



Memorial Parkway Program – Phase I

Participant Report Back: What we Heard

September 12, 2022

Project overview

Over the last 5 years, The City of Calgary has worked on several projects in the Hillhurst-Sunnyside community. From these projects, we have gathered information regarding how participants view, work, and recreate in the area. We have taken that information to update the Landscape of Memory vision and principles. This update will allow future projects to build on work being done so the experience for all users of the space is improved.

Engagement overview

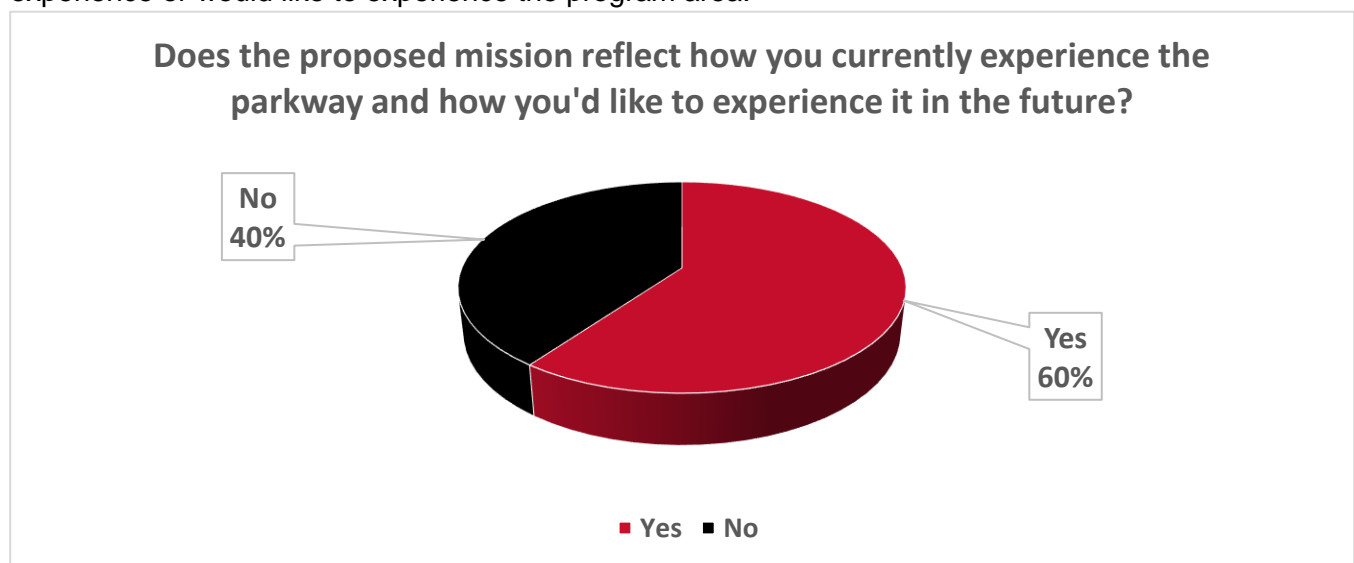
In the first stage of engagement for the Memorial Parkway Program, participants were asked if the updated Landscape of Memory mission and principles reflect how they currently use or would like to use the area and what else we need to consider.

What we asked

Participants were asked if the updated mission captures how they currently use or would like to use the area and why. We also asked if the updated principles reflect how participants currently experience the parkway and how they'd like to use it in the future and why. We also asked if there was anything we missed with these updates.

What we heard

We received feedback from just over 500 participants regarding the mission update for the Landscape of Memory. Approximately 60 per cent of participants indicated that the proposed mission reflected how they experience or would like to experience the program area.

