to walk 16 blocks to cross the road. Make sure there are viable crossing options at regular intervals, potentially above grade if need be.
- Need a safe and legal crossing between Applewood and Abbotsdale so that aren't forced to trespass over the CN tracks. Fences are quickly cut after they get patched and very visible desire paths are present in the area.
- Safe north south crossing. Boulevard setback similar to further west on Memorial between 52nd and Madigan.
- Currently at the end of memorial there is a area for kids to bike and play, they don't always pay attention and cars don't like to wait for people to cross the road. I don't want anyone run over
- Fix the [omitted] sidewalks
- The traffic will be unsafe for our kids that walk to the schools
- Lack of Safe cross walks, sidewalks, transit stops
- Safety- not a well developed area yet
- Keep them off the road
- Safety
- Dangerous traffic
- Should feel safe given we don't want this to happen
- Safety
- Safe walking paths



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- I see very few people walking this section of Memorial Drive. Pedestrians should have safe access, but this is not a desirable "walkable" area so pedestrians should not be prioritized here. In fact, they should be encouraged to walk in safer areas.
- Safe walking space on both sides of the road
- Ensuring the safety of young Children who have to cross Memorial Drive at Abbeydale Drive to get to school. A sad day for residents of SE Abbeydale
- Safety for people if increasing pathway community participation
- good design will improve walking, walking is currently minimal anyway
- Need a safe walking route that is efficient. Sidewalks both sides with safe crossings, hopefully without long waits .
- increased car / truck traffic - do not allow big trucks / dump trucks etc - have separate offset walkways/pathways - consider doing something extra for electric bikes/scooters
- I see no reason they cannot still have public foot and bike access. It's possible :)
- Unsafe pathways to close to roadways. Poorly maintained sidewalks
- There's little shade. East end can get very hot because it's not by the rivers
- Sidewalks should not be immediately adjacent to racing traffic lanes.
- when only one and a half to two people only fit the sidewalk conversion SUFFERS
- Wide walking space with safe crossing
- Who walks here? No one
- None
- ease of flow
- I am concerned that it will cater to people walking
- As aforementioned
- The city decided to save money in the late 1970's when they built this community. They did this by only having sidewalks on one side of the residential streets. Fix THAT problem.
- None
- Depends on city plans between stoney trail and 116 in this area.
- Probably not a major walking area.

### **Please describe your issues regarding the Memorial Drive extension for: People who wheel in the area.**

- It is a stupid idea to make another busy road for the people of Abbeydale to contend with Stoney is stinky and noisy and never quits We used to be able to hear the cows mooing in the field before stoney. I have noticed that other communities complaints
- Safety, noise, traffic, congestion
- Safe crossing points and improved markings of shared traffic routes
- With the increased traffic the potential for increased incidences of wheeled / vehicle interactions.
- crossing Stoney Trail and the CN Line



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- The lack of the Development in the area will make the area feel open and encourage drivers to speed up, discouraging cyclists.
- Safety from vehicles, ensure bikers feel they're safe
- Safe walking space on both sides of the road
- Same as above. I also feel the roadway should not be for bikes, etc. There should be a separate path for walking and biking.
- Should be on a nice big side walk opposed to the road.
- Safe! Plan ty of room for cyclists! Aesthetically pleasing with trees
- I am concerned you won't build direct, consistent and wide cycle-tracks/pathways
- Same issue. Need better access to the existing paths
- A comfortable grade for the overpass, so that ease of access allows anyone to cross.
- Same as walking, plus reduced safety to users from increased traffic.
- Increased traffic that may be moving too quickly
- more traffic
- As a community at the end, we don't get much traffic, this will make things worse
- increase of trafic
- Disruption of the existing pathways
- Wheel devices can safely use new sidewalks along extension.
- They are looking for places to ride TO. Recreational places. The existing pathways will take them to work.
- Looks like little need for walking or cycling in this new extension strip at a glance
- No bike lanes
- It's minus thirty half the year.
- This area lacks dedicated bike lanes
- Amenities should be designed for walkability and cycling and vehicle traffic should be secondary. Cars are guests on the road.
- Afraid that Memorial will just become a car sewer with no thought for bikes or peds.
- Losing bike infrastructure for car infrastructure.
- wheeled users must be prioritized over cars
- Even more Richardson's ground squirrel as they prefer open areas. Proper grassland restoration would have mitigated for those so there still would be habitat for them, but not causing their population explosion and their spread into our yards.
- Less at grade crosswalks. Utilize separated grade pedestrian pathways (such as underpass or pedestrian bridges)
- good design will improve walking, wheeling is currently minimal anyway and can be much improved
- Enhanced bikepath access needed