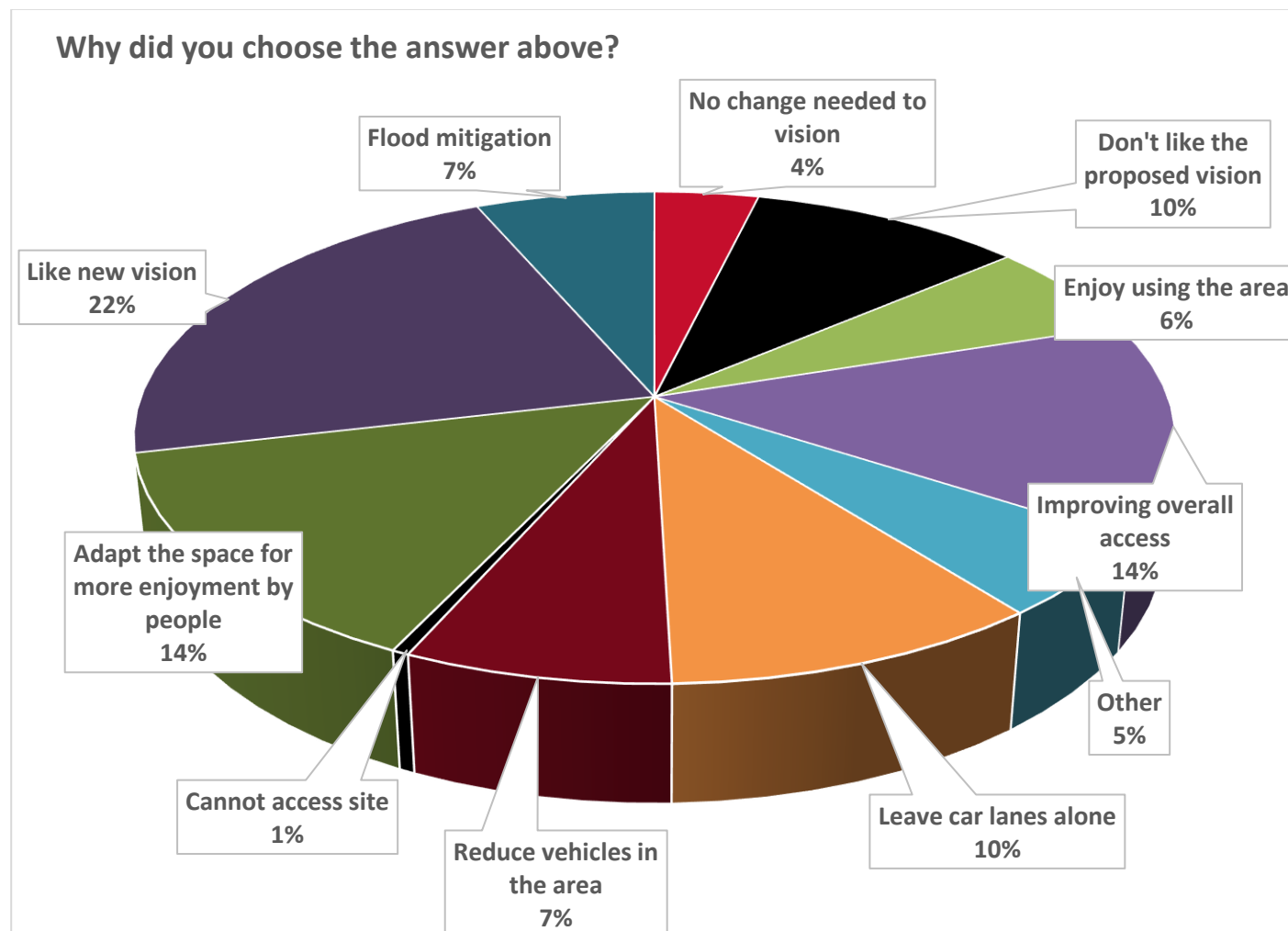


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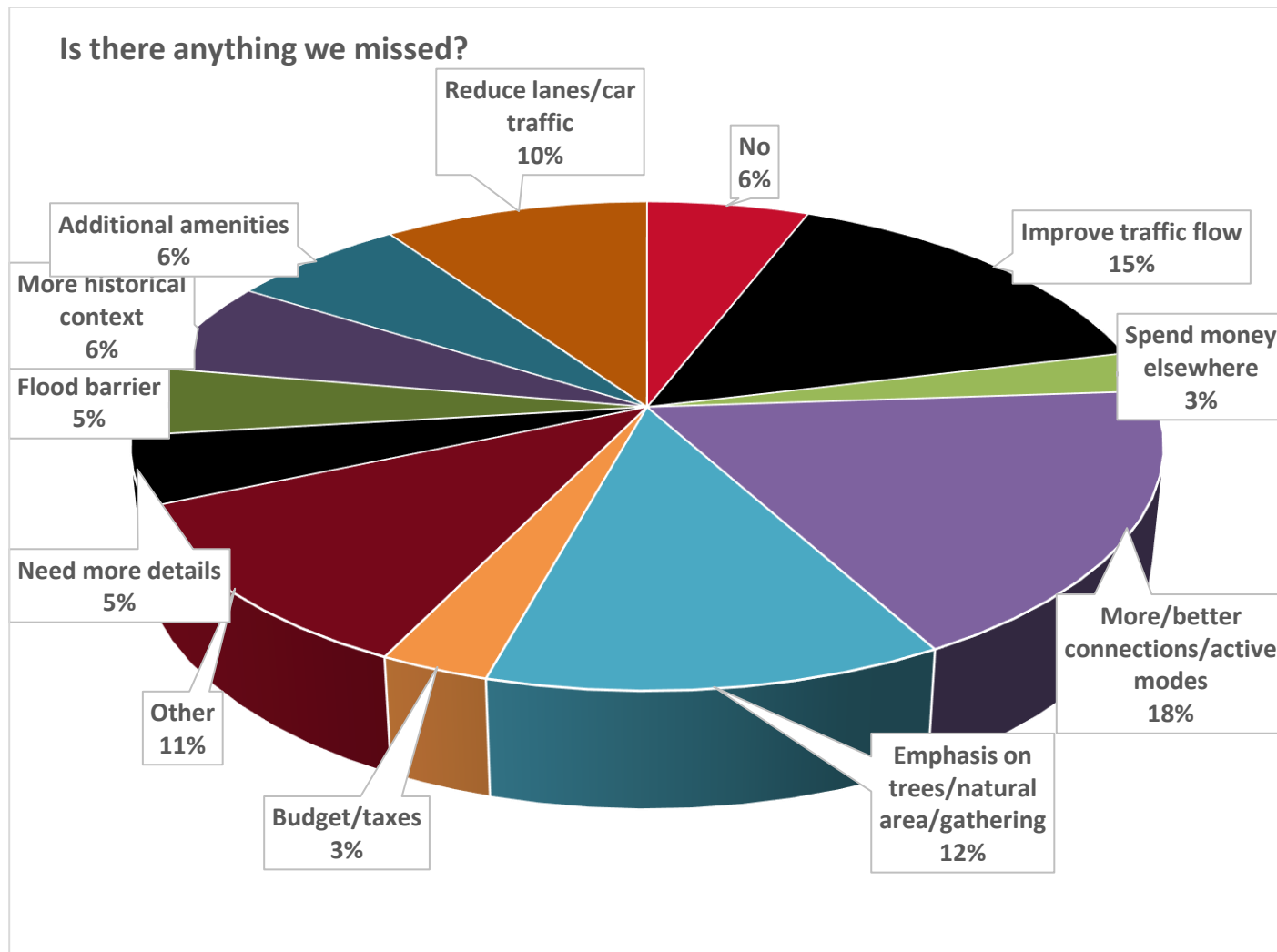
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When asked why, we received several response themes captured in the chart below.



As outlined, we received several different types of comments. While many participants were in favour of the new vision, we received numerous suggestions to consider. Some comments suggested improving access and adapting space to provide more enjoyment. We also received comments suggesting that we reduce traffic on Memorial Drive, while others suggested we do not reduce traffic along that road. Samples from the verbatim comments for these themes can be found later in this document.

The following graphic outlines additional theme suggestions we received.



Based on this feedback, we learned that participants had several suggestions for items to consider. Better connections and more emphasis on the natural and gathering areas was identified as items that participants placed a high priority on. Traffic on Memorial Drive will be studied as part of an upcoming project.

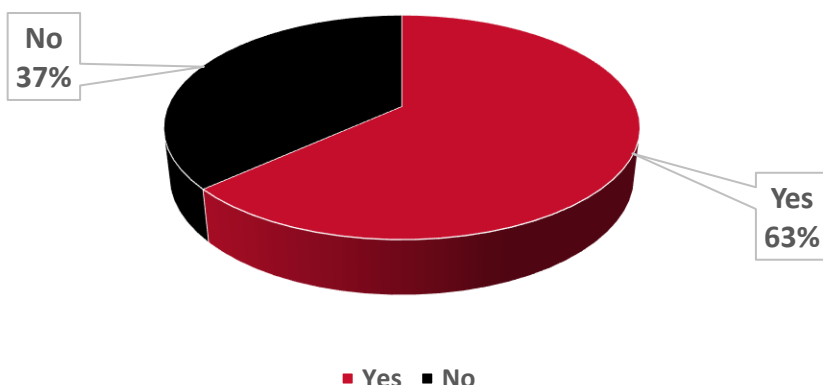
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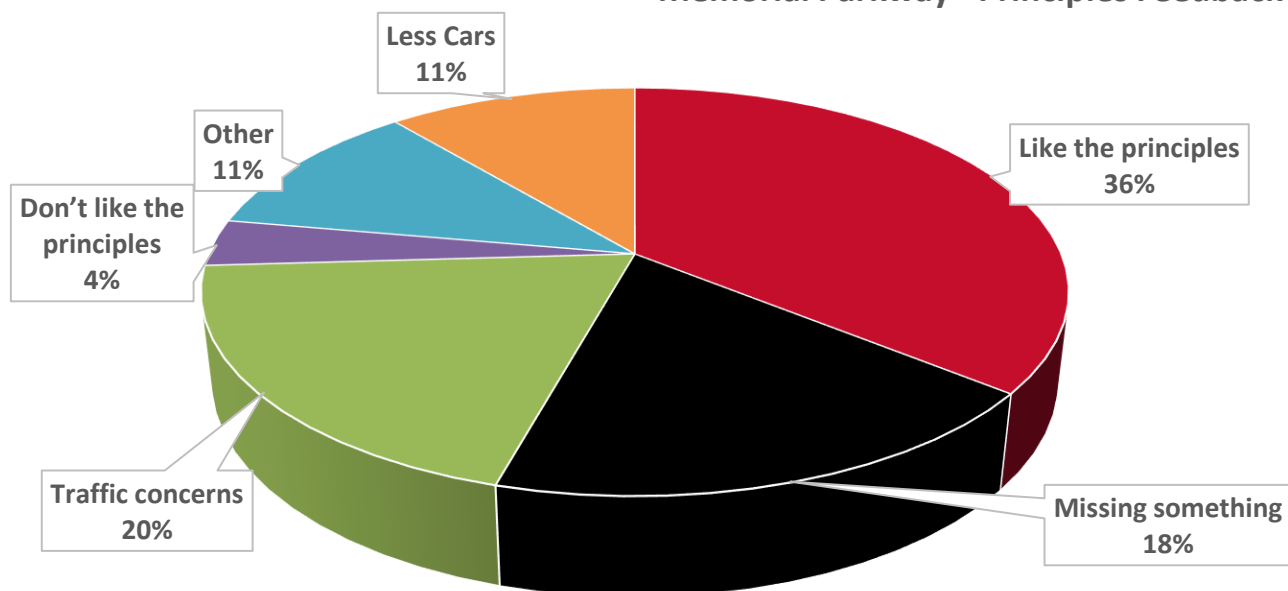
We received feedback from just over 60 participants regarding the updated principles for the Landscape of Memory. Approximately 63 per cent of participants indicated that the proposed principles reflect how they experience or would like to experience the program area.

Do these principles reflect how you currently experience the parkway and how you'd like to experience it in the future?



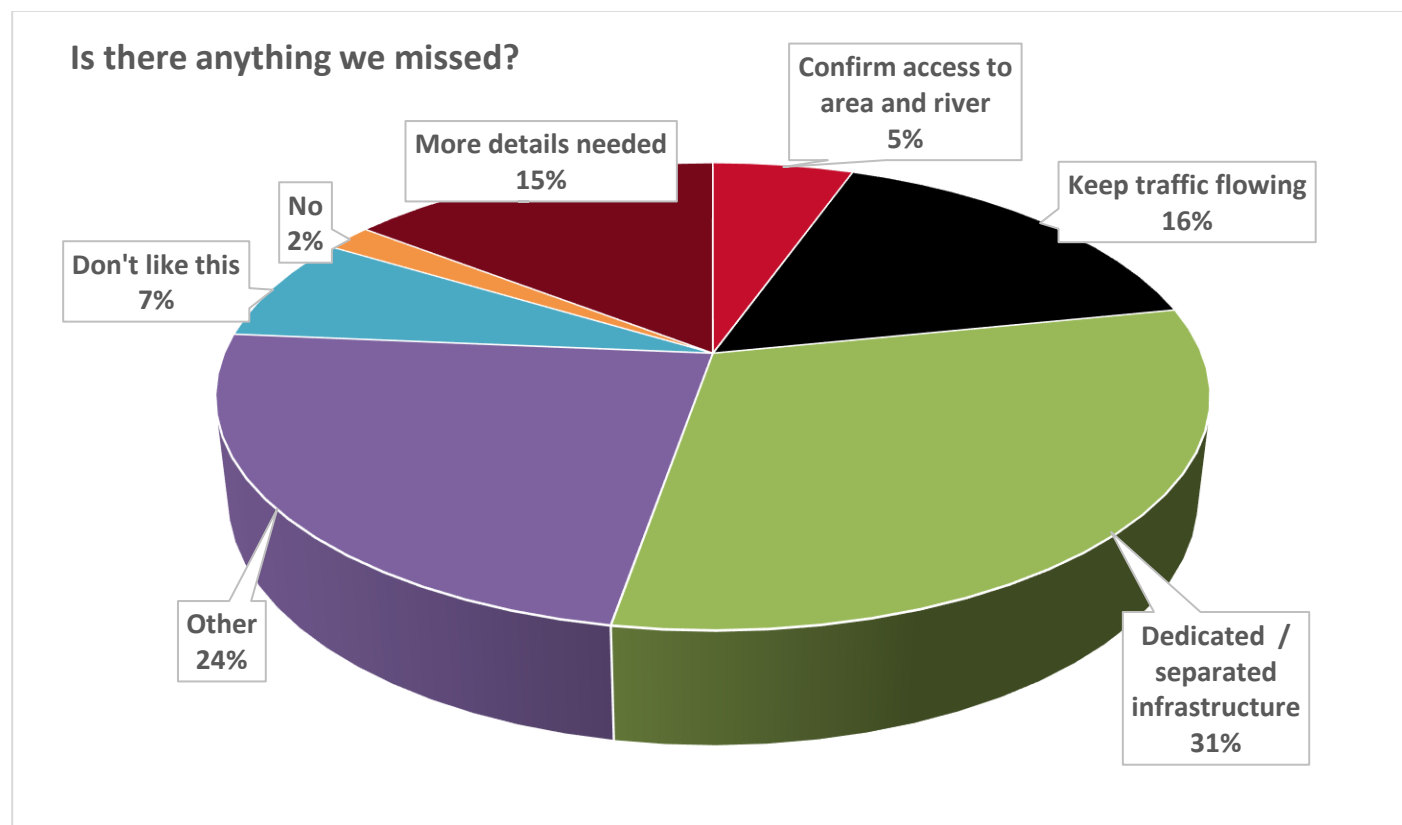
When asked why, we received several response themes captured in the chart below.

Memorial Parkway - Principles Feedback



As outlined, we received a few types of comments themes. While many participants liked the principles, there were several comments regarding traffic concerns. Samples from the verbatim comments for these themes can be found later in this document.

The following graphic outlines additional theme suggestions we received.



Participants provided a few additional items to consider. While many participants liked the principles, others have concerns regarding traffic. Emphasizing natural and gathering areas was identified as something participants placed a high priority on.

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section

Next steps

- Who will see the input and what will they do with it?



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- The information we received has been shared with the project team.
- The next phase will be coming in Fall 2022
- Communications about the Memorial Parkway Program will be ongoing for the length of the program.

Summary of Input

Question: Mission Update – Why did you choose the answer above?

Like new vision	Comment from verbatim
	Preserving the living memory is key
	Memorial Parkway is an amazing public space that should be accessible to more people.
Adapt the space for more enjoyment by people	Comment from verbatim
	"providing new spaces to gather and celebrate the natural setting" "placemaking and experience"
	Memorial drive is a legit COOL place to walk. Whenever family comes, we make sure to take them for a walk along memorial. It's lovely with the views of the river and downtown.
	I like the focus away from cars, compared to the 2004 mission statement.
	All Calgarians should have access to our rivers and pathways. Spaces closest to our rivers should prioritize active transportation modes.
Improve overall access	Comment from verbatim
	We need more park space has is accessible, public, and meaningful. The river way is one of the only ones I can get to as a low income person without a vehicle...
	The river adjacent areas are precious and should be used by as many different groups as possible
Don't like the new vision	Comment from verbatim
	Nothing is mentioned about improving motor vehicle traffic.
	The new mission seems to focus creating a major roadway out of the pathways. There is so much concrete on the south side of the Peace Bridge that 'natural setting' is a complete joke.
Leave car lanes alone	Comment from verbatim
	I am all for flood mitigation and river pathway access but Memorial Drive is a key city artery and must stay open in both lanes .
	It is not clear to me whether "multimodal" includes cars

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Reduce vehicles in the area	Comment from verbatim
	It is community building. I'm Hoping it will foster and be designed for non-car access
	Memorial is a road, but could be so much more. Closures during Covid created a vibrant space that encouraged more accessible useage. Would love to see it transformed from a car road to a cycle/walk/etc... friendly space
Enjoy using the area	Comment from verbatim
	As a resident, I see and participate as a pedestrian and cyclist, and I see how various spaces encourage families and friends to gather this way. E-scooters, wheelchairs and skateboards also are part of this mix.
	I enjoy recreational biking and walking through this area and appreciate maintaining the tribute to citizens lost to war
Flood mitigation	Comment from verbatim
	The key for me is "prioritizing place making and experience" and then "incorporate the flood barrier"
	We need to invest in Calgary, it's heritage, protection. Totally supportive!
No change needed to vision	Comment from verbatim
	What's wrong with the way it is now?
	I like things the way they are and wouldn't make any changes.
Cannot access site	Comment from verbatim
	Because as a disabled person dependent upon a vehicle to get to a location (and then reliant on aids to move around) there is a lack of adjacent handicap parking which leaves the parkway off limits
	I would love the river valley to be more accessible to people who aren't in cars.