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- As above. Absolutely want to maintain both the formal Greenway pathway AND the informal asphalt pathway on Applewood side of tracks as many many people use this area regardless of what season we are in.
- Don't want the current pathway to be impacted
- More traffic this is not necessary we already have two good routes to get to Chestemere.
- Don't do it.
- I do not like this project
- This space is unnecessary, there is currently nothing there.
- will be another unsafe cross tru a set of lights.
- Lack of Safe crosswalks, sidewalks, and accessible curbs, transit stops
- Safe crossings for the pathways and walkways
- safe crossings
- Safety & Accessibility
- safety
- Will have safe infrastructure built for them.
- Need more accessible and flat level walking spaces
- To many seniors and handicap in this area of road. Housing on either side changing will increase problems for them.
- are able to travel just as easily and comfortably as anyone using any other mode.
- Safety for those who wheel given the busy roads.
- No safety from traffic,
- Dangerous traffic
- Get them off the road.
- This mode needs to be fully separated and prioritized
- Separate bike path
- Bicycle riders are already on the sidewalk because it is too dangerous to take the roads.
- if u mean biking - make sure separate off street lanes - electric bikes on pathways and sidewalks are a menace
- Greenway exists. Consider a parellel bike path
- Will there be a bike lane or bike paths for people to take?
- it's a good location to bike so that I don't have to bike on the road. I do not want to bike on the road.
- People enjoy having the pathway to bike and roller blade on, it's somewhat quiet if the wind is blowing the right way it nice to walk and stop and talk to people in the neighbourhoods and to say hi as you bike pass someone.
- lanes with safety features at crossing as bikes can not easily be seen by drivers turning
- Bike paths are dangerous while next to roadways. They need their own space away from cras.
- No MUP in existing plan



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
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- Continue to share paths
- I am concerned that it will cater to people biking
- Bike lanes NOT at the expense of car lanes
- The paths in this area are narrow and unshaded, and not well lit
- Greenway should go beneath the overpass so that free flow north-south movements can be maintained. Inconvenient having to detour to the west to cross the road similar to 16th or McKnight greenway crossings.
- Cyclists need to be banned from city streets as they do not obey traffic laws
- TOO MANY ARE SELFISH
- SME as walking
- None
- Noise and increased higher speed traffic
- They need to be limited and follow the rules of the road
- Have bike/pedestrian only business in center boulevard, restaurants and coffee shops.
- Fix the [omitted] bike path or build one
- ease of flow
- So few people bike that the current system works good no need to spend out of tax payer money on this issue it is of the least importance compared to other issues
- Calgary is not set up for the disabled I have to wheel myself on the street because there is not a way to get on and off the sidewalks never mind winter time
- I see very few people "wheeling" this section of Memorial Drive. What does this even mean? Bikes? Wheelchairs?
- As aforementioned
- See above statement.
- None
- Same as above
- SAfety
- Disobedience of bike and traffic laws
- N/a
- see above.
- Proper merge on off memorial to from Stoney, entrance to downtown.
- No one is commuting to downtown from out there. Recreational biking only
- Safe bike paths without any "get off and walk bike" crossings.
- none
- [Omitted]

**Please describe your issues regarding the Memorial Drive extension for people who take transit in the area.**

- Accessible, place for bikes & strollers,





## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
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- ease of access
- Accessible transit that doesn't back up traffic
- Can easily access bus stops.
- Calgary Transit has become less convenient for the elderly and less mobile public, so ready accessibility is crucial.
- Convenient access
- Transit stop locations - prefer pullouts as much as possible so traffic isn't held up.
- Bus stop not stopping traffic train, one room?
- Accessible transit stops planned carefully for actual needs and minimal traffic blocking.
- Dedicated pull in bus station so it doesn't slow/impede traffic
- that the schedules won't coordinate
- Transit is a mishmash of different bus routes trying to get the LRT or services.
- Better access to buses to 17th Ave SE to get to Easthills shopping
- Quick, minimal stop, express to East Hills
- Better access to East Hills it takes 3 buses just to get there and a bus that does get there in one ride is only morning and evening Monday to Friday not accessible
- Have more options than they used to, it would be nice if they had quicker access to Easthills shopping
- This might be a long shot, but an LRT down that extension would be amazing... Or, at the very least a BRT.
- How about you clean up the buses and then have them connect to clean trains? Don't expand a broken system. Fix it first.
- Extend bus access / stops in similar manner as existing Memorial Drive.
- more vehicles
- Are being televised on the news Stoney is noisy 24-7 Just what Abbeydale needs is another busy road I am afraid that Abbeydale will no longer exist after the extension goes through the death of a community. People will leave just with the noise and smell
- Construction traffic.
- Bus stops shouldn't be far apart
- have good schedules and enough stops with good shelters
- Easy access to transit and better connections as far as timing with buses.
- Adequate amount of stops for communities preferably close to amenities.
- access to jobs
- transit is badly used, consider concentration of transit towards high streets and nodes and enhance opportunities to get to the nodes by using a more modern strategy
- Hopefully transit service will increase
- Scheduling frequency is very lacking
- Add more buses
- Timely transit options