Question: Mission Update – Is there anything we missed?

More / Better connections	Comment from verbatim
	Expansion of lanes for bikes and pedestrians is a must. With such high usage, the area becomes nearly unusable at some points, due to congestion.

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	Would like ensure that there are multiple entry points for visitors from other communities.
Emphasis on Trees/Natural Area/Gatherings	Comment from verbatim
	Prioritize community and gathering over transportation and commuting.
	Specifics on preservation of nature. I'd like to see wildlife and habitat protected and encouraged - beavers, birds and others.
Improve traffic flow	Comment from verbatim
	Focus more on functionality and less on the "place-making and experience" business. What you missed is that this stretch of road is a traffic bottleneck of epic proportions and that needs to be the only problem worth addressing.
	It's a major roadway and that needs to continue and expand
Reduce lanes/car traffic	Comment from verbatim
	prioritizing active modes of transportation!!! Opportunities for permanent vehicle lane closures.
	Reduce vehicle traffic and encourage (enable?) active transport.
More historical context	Comment from verbatim
	Timeless design choices which will stand the test of time for the next 50 years. No frivolous and out of place art like the infamous blue ring.
	More emphasis on the history of the living memorial and how that continues to evolve today (originally WW1, now Missing and Murdered Indigenous Peoples). It should provide a clear connection to history and people who have lost their lives. I think that should be a higher priority than placemaking.
Other	Comment from verbatim
	Consider redeveloping the curling club and adjacent public parking with market housing reaching a few storeys above escarpment level, including new curling and community facilities at grade. Some revenue from site sale could go to funding Memorial Parkway improvements.
	Dog park
Additional amenities	Comment from verbatim
	Possible small commercial space for local business to have small stands or little cafes, for calgary businesses!
	Similar to how Vancouver has a place to get a drink by the water Calgary needs a commercial space with water views, would be a great income generator for the city and tourist attraction

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Spend money elsewhere	Comment from verbatim
	Invest in other areas.
	Spend the money on long term homeless solutions, such as affordable housing.
Budget/taxes	Comment from verbatim
	While improved flood mitigation is always a desirable thing for people who build on a flood plain... If this is what the local residents want, I suggest that you make the whole stretch "private" and none of my city tax money goes to the private park that the local residents will get.
	You didnt include the climate change cost.
Need more details	Comment from verbatim
	Maybe qualify what type of gathering is intended, I.e gathering to reflect, for the community, to share, to laugh, etc.
	Too vague. Does "multi-modal" mean pedestrian friendly? I assume Bike & Auto are included as well as accessibility.

Question: Principles – Why did you choose the answer above?

Like the principles	Comment from verbatim
	I think the principals sound relatively all-encompassing in the use of that area. I hope there will still be an emphasis on mixed-use of that area including comfortable areas for pedestrians and bicyclists.
	I like the explicit consideration being given to social interaction and multi-modal transport.
Traffic concerns	Comment from verbatim
	The city is Not taking into account the car traffics that uses memorial. Find alternate non road paths for walkers, bikers, and any other alternate transportation.
	Memorial Drive is a vital east west connector. There are already ample bike lanes on the north and south side of the rivers. Any construction must maintain 4 lanes
Missing something	Comment from verbatim
	I'm all for the living memorial and recognition of all Indigenous groups in Alberta, not just Treaty 7. Cree.

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	Appreciate the focus on place and local needs. Consider making this a more explicit prioritization.
Less cars	Comment from verbatim
	No cars would be better, unless they are high density transit
	Memorial Parkway should be much more than a convenient driving experience on one's way through. It should be possible to enjoy the area fully if desired.
Don't like the principles	Comment from verbatim
	There is too much emphasis on including groups and history that have no part of the memorial aspect of the area. It was to be a memorial, plain and simple. Dilution of that is not a just behaviour with respect to that.
Other	Comment from verbatim
	The part of Memorial Drive identified is perfectly fine as is, with additional flood mitigation.

Question: Principles – Is there anything we missed?

Dedicated/separated infrastructure	Comment from verbatim
	So long as you separate the bike lanes from the pedestrian pathways, I'll be happy!
	I think there should be a separate pathway for bikes, scooters etc and a separate pathway for pedestrians.
Confirm access to area and river	Comment from verbatim
	The principles do not acknowledge the paramount importance of the improved flood barrier but instead seem to treat them as a priority lower than "sensory and visual experience". Flood protection is #1.
	Just be sure that the barriers stop water from the river, but not *people accessing* the river. In other words, make the barriers flood proof, but not people proof; let us climb or go around the barriers to access the riverbank. Last of all, please do your best to not damage the view, it's beautiful
Keep traffic flowing	Comment from verbatim
	Memorial Drive is a Major Road and will continue to be 2 lanes of traffic in each direction.



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	Memorial Drive is one of Calgary's most scenic drives and a major route for traffic. Please do not eliminate lanes and force more congestion into and out of downtown
More details needed	Comment from verbatim
	In the Treaty Land section, please remove "look to" so it says "... will integrate ...".
	Perhaps remove the parking lanes and prevent left turns.
Don't like this	Comment from verbatim
	Don't do this! This area is already great. You will destroy it.
Other	Comment from verbatim
	The amount of traffic through there makes it uncomfortable to linger & enjoy the area. It cheapens the experience from "living memorial" to "roadside attraction". Please reduce the road to 2 lanes and give the space back to people instead of cars.
	Please commence planting fruit trees for people to pick when ripe. Apple trees , Rasberries, saskatoon berries



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Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Memorial Parkway Vision Feedback

Vision Feedback

Why did you choose the answer above?

- 23
- 732
- Question
- The mission is just vague, high level PR buzzwords that don't actually tell me anything what the city is trying to do here. Memorial drive and it's bike paths were beautiful already.
- The 2004 mission is just fine.
- I enjoy recreational biking and walking through this area and appreciate maintaining the tribute to citizens lost to war
- I find it hard to be supportive of anything put forward by a city government that would be so callous with tax dollars as to implement an \$87bn climate emergency. I don't believe that any candidates campaigned on this in the last election and feel that this proposal should be put to a plebiscite. No support for anything from this administration from me.
- You are asking 2 questions at the same time with opposite responses and this is really bad survey design. I like the future vision but do not experience it today.
- There isn't enough information for me to answer question #1. I bike along this pathway several times a week and would not like to lose any of the path along the river.
- Memorial Parkway has several green spaces that are never full but are very attractive. The pathway along the Bow is great for biking, etc.