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- service frequency and speed will need to be good enough for it to be chosen over car
- Bus stops are very old in this area. Improvement s the the whole area not just the purple would be nice
- Not be disruptive with waiting
- it may increase wait times for bus service
- It might slow down buses with extra traffic
- Lack of transit service to the area with the Eastern portion of the route not having a large poplulation.
- Transit cannot serve now, how will they serve another new area and how will Memorial Drive extension make it any better.
- Train crossings will slow down transit significantly. Is a bridge feasible?
- Lack of park and ride availability connecting to bus system
- Bus stops near Abbeydale Drive\68 street in BOTH directions to\from Belvedere\Twinhills retail.
- As I have said, I think there should be transit stops. I love to see an express type bus that goes east from Abbeydale and Applewood. Similar to the Max Purple on 17th Ave.
- Need to feel safe and clean and have timely access
- SAfety
- Drug use
- Pathway/sidewalks connection to bus stops.
- Being able to cross the CN tracks to catch buses on the other side gives people near the Memorial drive area new transit options.
- We need more bus shelters and with heat for winter time and better access to east hills a Buss to go directly from Abbydale
- Good shelters
- Shelters
- Same
- Adequate
- No issues but no benefits either.
- None
- Access to transit.
- I don't use transit in that area
- A tram should be prioritized over vehicle traffic
- This is going to put them at risk having this road there.
- Eh. It's fine. It needs to be designed for cars
- Access to local amenities and to CTrain line.
- As aforementioned
- They are typically LEAVING the community because there is NOTHING keeping them here.
- Don't do it.
- None



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- I am concerned you won't prioritize transit.
- Would prioritize response weighting to those residents who live in the area
- Don't run busses to the middle of nowhere
- I don't see a many people taking the transit that goes up and down 68 th ave right now
- N/a
- Dangerous traffic and riders
- n/a
- As a regular bus driver, it doesn't positively affect my life whatsoever.
- No comment
- I do not like this project
- None
- N/A
- Street people coming to our neighborhood more. Easier, more motivated access
- No HOV lane
- n/a
- [Omitted]
- No one wants to look at a sound fence.
- This space is unnecessary, there is currently nothing there.
- No input

**Please describe your issues regarding the Memorial Drive extension for people who drive in the area.**

- Congestion, ease of access to amenities.
- Traffic flow issues already. If an overpass is built it will only improve the current mess IF people can access Stony Trail.
- Plenty of opportunity to drive already, consider narrowing roads in communities in favor of other modes of transit.
- Amenities should be designed for walkability and cycling and vehicle traffic should be secondary. Cars are guests on the road.
- Touch traffic and noise
- Congestion, safety, noise, traff
- Too much traffic and noise.
- Going to be a lot of residents with increased traffic. Make sure traffic flows and doesn't bottleneck during rush hour.
- Too much noise and pollution close to residential areas!
- Driving and access with proper crosswalks and a Decent CN crossing are needed
- Digging up habitats of wildlife already there to build a street that is not needed. Trans Canada and 17th avenue are not that far each way. Please do not follow through with this project!!



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
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- Speed should be slowed so people crossing Memorial near the CN crossing area are safer and less noise from fast moving traffic for nearby homes.
- Wider roads and crosswalks
- Marked bus/wheeling lanes. No consistency in city for bikes (lanes on left/lanes on right sometimes lanes on only one side of street. Confusing lanes for other vehicles
- Traffic calming and proper cycletracks would be great for drivers. Please make it easy for cyclists to keep out of the way of cars.
- Should not be encouraged to speed by wide lanes, straight roads, and endless sightlines.
- I wouldn't want this extension to be seen as a freeway - one lane either direction with speed deterrents so that pedestrians and wheelers always feel safe.
- are in a hurry and never obey the current posted speed limits, they will get agitated and someone will get run over.
- This will increase traffic the neighbour substantially. The police already don't enforce the people who race in the street in this area. This needs to be dealt with before expanding and cause more traffic and racing
- I am concerned you will over-size the road and make it too wide, fast, noise and unsafe for residents and all other road users.
- There will need to be traffic lights at the intersection of Abbeydale Drive and Memorial Drive, preferably with left turn lights.
- Convenient access
- Would welcome additional way to get to the East Hills shopping centre, as the current configuration is ridiculous, with one main way in and one main road out, it is constantly busy and backed up there.
- I like that there will be better access to East Hills from Abbeydale.
- Already a mess around east hills. Opening up access from the north (memorial trail) would help but seriously- who designed these roads?
- Memorial Drive should be connected to Stoney Trail as a means to facilitate movement through the east regions of the city.
- No off ramp from Stoney to Memorial Drive.
- no off ramps onto Stoney trail
- No access from Stoney Trail to Abbeydale
- no access to Stoney Trail forces vehicle traffic to use 17th Ave or 16th Ave. Having on/off access ramps to Stoney Trail will take some pressure off of 16th & 17th Ave.
- Current plan provides no access to Stoney Trail
- Better connectivity to Memorial Drive from Stony Trail
- Access to stoney
- If there is no access to stoney off memorial its not worth the disruption



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- I want to connect to Stoney trail as an alternative to Deerfoot which is too jam packed and if there is an accident, a traffic nightmare. Connecting into Stoney Trail is just plain SMART! Providing two alternatives and alleviating the Deerfoot congestion.
- Why are we not getting the much needed stoney access? We were promised that memorial would connect when stoney was built, now is the chance to finally fulfill that promise
- No on off ramp to Stoney trail
- My main concern is not having a connector ramp for vehicles to merge onto / exit off of Stoney Trail onto Memorial Drive. I think this would be important to include since this could become a major intersection for individuals who live nearby.
- If completed it should have access from Southbound Stoney Trail to Westbound Memorial Dr. The reason being if you are traveling South on Stoney and you want to access Abbeydale, you are forced to go to 17 Ave S.E.
- Every night at rush hour Stoney backs up and we watch the lawn mower pass traffic, why?
- there may be increased traffic
- Congestion
- More traffic at an already well used juncture
- Memorial drive is currently a busy roadway and without some modification I feel would place lots of additional stress on the road. Especially at the intersections of 36th and 39th Street.
- I feel 68th Street already has some fast moving traffic and with the bike/walking path, feel that increased use of Memorial would add to the safety factors
- Will this bring more traffic into the area. If so, we should not build the expansion.
- more traffic
- Increased traffic and traffic lights creating unnecessary congestion
- My concern is the additional traffic driving through the area, will it be connected to Abbeydale or Applewood, or go directly through with no on/off into these communities?
- Capacity for demand, there will be extensive traffic avoiding 17av SE and the Trans-Canada.
- Traffic jams.
- increase of traffic
- Too much new traffic.
- induced demand
- Increased business traffic
- Noise
- City require key routes E- W & N-S that transit also can use. People knew when they purchased house that it was adjacent future transportation corridor but drainage, landscaping, sound protection is important just like interconnected planning
- Will help lessen the traffic on 17 avenue se



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- Should have access north and south, I believe there should be access in all directions, this makes it better for emergency vehicles as well.
- Quicker access into and out of the city. Reduced stop lights. Higher speeds of traffic
- Safe access in/out of Abbeydale
- Lots of traffic lights and not very well maintained roads
- make the speed limit 80km/h
- Use roadway extension to manage traffic flow east / west with as required community access.
- ease of flow
- Minimize traffic disruption
- Ensure flow of traffic is improved to east hills
- For the Abbeydale/Appleywood residents who back onto the CN rail line and Stoney Trail we need a CN underpass, sound barrier walls along the extension and lower speed limits.
- Overpass the rail and Stoney, no stopping at rail intersection
- There is enough access to east Calgary without the extension of Memorial Drive
- there is no need to extend memorial drive further eastward. there is already access by major routes. I live in the area and for the past 35 years use memorial drive probably at least once a day.
- There is enough access from Belvedere thru 16 & 17th ave
- Do not build that road. I'm ok with the current driving roads
- We don't want this road at all, makes no sense to why we are even thinking this. Stoney 17 and 16 are right there. Maybe extend 32 ave instead
- Don't do it.
- Access for the people who drive is already adequate enough. We have good access to 16th Avenue and 17th Avenue to 116th. We don't need another overpass on Stoney Trail between those intersections.
- Why would I want to drive slower to go through a community where I would really have to watch out for kids at play why would I want to drive through a community when I don't have too
- The people who live in this area already can use adequate roadways that are already in place. What makes Belvedere special?
- need to see pedestrians
- will be another unsafe cross thru a set of lights.
- I don't want to see roundabouts. I would prefer traffic lights. this would make things safer for everyone especially on a busy road.
- safe
- Visibility is very important
- Need stop lights or some way to cross the road safely
- Speed is already a concern in the neighborhood, find ways to better calm traffic
- Concerned about excessive speeding along the route. Speed should not exceed 60 km/hr. Also concerned about traffic disruptions during construction.



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- We have drag racing here and loud modified vehicles, we need to slow them down.
- Speeding
- that they will speed, 68th is a nightmare for street racing
- less lights ... use roundabouts instead of stop signs ..
- We have young people who drag race at night
- Kept to encourage slow residential traffic as this extension is cutting Abbeydale in half and taking away our green space
- Same as above
- Adequate
- None
- Nonr
- Leave the damm space alone
- Another way should be found to connect the Belevedere area to the west side of Stony Trail. Safety of every one should be prioritye
- Need to slow down and not be assholes let people cross the street
- Are hindered from driving
- Half of the people driving on 68 and Memorial are not from this area and have no care for the communities they pass through.
- As aforementioned
- They can drive everywhere, like they already do.
- No input
- Very Rarely would ever drive here or be in this area. Never walking or cycling.
- Speeding
- Who's idea was it to Salt/Sand the roads in the winter, and then Plow?? They should be [omitted]! Plow then Salt/Sand.. hire more Plows. Calgary is the worst city for driving that I have ever driven in. Build the road by common sense and logic!
- Fewer cars make better communities
- Easing future traffic connection as populations grown in the new communities.
- N/a
- Disregard for the community
- As someone who doesn't drive, it doesn't positively affect my life whatsoever.
- Make sure that new areas don't adversely affect people coming from Chestermere towards Stony Trail
- No issues. Drivers have been catered to for decades.
- I do not like this project
- None
- Same as transit.
- Stony access



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- Looks good
- [Omitted]
- This space is unnecessary, there is currently nothing there.
- Tight one lane streets in the residential area.