- You forgot Memorial through West Hillhurst. We exist too. To see investment always stop at 14 St Street is painful. The goal is clearly to cut this street off from cars. We must be more creative. If you do that for HSCA alone it will simply drive all the cars West Hillhurst. The wrought iron fence along the pathway in West Hillhurst is rusting as is the bridge under Crowchild. Develop the beach.
- Preserving the living memory is key
- Why limiting vehicular access to downtown when the city wants people to work downtown? It does not make sense. Cyclists are only a small percentage of people. Most people have to drive to and from work to go to second jobs, take kids to activities, etc.
- I think it does: hopefully this will include reducing the area's role as a vehicular conduit route.
- Taking away driving lanes on this busy roadway Must not be done.
- Do nothing, save your money so you don't keep jacking up property taxes!
- This is a very important corridor for traffic, and this 'mission' fails to consider that this is already a busy area. There is already a bike lane, and plenty of space for cyclists. This is not a project that we need to be spending money on right now. This will make traffic worse so that the few well off can cycle. If anything, improve the area without sacrificing ANY road access.
- It's a road for cars, not other things.
- You might want to look at the physical size of Calgary, removing lanes will cripple area businesses and off load traffic to 16th or downtown!
- I feel this is the way spaces in such area should be adapted. Functional, and forward thinking
- Because it sounds like you want to ignore it's a major street in Calgary's road network.
- This is just justification to close down vehicle access to a major east-west road. Tear out the median, have all 4 traffic lanes together and that will allow more room for bikes & pedestrians beside the river. Better yet, encourage people to take themselves away from traffic by crossing the river.
- You have not stated what you are actually doing These are "woke" statements that describe nothing tangible
- How ridiculous! What does this even mean??
- Because I see it as a knee jerk reaction for council members addressing the so called "climate emergency". Their first job is to oversee issues pertaining to the city, not to save the planet.
- Need more pedestrian and cyclist accessible spaces
- I'm very excited to see this, thank you! I chose "no" because it doesn't capture ecological/habitat aspects that I both enjoy (e.g. bird watching). Sustainability is mentioned but there isn't a mention of *protecting or restoring* natural environment, a key reason why many Calgarians love this area. The Army Corps vegetation management plans that have been previously proposed are unacceptable.
- Memorial Drive is a key east-west transportation corridor that connects to the downtown. Place-making and experience are not the only priorities. It's important to maintain a relatively free flowing east-west roadway to avoid backups creating cut-through traffic elsewhere and maintain access for all Calgarians. Keep two lanes in each direction on Memorial Drive.
- I'm a regular frequenter of Sunnyside, the Peace Bridge, and the island. Memorial is actually an important connecting route. It's fine to improve the usability of the public space on the river, but

removing any car lanes is unacceptable! Cars are not the route of all evil. Overpopulation is the real elephant-in-the-room problem. Few Calgarians think of the space as a 'memorial.'

- Leave it as is.
- I would love the river valley to be more accessible to people who aren't in cars.
- Memorial drive must prioritize traffic as a MAJOR connection to deerfoot trail and Crowchild trail for residents of sunnyside/hillhurst and surrounding communities.
- I am in agreement we need more public green space and recreation space, and that this space must be protected by the city of Calgary; I am also deeply concerned about flooding in my neighbourhood.
- Sounds good to me
- Most of the city cannot enjoy it as it is so far removed from where we live and it is increasingly hard to park. Many of us cannot use transit for a variety of reasons-unrealistic.
- Simply because the sunny side area of memorial drive have been revitalized and update already a few times.. bridges put in new pavement trees... etc..There are other areas of the city that could be made better, more accessible, much safer and pleasant. The entire SE side of deer foot trail along memorial drive and international avenue for example
- Yes, yes, yes. I love living by the river and memorial drive. I walk the pathways often. Improvements and making it more accessible and less car centric would be amazing!
- The key for me is "prioritizing place making and experience" and then "incorporate the flood barrier"
- Shutting down memorial drive in the summer for biking and walking is the most irritating thing the city does as it is a major roadway. Do better Calgary keep the road open for cars
- The original vision fits how Memorial Drive is used today and in the future. Removing the words "Major Street" misses out on how nearly all Calgarians use it: as a convenient and beautiful E/W driving corridor. The vision of the project has to include some realism, which certainly must be considered when the other E/W corridors are far away and faced with many other hurdles.
- I use this area daily. It is high traffic, especially on the weekends. Care needs to be taken to allow for this growth in usage and multi activity space.
- It is a major road and needs to remain such 2 planes in each direction. There are already adequate paths for pedestrians and cyclists.
- Flood mitigation is important
- Multi modal movement is important but an emphasis on non motor vehicle transport infrastructure remains paramount. I really do like driving along memorial and I would like to continue to do so but I'm ok if the speed is reduced as a result of the design of the roadway being geared towards pedestrians and cyclists.
- What is place - making? You should use language that laypeople understand. We need traffic to move well through this crucial area.
- I like the idea of multi-modal movement. I hope that the walking and biking pathways will be kept or improved.
- The mission is full of jargon. I am reading between the lines that this plan may reduce lanes of traffic. If this is true I do not support.



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- During the last two years the closures of the east bound memorial drive lane for social distance made traffic in an already congestion prone area worse. Now having to deal with it again after all restrictions are lifted so literally 5 bikes can use the east bound road while 50 cars are stuck congesting west bound and driving up the risk of head on collisions is an incredibly poor choice.
- "I find the new vision too broad. I'm not sure what you are trying to achieve. I use memorial both for diving and for physical fitness. I don't sit around there"
- I found the money spent on a cement structure towards parkdale a complete waste of money. No one sits there"
- This a a major connector to the Foothills General Hospital. Reducing traffic flow does not make sense.
- I like things the way they are and wouldn't make any changes.
- Memorial Drive is a major thoroughfare in our City, leave at least 2 lanes open. The only alternative if closed will be pushing traffic through already busy Kensington, that is not appropriate. Please listen to the people and leave Memorial Drive open.
- Must maintain the flow of vehicle traffic with at least 2 lanes of vehicle traffic in both directions. Your prose is nice, but it is missing practical.
- It is a road utilized a lot by emergency services and it is pretty hard to get down a 1 Lane road with oncoming traffic
- I have seen 37th ave ruined by civic choices. Everyone in the community is upset. Traffic now clogged, no turning lanes.
- Memorial Drive is currently a beautiful transportation corridor and requires no further development beyond any flood mitigation that may be required. No multi-modal development is required nor is any additional "remembrances" or commemorative spaces. More trees are the only desirable enhancements.
- As long as the trees and natural parts of the pathway are protected. The pathway being able to be used by all people is also important.
- "Memorial drive is a major artery in Calgary's transportation realm, and should remain so.
- As someone who lives in the SW (by Marda Loop), we have so few roadways (when Glenmore is backed up) as options to take us across town to Deerfoot etc. Unless you plan on taking all the traffic lights out of 16th Ave and making it a traffic corridor like Glenmore trail, then leave Memorial Drive as is."
- Conflicting ideas of new gathering places and multi purpose development with natural places unless that means the bluff face Is the natural area.
- Calgary has very few east west roadways. Maintaining the current roadway with 2 lanes in each direction should be a priority. During the pandemic very few people used the closed road lanes nearest the river and they could have used the pathway - which I did and there was always lots of room. Losing the roadway will be detrimental to all residents. Increases traffic on other streets.
- This is a Major east/west corridor, and two car lanes each way is vital to transportation requirements. It would be ridiculous to have to go up to ugly 16th Ave N or through overcrowded downtown traffic to get across the city.

- Love the addition of multi-modal movement and moving away from being a major automobile corridor.
- Would agree with the updated vision
- "preserving the living memorial"-if this means the cloned poplars many of them are already dead. The initial memorial proposal was based on finding the cheapest planting solution at the time. Choose a more majestic tree that doesn't extend roots that disrupt pathways or create annoying fluff.
- Memorial Parkway is an amazing public space that should be accessible to more people.
- I see that notion of Memorial drive being Major Street in Calgary is being dropped.
- "Because your new description is very vague regarding the roadway itself.
- I'm all for preserving the parkway as it is. Do not want to see the roadway cutback to make bike lanes etc. Like it, or not, that's a major thoroughfare and needs to be at the very least, able to handle the volume it barely can now"
- Though I myself have few modes of transport or movement, I do enjoy watching others.
- This is an area I drive through, but have no interest in stopping here for any reason.
- This means less car space and more people space right?
- Because the 2022 mission statement says nothing and can be used to justify anything from chopping all the trees down to reintroducing bison.
- Because it identifies the need to improve the public realm.
- I live in Sunnyside and this vision resonates with how we use the area.
- We are going into a recession, please be practical and realistic. This is a major thoroughfare for vehicles, with constant traffic. Increasing density and population growth will mean more cars and more drivers, I'm concerned that the proposal does not address the #1 issue which will determine whether this area is sustainable.
- Because it seems that it is another application of a woke agenda being applied where it is not needed nor wanted by most ordinary citizens. I can't understand half of what is written with all the jargon. Why not just say "cars bad, roads bad" if that is what you are aiming for?
- Yes use Memorial Dr daily. It is a lovely drive but it can be made better. Esp as someone who has lived in US big cities-you, Calgary can do better.
- I live in Sunnyside and walk along Memorial every day. It's a great spot but has the potential to be much more. Space seems to be the biggest constraint, as it is getting very crowded on the pathways and not many great spots to stop. The new set-up by the LRT overpass is a great innovation and that thinking could be applied elsewhere.
- Its a fantastic section of land that can be developed into the right combination of easy movement for commuters but as a destination for people to come to.
- You forgot the streets themselves.
- I am concerned that there will be decreased lanes from 2 each way to 1. This will increase traffic and increase emissions with increase idle times.
- Memorial "drive" is already well designed. There are a few spots where the pathway could be wider but the road system needs to remain in place. If you remove traffic lanes here it will only make the problems worse in other areas. That isn't acceptable.

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- Sorry, it still needs to be a road as it is a MAJOR corridor through the city!!!! Beautify the public realm, but make sure there are still 2 smooth flowing lanes for traffic.
- ""providing new spaces to gather and celebrate the natural setting"" ""placemaking and experience""
- Memorial drive is a legit COOL place to walk. Whenever family comes, we make sure to take them for a walk along memorial. It's lovely with the views of the river and downtown.
- I like the focus away from cars, compared to the 2004 mission statement."
- Sure, sounds fine.
- You have removed too much of the emphasis and original understanding of memorial drive and parkway from the new proposed mission. The only line that recognizes it is the "living memorial" but something missing from the proposed that was in the 2004, which I believes should remain is the "deep respect for its commemorative history"
- Not sure a Flood Barrier is the best use for that area currently used by cyclists and pedestrians.
- Needs to be more emphasis on recognizing the key role that Memorial Drive plays as a critical east-west transportation corridor in our city.
- I've seen enough of these 'engagements' that are designed to get the response the city wants, not true engagement. Words like "universally accessible" are code for get rid of car access. Stop using Calgarians for your ideological based social engineering experiments
- The memorial part seems to be getting lost for me in the language of adapting and changing.
- No mention of the importance of the trees and history, or of the need for biking and walking
- Connection with the environment is important
- Because I live on a Street that is ONLY ACCESSIBLE off Memorial Drive...NO OTHER WAY TO GET HERE and the more you make this a destination (akin to Disneyland) the harder it is to access my own home during the summer months when you decide to shut down Memorial Drive. Ambulance, Police, Fire no one can get in easily and my life is jeopardized as I enter my senior years.
- I chose the answer above because "partly" was not one of the choices. The flood barrier is of paramount importance. The proposed mission seems to treat it as just another item, ranking below "place-making and experience". In this respect I disagree with the mission.
- As someone who walks and cycles that stretch of Memorial Drive daily, on both the North and South sides, I love to see the emphasis on multi-modal transportation.
- I feel the parkway is a great representation of how beautiful this city it. I also love how it honors our war veterans.
- The original vision seems very focused on cars/roads. The new mission focuses on making it a place for people instead and prioritizes nature, which is an improvement.
- Providing opportunity and encouraging the use of public land by the river to create an enjoyable and fulfilling experience for add will add immeasurably to the quality of life and health of Calgarians. This is an excellent use of tax payers \$. It will also pay in dividends to public health and to tourism.
- "Preservation of its historical intent as a living memorial
- Inclusivity of all ages and abilities"



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- It is an iconic roadway through Calgary and the statement reflects that.
- Multimodal, a place for all were emphasized. This aligns with my view that the space should be prioritized for people over cars.
- No mention of indigenous history.
- It is still a major east/west thoroughfare, flood mitigation should widen pathways for cycling scooters people walking/jogging but not at expensive if limiting two lanes of vehicle traffic in each direction
- Sounds great but just get on with it! Why does it take city workers so much longer to plan and execute on a project? This is why there are calls for privatization.
- It's an important place for Calgary
- Because it includes things that are very important to me including maintaining the point of the name of the Drive and the ability to use it in multiple ways.
- Didn't choose an answer. The wording of the mission statement is too broad, with too much waffle.
- Mission needs more emphasis on natural areas as opposed to built areas.
- There seems to be too little attention to maintaining a natural environment adjacent to the river. Please don't pave the river edge .
- The plan enables access to nature
- Concern about road safety
- I love to walk in the shade of these trees on a hot summer day. The memorials are interesting and show the human side of Calgary.
- poplar trees are a dirty tree and if you want/need to memorialize the ww1 dead, how about a oak tree that will last a very long time?
- Because the mission statement includes: placemaking, flood barrier, multimodal movement & inclusivity as goals.
- I find the use of the temporary cofferdam construction as a permanent solution unsightly. The weathered rusty patina has been over-utilized in the Memorial Drive and other areas. Limited access to exit the path is a safety concern. The height of the barrier blocks the view of the river when not on the path.
- Memorial Drive must be maintained as the important traffic artery that it has always been. There is plenty of multi-modal movement along the south side of the river in this area.
- What's wrong with the way it is now?
- We need flood protection we need the 4 lanes of roadway. We need good bike and walking path. All else is not needed as for gathering areas where do attendee's park we already have the island keep the project simple and just get it done. PS if the tree roots cause an issue for the berm get rid of the trees
- We certainly enjoy using the river pathway system and feel it is important to continue to have a pathway system for people and bicycles. However, the most critical element is proper flood protection.
- Nature, the river, and our community have been intertwined since the beginning
- The city is addressing flood issues and still providing access to the River and it's beauty. All is a cost effective manner.