### **Do you have any additional comments about the Memorial Drive extension functional planning study?**

- How will people with mobility issues cross over Memorial drive? Stairs are not an option? What about the trail tracks, will they moved. Nothing was asked about the wildlife in the area?
- I prefer a level crossing at the CN railway
- While I would to just leave things alone (as I don't like change), I know that the City of Calgary doesn't really listen to its citizens, so I hope the build is decent and not a big ugly slap to us who live here.
- I would love to see more access happen in the area, this is my home neighbourhood however I believe better access is better for everyone and infrastructure and emergency services and all that comes with it. However, if we are in a "Climate Emergency" why?
- Ensure that land uses connect directly on the road. That makes the road have more destinations and slows traffic (which is a good thing). Something like the recent Main Streets improvements are perfect.
- Cost control is very important.... good basics, minimal frills
- This absolutely isn't needed and a big waste of taxpayer cash.
- I think it's a horrible idea as someone who lives in Abbeydale. Scrape it please. Expensive and completely unnecessary.
- Not thrilled about it everyone wants a food forest instead of another road. Spend the money on improving Abbeydale roads and sidewalks instead and better Buss access to east hills and to the green space behind us
- We use the path behind Abbeydale and Applewood daily and our preference is to not extend Memorial Drive. What can be done however, is put up noise barrier wall.
- No to extension. there is no need to increase traffic, noise and reduce existing pathway and respace.
- Don't do it. Your going to make so much noise while building it for years and the ruin the peace and quite of my neighborhood and the view I have for what! You should fix 17th ave! Or find a better way for people to have access to downtown.
- I really don't want it or think that it is needed it causes more car noise pollution it bad enough that I'm 1km away from Stoney and lots of times I need to close my windows because the noise from Stoney is so bad . The pathway is finally nice don't ruin
- I am NOT in favour of extending Memorial Drive. We already have excessive noise from Stoney Trail and can barely sit outside in the summer. Adding more traffic via Memoeial drive will make this even worse, as we live close to both roadways.
- Don't do it! Fix 17th Avenue and 16th Ave/TransCanada at 68th. Remember when you, the city, said you didn't want to repeat the mistakes made on Deerfoot Trail? Why repeat the same mistakes you made on Deerfoot Trail? Put in a park and more green space.





## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
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- Yeah we don't need it. Lots of people use the green space there and it is nice to have some green area that the city doesn't need to always touch and destroy.
- I would like to see more path ways going from abbeydale over the tracks. I don't believe a road from memorial to 116 is even worth it. I think improving the current roads would be less environmentally impacting.
- I think the Extension of Memorial Drive to Belevedere is a ridiculous idea. Abbeydale is all ready surrounded by busy roads on all sides Why cant 16th avenue or 17avenue be used.
- My home is directly beside memorial drive on Abbeydale drive and I do not support the extension due to the impact of traffic and noise on my property
- I am totally against this extension. I have lived on Abbercove Way for over 40 years. It will separate the community and bring more crime, traffic, safety concerns. It is not necessary. With Stone trail it is way too noisy as it is. We don't need it
- 68th street is busy enough and extending Memorial drive makes it worse. There's 17th avenue to go to east hills. It's accessible to us , no problem.
- I think there are better ways to improve connections within the city, in this particular case there are already options for drivers like 16ave and 17 ave se, no need for more roads just to save 1 or 2 minutes of driving.
- This is an outrageously stupid idea! Never discussed with residents. STOP THIS PROJECT
- I am NOT in favour of extension
- Stop wasting time with this project proposal.
- Destroy all surrounding farm land. Limit housing expansion
- Doesn't need it cause we have 16 Ave ne and 17 ave se near by for access the east
- Please watch this video. Don't turn Memorial Drive into a Stroad. It should be a throroughfare.  
[https://www.youtube.com/watch?v=ORzNZUeUHAM&list=PLJp5q-R0lZO\\_FCUBEVWK6OGLN69ehUTVa&index=5](https://www.youtube.com/watch?v=ORzNZUeUHAM&list=PLJp5q-R0lZO_FCUBEVWK6OGLN69ehUTVa&index=5)
- We don't want it! It will bring more crime and noise to our quiet communities! 16th Avenue and especially 17th Avenue are close to Belvedere, they already have 2 access roads!
- I'm against this extension because it does not benefit Abbeydale or Applewood. City planners suck when it comes to road structures!
- You shouldn't do it. Should make it for the people who walk we don't need more vehicle traffic in the area
- Don't feel it is necessary as there are enough road and I have no issues gettin places in that area. It will further degrade the neighborhood.
- I think we should be reducing the capacity of memorial drive, especially in the inner city, not expanding it
- Stop this project and wasting money, This isn't needed for Memorial Drive. 17av and 16 av right there, already have people using the roads for speeding. You are going to destroy a community by extended this road and put people at risk for walking.
- Just another waste of tax payers dollars / this green space is used by many local residents / who wish it to be left as is