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- I see a shift to deemphasize the role of Memorial as a major street in the road network. Hurrah! It has huge potential because of its location to be a vibrant feature in the public realm. Could this mean that the use of the lower deck of the Centre St bridge could be reimaged as a pedestrian space with River viewing/light snack availability rather than a rush hour commuter vehicle shortcut route
- Currently the cars are on the roadway and the people, dogs, strollers ,wheel chairs, scooters ,skateboards,bikes and pedestrians are on thhe pathway, the very severe corner turn access to the bridge on the North side is a bit of a design nightmare but everyone makes it work most of the time... what does sustainable public realm mean? Are flood barriers to last 4 the next 100 yr flood ?
- Memorial is a road, but could be so much more. Closures during Covid created a vibrant space that encouraged more accessible useage. Would love to see it transformed from a car road to a cycle/walk/etc... friendly space
- As a resident, I see and participate as a pedestrian and cyclist, and I see how various spaces encourage families and friends to gather this way. E-scooters, wheelchairs and skateboards also are part of this mix.
- It's important to maintain spaces and the trees as a landscape of memorials. As a vital mixed transportation corridor (vehicles, bikes, pedestrians) while protecting Sunnyside and the natural landscape is equally important.
- Princes' Island is an ideal gathering spot. I do not think more gathering/ picnic sites are needed on Memorial Dr
- I want to emphasize the crucial importance of having a public park space, with natural environment preserved and re-planted. Trees must be planted and provide shade and beauty and peace.
- We are concerned that the city may be planning to close two lanes of Memorial Drive and turn the closed lanes into bike lanes. This would create huge traffic jams, make it hard to drive from Sunnyside onto Memorial, and make it difficult for emergency vehicles to drive through traffic along Memorial. Please do not close ANY lanes of Memorial Drive!
- I believe the project to be the correct approach.
- This council just hates cars. Other than the flood barrier the criteria has already been met. It is already a beautiful, shared space that works fine. There is a large bike/pedestrian segregated path work system on the downtown side for those that can't share. Not all residents can walk or cycle.
- Traffic along Memorial is a major east-west link. There is plenty of space on the verge between the roadway and the Bow to widen the pathways as necessary without disturbing the traffic.
- It does not emphasize the memorial history .
- It is important to allow people to be on the river biking walkin but it is very important that we still have this transportation hub through the city. Perhaps the city needs to encourage people from other parts of the city to bike and walk in their own communities by increasing the availability of pathe availability of paths restaurants etc that they can utilize
- The volume of constant traffic and continuous issues when 1/2 the road is closed prove this arterial artery must be maintained.



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- It's a beautiful way to get through the city. Path ways are great way to experience the nature and beauty.
- "Memorial Drive" is a historic street & a critical E-W connector for goods movement & vehicular traffic, & needs to be preserved as such. A "flood barrier" is a waste of taxpayers' money. It will not prevent flooding & is a deceptive message to citizens/residents. Best practice in Urban Development is to remove buildings from the flood plain. Do the right thing - try a floodplain buyout strategy.
- It does not reflect or acknowledge the traffic issues in the area and the short cutting that occurs through Sunnyside when Memorial is backed up. I like the idea of the revitalized parkway, but not at the expense of more vehicle congestion.
- You cannot remove lanes from Memorial. Its a vital route along the W/E corridor. Having first responders stuck in single lane traffic would be moronic.
- traffic should not be altered for bike users
- I don't see detailed plans of your intentions.
- Sunnyside resident, beautiful area, needs increased flood protection, enjoy the usership when the road is closed but appreciate the need for a road to still function as a road.
- Memorial drive IS a major street in Calgary's road network. That needs to be preserved. The new mission statement implies that you will be reducing the vehicle access
- It matches my vision for the space
- The proposed bike path improvements need to be respectful of the fact that Memorial Drive is a major east/west vehicle corridor. The memorial trees used to be spectacular.
- I regularly drive on Memorial and wish to see traffic unaffected.
- I use the pathway to visit friends in Sunnyside and the Program Mission is true to my experience.
- High-level generalities outlining all-encompassing wishes presented as a "vision" without providing any illustrations, details and specifications are useless. What someone else envisions can be vastly different, even opposite, to what I imagine or want. Remember, not all citizens can attend future open houses where visuals will be on display for feedback.
- The statement above does not make clear that automobile access will be one of the "multi-modal" options available. I own a house on 1 Ave NW and being able to drive on Memorial Drive is almost mandatory for access to my home.
- Removing roads on a major route in Calgary is not the correct course of action. Sunnyside will become a cut through neighborhood due to the increased traffic on Memorial Drive.
- The memorial of the trees is very important, it is nice to see major road ways landscaped like that. I would like to see more of it on trans Canada /16th ave for example. It makes our city look nice, calms noise and light pollution and is living heritage to veterans.
- We need to invest in Calgary, it's heritage, protection. Totally supportive!
- The word salad of a mission statement says little. Doesn't it already have bike path, walking path, roadway? Add some benches and some spots for more tents.
- The above statement follows with the city's trend of removing roadspace for "multimodal" transportation. There's plenty of room here to keep the road and walk/run/cycle traffic seperate.

Stop destroying Calgary's roads for the sake of the few users that use these spaces in the summer months.

- This is City Hall speak for reducing accessibility to traffic heading into and out of the the core for work. Until city council and calgary transit can provide a safe, reliable transit alternative there should be no reduction in traffic flow on Memorial Drive.
- The vision is to be for multi-modal (not prioritizing vehicles)
- If placing a flood barrier it should be placed in front of the homes on the north side of the road. The corridor is fine and simply needs upkeep and a replant program. Visitors to Calgary should be able to see from the road the legacy that was purpose built without stopping. There's barely any parking to stop anyway. The only change to the look should be memorial crosses removed after Remembrance.
- Memorial drive has become primarily a way for people who don't live in the area to drive very fast to where they're going. I would like to see traffic flow and car volume de-emphasized in any plan you design. I would also like to see a commitment to retaining visibility and access to the river, particularly from the bike path.
- i'm going to be taxed more for something i don't/won't use as i have parks closer to my home
- Doesn't seem to care about the people who actually need to drive down this road
- "incorporation flood barrier" "multi-modal movement" "new spaces to gather" "natural setting"
- It's just another pet project.
- It's an accurate reflection of how I have and hope to experience the area
- Because it sounds like you'll be limiting traffic. This is a key corridor for business.
- How I experience it now is not what is described i the 2022 mission.
- Nothing is mentioned about improving motor vehicle traffic.
- Because memorial drive and the river area is an important public and natural space for Calgary, the City has done a lot of good work to develop it, which is great, maybe there can be more, but we need to manage usage better.
- It sounds very inclusive. I ride my bike along there and I love seeing people enjoying it
- It's not just a street for cars, it's a busy multi-modal space for pedestrians, cyclists, scooters, and more. The COVID lane closures made the parkway feel more human and alive, instead of being crammed into a narrow strip of pavement along a major roadway, gave space for everyone to enjoy the memorial trees, and multi-modal access to Kensington, Crescent Heights, Bridgeland, and Chinatown.
- Memorial is in a fantastic location to have people using it. On Saturday & Sundays the area floods with people using it.
- The pathway is not suitable for the heavy volumes of users. I feel that the closing of Memorial Drive during the weekend and holidays as a permanent practice would enhance safety and enjoyment of the area. Also, the garden areas need attention or change to more natural areas. The cement work on the pathway needs repair. Gathering spaces are needed
- "I live in Bridgeland & cycle frequently down Memorial Drive pathways. Having lanes closed to traffic has been an amazing experience