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
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- I think it's pointless, it seems to do nothing but waste millions of dollars on removing greenspace + a kids' park for a highway intersection that isn't even that necessary; drivers can use Highway #1 or 17th Ave if they need to get to/from the Ring Road.
- No increase in taxes!!!
- Make this survey available in more languages
- We will be DIRECTLY IMPACTED by this project and NO CONSULTATION has been done whatsoever. Shame on the city for ignoring our rights!! We want far more details and proper consultation on this project before its approved!! [omitted].
- No one wants sound fences. A bus would be nice from Belvedere to Downtown. Use vegetation. Trees help reduce carbon footprint and offer shade for those walking. Keep the boulevards..
- It is a great opportunity to explore modernizing transit. Currently buses are too empty throughout the City. Comfortable mixed use focused on transit nodes with a high density transit system on high streets and a more decentralized feeder system
- Digging up habitats of wildlife already there to build a street that is not needed. Trans Canada and 17th avenue are not that far each way. Please do not follow through with this project!!
- what are you doing for animal/bird habitat loss? animal travel corridors? wetlands? just natural grassland areas?
- Horrible for the environment. Stop taking over farm land and build Calgary up. Utilize the empty lots in Calgary.
- Fix existing Infrastructure and stop ruining green spaces.
- we need a city with green spaces and beauty. yet manage traffic effectively
- Lots of extra trees lining and or dividing the road would make it more pleasant to use and hopefully keep the vehicle traffic calmer. NO TRUCKS allowed on this as they have enough access to the area by 16 Ave NE and 17 Ave SE!
- I really think trying to naturalize the boulevards in the area would be of benefit. Make this area a self draining/low maintenance project (see community of Trumpeter in Edmonton).
- It would be excellent to see some trees being added and the essential aspect here is that the walking paths between the two communities doesn't get split. Finally, please no dog parks, too many dog parks in the city, do not put a dog park around there plz
- It would be ideal to have connector ramps as access to Memorial drive from 68 street is not good from current connector ramps off Stoney trail
- Since 16th Avenue (Transcanada Hwy. #1) doesn't provide access to 68th Street South of 16th Avenue, maybe an offramp at Memorial Drive could provide the access to 68th Street S.E.
- The extreme traffic noise in this neighbourhood is already at unacceptable levels, this can only add to it. Perhaps some care of the people who already live here could be considered.



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
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- You are going through the play area that exists at the end of Memorial and where Abbeydale Dr starts - people walk dogs there and kids play there. You are taking away a green space. Why a play park next to CN rail? Leave out access to Stoney?
- I think this is a great extension. Since access to stoney is not in scope I think there should be enhanced transit amenities including a park and ride.
- I think that having not connect to Stoney is waste of resources and money. The reason Stoney was built was to connect communities to across the city easier. Why do we need an over pass to connect to Abbeydale. This will increase traffic and risk to safety
- Connect memorial to Stony. Stony will never really help reduce traffic on Deerfoot without connection to downtown
- Plan for future Stoney exit. Include bike lanes in the neighborhoods as well as the extension add greenspace and recreational facilities
- Connect Stoney Trail to Memorial
- It would be nice to have even a partial connection to Stoney from memorial, but makes sense not too based on space and increased traffic demand. I foresee that an overpass at hwy 1 and 100 st will become necessary.
- Adding on/off ramps to Stoney should be strongly considered to help with taking vehicles off of 16th & 17th Ave. Building these now with today's dollars will be less costly and have less interruption to the areas if added now rather than completing later
- Provide on and off ramps to Stoney Trail. This would provide better access to downtown from the ring road. One more item to help with the revitalization of downtown.
- There should be on and off ramps from Stoney Trail.
- I feel that having access to Stoney from Memorial would alleviate the problems that are happening on 17th Ave. This is only going to get worse as residential building increases both here in Calgary and in Chestermere.
- **YOU MUST INCLUDE A CONNECTION TO STONEY TRAIL. IT ONLY MAKES SENSE TO ALLEVIATE THE CONGESTION FROM DEERFOOT AND GIVE A SECOND OPTION TO ONE OF THE MOST IMPORTANT CONNECT ROADWAYS IN CALGARY. DON'T MISS THIS OPPORTUNITY!!**
- Access to stoney trail. High density development along memorial next to sidewalk with parking in back.
- Give us the stoney connection that was promised. Literally nothing else matters
- It is absolutely ridiculous that there will not be an interchange with Stoney Trail being that you cannot access 68 Street south bound lane from Stoney Trail to 16th Ave West bound.
- Look at the Big Picture.. what could this extension mean across the board, for the communities that it effects and the roads it connects with. Make sure it makes access north and south on to Stony Trail.
- It's a good idea, just do it right and have exit entrance to Stoney, put in side walk and bike path, have room for possible ctrain and make it so bus doesn't stop traffic all the time.
- You need to have exit - access to stony don't be dumb and fix it later
- It would be great to have an on/off ramps for Stoney as it's a major interchange
- Include the possibility of an on/off ramp to Stoney in the future.



## Memorial Drive Extension Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
August 2022

- I live on Abalone Way NE and live right beside the CN rail line and Stoney Trail. The train and traffic noise has decreased our quality of life and our property values. For the CN crossing, it should be underground and sound barriers should be installed.
- Very displeased about how this could negatively effect Abbeydale with high traffic volume and taking away our green space. More Abbeydale community consultation is needed
- I want to keep this area safe and relaxing for daily physical activities (dog walking and biking)
- This expansion seems to be for people that might be in the newly develop areas not people who live in the connecting establish communities this should have been done during the development and construction of stony trail. This is a waste of tax dollars
- Do not make a level crossing at the rail tracks! This has proved in many areas of Calgary to be more of a hinderence than a help. Keep traffic flowing and spend the money now to build a proper overpass. Catching up years from now will only cost more!!
- Level crossing of the CN tracks should not even be considered. The roadway needs to go either under or over the tracks.
- I am concerned about the trains blowing their horns at the new crossings and waking us up all the time. I am also concerned about how this project will affect the wildlife that lives in the area.
- The amount of extra road noise and construction that will degrade the quality of life in the area.
- The construction will produce tons of noise and other irritants to residents of the abutting areas, not the least of which will be an invasion of pests like mice. We'll be expected to pay to have these pests dealt with out of pocket.
- A safe way to get to the bike paths by the green space that you guys want to build and wheelchair accessible we also want slow traffic and block out the noise I live right beside the area you want build we want a foodforest instead of a road
- Noise concerns for existing homes adjacent to Memorial expansion
- Require sound wall for existing buildings. Took a walk in area buildings way too close to road.
- There needs to be sound barriers built on both sides of Memorial Drive from 68th street going East to the new extension and on East side 68th street going South. As the new extension will lead to more traffic noise at an already very noisy intersection.
- Keeping the noise level down. Already have broken promises regarding tree and or barrier building to reduce the horrific noise coming off the elevated section of Stoney. Between trans canada hwy and the train tracks
- Sound and noise reducing barriers to help keep traffic noise down.
- Yes, the ring road noise is horrible, especially at night!!!! Any addition to that noise is not welcome at all, the noise from Stoney trail has become unbearable, we cannot enjoy our backyard anymore at!!!!
- Is like to comment on the majority of the infrastructure and roadways built in Calgary. Whoever plans some of these newer bigger intersections needs to be [omitted]!! They are absolutely ridiculous. To turn R you need to stay in the L lane etc etc. brutal!



## Memorial Drive Extension Functional Planning Study: Discover Phase

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- Build an inclusive playground there instead because all the nearby playgrounds are not for my disabled child. The one over by eliston park is too far for us to get to. Thank you.Thank you.
- Replace the existing bicycle park in another location.
- I feel the extension of Memorial Drive Will negatively impact the residents of SE Abbeydale. The ability for our children to move freely in our community will change dramatically. I certainly would not feel comfortable allowing children to cross Memorial.
- Main concern is the impact to kids and pets from the increased in traffic. Would like to see slower road way speeds
- Major concern is the splitting of Abbeydale with this extension and the removal of the kids cycling area that is currently at the end of Memorial. Also what will be the affect to the neighborhood traffic wise?
- safe crossing to the green space at CN tracks
- I think it's great, but the area also needs to be well connected to transit
- This is a needed extension for functional purposes. Planners ought to consider the symbolic significance behind "Memorial Drive" as this is the gateway to Memorial Drive to Calgary. Consider landscaping and trees that will be functional and beautiful.
- We are a beautiful, top ranked City and believe that increasing foot and bike traffic along with trails, accessibility and increasing the aesthetics with trees and natural plants would entice more users to the pathways. I applaud you for including us!
- It would be nice to have a new convenient connection to East Hills, just as long as it doesn't draw all the traffic from 17th Ave SE who turn left into East Hills.
- Looks like a great idea as long as it has capacity to handle the traffic.
- Abbeydale was planned and developed commencing the late 1970s. Homeowners who back onto the existing ROW, presumably knew, or should have known (by way of signage, etc.) the intended and approved long-term usage of the existing ROW.
- I have been eagerly waiting this development for years and am excited that this process is continuing!
- Sooner this is done the better. Belvedere is already being lived in, and access is getting congested on 17th ave
- Build it.
- sooner the better
- Good idea
- This is long overdue. I am excited for this to happen. Great improvement for the community
- This needs to be done very soon and it has been needed for years.
- I think it is a great idea.
- The extension is probably using a right of way that was always intent ended to be used for expansion in the City long term plan. Just because it's been grassed over for many years doesn't mean it should be a loss to common sense traffic flow.



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- The space was always held, since the 80's, for a Memorial expansion. This should have happened years ago, those who are against it are kidding themselves if they thought that green space was left there by the city for anything besides the inevitable road.
- This road should be built sooner rather than later. Costs will only increase with time.
- The sooner the better. This has been needed for years! Will give another access to East Hills Shopping for local area.
- This should of been done when the road was built! I live out of town and the more roadways out to rocky view county are ALWAYS appreciated, this would also make it a lot easier for people out of the city to have a straight shot to downtown
- It's about time. The city typically ignores this neighbourhood because it is older and established and we don't have high tax payments. We need someone to trim trees, plant trees and maintain the boulevards better. It could be beautiful and attractive
- Looking forward to seeing this done. Will improve the area and make things more accessible for me.
- I hope it goes ahead sooner than later.
- I think this is a valuable project that would greatly enhance the communities of Abbeydale and Applewood when it comes to getting around the city.
- Happy to finally see memorial being planned for expansion. Hope it actually happens sooner than later.
- Yes, go ahead with project as city is developing east.
- You are doing a great job, thank you for this forward thinking initiative!
- I think if planned responsibly, the extention will be a great investment. As long as it can encourage local traffic not detour traffic. This would take local vehicle traffic off the highways (17 & 16) to improve flow.
- Overall positive feelings.
- It's a good idea to not build ramps to Stoney, it will calm traffic and save us money :)
- This needs to be built out ASAP and take some load off of 17th Ave SE.
- Make the sidewalks wide and separates from the road. We need accessible infrastructure not just for vehicles but for pedestrians. Add protected bike lanes for those wishing to ride there bikes
- I didn't see an option where this connection is provided only for walking, wheeling, transit, and emergency services.
- Pathways and sidewalks are often after thoughts in projects and that can't be the case in major infrastructure improvements moving forward in this city. More and more people are using alternative modes of transportation and they need to be heard aswell
- Leary about timeframes start to finish for community impact
- Construction should be staged such that people in the area can still safely and legally cross the CN tracks and not have a full closure of the greenway and be forced to use 68 St or trespass over the CN tracks
- Any construction must take into account existing property owners with regard to sound proofing and traffic calming in what is essentially a residential zone.
- Would prefer no construction on weekends.



## Memorial Drive Extension Functional Planning Study: Discover Phase

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- Keep the speed limit low. There is already enough accidents at memorial and 68 with people running red lights. Traffic cameras may help lessen accidents.
- No wanting more noise and traffic, we get noise from Stoney and 68th St already.
- Not looking forward to increased traffic on memorial, people already use it as a drag strip.. Also both 17th and 16th Ave are a very close route to Stoney trail. Also traffic in this area isn't bad enough to warrant this road extension.
- I don't want Memorial Drive to get busier.
- 17th coming out of East Hills is a gongshow... Once this area is built up, I worry about how much car traffic will burden Memorial, building transit connections (BRT or LRT) at the SAME TIME as the rest of the development will be essential.
- Concern regarding increased traffic for the areas along the existing Memorial Drive pathway - Marlborough, Forest Heights, Marlborough Park etc. More traffic often means more crime and transients and we are already dealing with a high increase.
- Do any recommendations from this mean anything?
- Plan for ALL city needs & east side has work areas too
- Funds should be redirected to active transport
- I chose five because I had to
- Stop putting the cart before the horse. Time to get infrastructure in with out the community being built. Stop using so many stop lights use cloverleaves and so us all a favour.
- keep costs low
- Having a plan for new CBE school in the area should also be considered.
- Prioritize response weighting to those residents who live in the area/are direct users. Not me.
- This seems to be of use largely to Rockyview residents. Are they going to help pay for it?
- Do your homework and continue to ask for feedback from the existing communities.
- This space is limited in characters, very frustrating that you ask for feedback and I can not even leave my additional comments. I own a property directly impacted by this project and I have a lot of feedback, the questions above do not address my concern
- Please consider also twining 84 street south from the purposed memorial/84th street intersection. This would allow for adequate roadways to accommodate increased volume of traffic in and out of the east hills shopping complex.
- I am so happy that this is finally taking shape and hope it will be developed sooner rather than later.
- How will this project integrate with the long term plan for the 16th Ave and 68th Street NE intersection, i.e. access to 68th St from Stoney trail?
- When was this plan developed? This is the first I've heard about extending Memorial Drive east, having lived in Abbeydale for 16+ years.
- Bring it right out to chestermere, will help to relieve congestion on 17ave and the transcanada.





## Memorial Drive Extension Functional Planning Study: Discover Phase

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- Many people are unaware of Twinhills as a potential Work\Commercial Center. Twinhills as a community would have tremendous upside potential with higher valuation of homes in Abbeydale. See LINK : <https://www.twinhills.ca/>
- are you running new fiber optic cables to new areas underground ?
- Cont. from above.The more desirable choice is exiting onto 16 Ave and going north on 68 St.. to perform upturn in Co-Op parking lot to be able to go South to access Abbeydale.
- I would like to see Abbercove Dr. CLOSED at 68th Street to stop non local traffic from coming through the area
- You must bridge over the tracks as well. Might have to remove home to get a proper road.
- Yeah put the speed limit on 16ave back to 110! Upgrade 17th to 2 lanes! Why can't you finish doing one thing right before getting distracted with the next thing?
- Minimize dust, debris and noise in the area
- thank you for including all of us
- No
- We need some kind of access to south bound 68st from stony at 16th. So stupid, that you can't make the turn lane south on 68th from stony.!!! [Omitted] Know add another road that can't access abbeydale from?!? Land taxes should way down for screwing us !!
- [Omitted]