- I would love to see reduced emphasis on cars using
- Memorial Drive as a cross town connection. Drivers often travel fast. As a Walker and year round cyclist I would like changes made in the proposal. I've also long thought name Memorial DRIVE should be changed."
- Good to be home after 20 years...
- It sounds as though it won't be a roadway anymore, certainly not how I experience it now. I would still like to see it as a roadway.
- Sustainable
- I'd like to see this pathway remain as close as possible to how it is now! There are a lot of people who enjoy the natural trees and grass in this section, why spend millions to change this? Obviously some flood protection needs to be done, but please don't get carried away reimagining a space that's already loved by many.
- All Calgarians should have access to our rivers and pathways. Spaces closest to our rivers should prioritize active transportation modes.
- There needs to be more room for people instead of cars!
- Don't change it. Keep it a road with the bike path beside and the memorial trees.
- We need more park space has is accessible, public, and meaningful. The river way is one of the only ones I can get to as a low income person without a vehicle. Also flood mitigation is vital to the resilience of the city in the long term.
- Placemaking is such an important part of urban life; I would like it if Memorial Drive was a place people went TO, rather than drove THROUGH. Please continue to provide meaningful recreational opportunities through adaptive lane closures.
- "vibrant, and sustainable public realm" and "adaptable opportunities". I support this space being flexible in use, while ensuring environmental and cultural sustainability measures such as flood mitigation, storm water treatment, and the living memorial.
- Difficult to answer as there is not enough information provided.
- I currently think that Memorial is great for walking on cycling and is getting worse and worse for driving so if you can create public spaces while improving the commuting aspect then sure I'm in agreement.
- I think that priority should be keeping the pathway as natural and green as possible while incorporating flood mitigation. There could possibly be one more "acknowledgment" of the significance of Memorial Drive located between 10th and Centre Streets as well as a First Nation acknowledgement but please don't build any large gathering spaces. Lets keep it simple and easy to maintain, please.
- The emphasis on the flood barrier mean that the intent is to maintain houses in area where there should be none,
- Well, the proof will be in the pudding but I like what I'm reading, it appears to want development to enhance what is already working well and building on it. 👍
- It is community building. I.m Hoping it will foster and be designed for non-car access

- I enjoy that section of the pathway for walking, biking, longboarding and socializing. It is an important outdoor space for the community.
- The 2004 one sounds great. Why change it?
- Memorial Drive is a part of my daily commute to other parts of the city. It's scenic and it's just one of those drives through the city that make you like where you are. It has also transformed over the years.
- It is a major roadway and an enjoyable drive for vehicle based travel
- The language is so overly wrought that it hides any real meaning. This "mission" can mean anything to anyone so I can't honestly say it reflects my experience or desires.
- you have said nothing as far as an actual plan
- Multi modal movement is extremely important here. People of all types use the area for walking, running, biking, skating, scooters, skateboards etc. Having a lively but safe space for this right at the downtown is key.
- I think the mission is spot on. It's critical to provide a space which supports all modern modes of transportation and prioritizes the ones that connect people to each other and to the surrounding environment, while also allowing people to get where they need to go in an efficient manner.
- Aside from recognizing the importance of trees (which I wholeheartedly support) this mission statement covers too broad a range of possible outcomes for community support to be meaningful. Nonetheless, I love what the City has done so far in this space.
- Memorial is one of the best maintained roads in the city, you need to shift your focus on areas that actually need the attention
- It is not clear to me whether "multimodal" includes cars
- Because this City insists on reducing mobility along major corridors for the primary form of transportation.
- We walk along the parkway all the time and enjoy the bow river and the connections to Prince's Island. Maintaining these connections is integral as i believe this parkway is an extension of the green space at Prince's Island. As a former sunnyside resident (who is in crescent heights now), connectivity to the community is also integral.
- Flood barrier is very important, and creating an area for the public will enhance the economy
- The Park and memorial drive is great the way it is. Don't mess with things that are not broken.
- I'm excited to see more emphasis on place-making and multi-modal movement.
- Not happy with any of the city's recent roadwork projects.
- Please continue to include cyclists and runners into the future plan. Memorial drive is a nice showcase for the city and it's beautiful for a run. It also supports many running races. Make it as beautiful as possible.
- Flood mitigation is absolutely important however so is being able to connect with the river while you are in that area. I am concerned that if a permanent flood barrier is created it will prevent connection to the river and we will just become observers of nature from the other side of a concrete fence like everywhere else.

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- Keeping the spirit of Sunnyside and Kensington is important. Safe and easy for pedestrians/cyclist/etc.
- Like the idea of inclusivity
- I really appreciate all of the flood protection projects the city has done to date eg. Stone wall terraces at west Eau Claire the willow walls and native plantings even the root wad fish habitat
- Description is wordy but not really communicating anything
- I think the permanent flood barrier is wise and I like that the city has been improving access and recreational opportunities along the Bow River for all Calgarians. The south side improvements are awesome...love the flowerbeds with incorporated seating.
- Build the flood mitigation but otherwise leave memorial open to traffic, stop closing it all the time.
- Put up patios and cafes along the river banks
- Less cars, more public space while maintaining the original model of it being a memorial
- I think the primary consideration needs to be that Memorial Drive (Parkway) is a major east/west route through the city, joining Deerfoot Trail with Crowfoot Trail as well as other North/south arteries. The recognition of the importance of the Memorial role obviously must be respected and enhanced. Also flood mitigation is a mandatory component.
- Because we need less vehicles here
- It mentioned multi-modal experiences. I drive this route daily to work and home, and also enjoy it as a resident in a community nearby. I am also retired military and have a strong connection to the legacy of memorial of our history.
- I experience the parkway mostly for cycling and walking
- Emphasis on sustainability and place-making.
- The focus on multimodal transportation and lack of emphasis on it's desirability specifically as a road corridor.
- The river adjacent areas are precious and should be used by as many different groups as possible
- As long as the trail remains accessible, I'm in favour.
- Mostly. It makes sense to integrate flood mitigation and beautification.
- It's a beautiful active thoroughfare right now, not a public space to gather
- It appears that it's importance as a major thoroughfare is being set aside.
- I think the flood barrier construction provides a great opportunity to improve the very congested and well-used pathway and prioritize flood mitigation and user experience for people that are not simply driving by. Aside from ensuring appropriate flood protection is in place (that should be the highest priority), improving the pathway system and user experience for those not in cars should be key.
- One of the reasons memorial drive is a cherished road is the fact that it doesn't have many traffic lights. It's a beautiful drive, but it's also one of the fastest ways in the mid-city to cross east to west / Deerfoot to Crowchild at residential speed. You should speak to Sunnyside resident regarding the amount of human noise this will create near their homes late at night. People drink and yell
- I live close to the project area, use it for transport by wheeling as have mobility concerns and want to see that incorporated. Also want to enhance green and riparian areas,

- I cycle to and from work frequently along Memorial and agree it is (or needs to become) a “universally accessible, vibrant, and sustainable public realm” for all ages and abilities.
- "It reflects how I use the space.
- I drive along Memorial occasionally, but have had wonderful experiences cycling through the corridor- for example when a lane was shut down through covid. Currently the area is very high-traffic for pedestrians and cyclists (and scooters), would be great to see additional capacity added."
- I bike through there all the time and will see a diversity of people there, taking pictures for celebrations like weddings or graduation, I see buskers, protestors, kids, picnics and I really like how the flood protection has been incorporated into the space
- It sounds like "planning double-talk" for lets find another way to impede traffic
- It's an important public space for me and my family.
- I want to see Memorial Drive made two-lanes wider in each direction to increase traffic capacity.
- Multi modal, I use this corridor to bike, walk as a priority. Drive as a secondary activity. I'd like to see more safe places created along the bow.
- It reflects the broad needs of the community and creates more overall value from public space.
- The upgrades made to memorial are already excellent. Scenic, functional. NO additional changes needed!!! Waste of taxpayers money to keep building further on this. Meanwhile other roads are falling apart and the ring road isn't complete yet.
- Overall I feel the mission does align as I use the space as a destination to meet people and go for walks while enjoying the river. However I find the space prioritizes cars too much over other forms of transportation, causing awkward interactions between pedestrians and people on bikes/mobility devices as well as cutting off Kensington from the memorial pathway and Princess's Island Park.
- Multi-modal transportation including good bike lanes
- I think it covers how Calgarians are currently experiencing the area.
- It reflects how I'd like to experience it in the future. I especially like the multi-modal movement priority.
- Very supportive of "all ages and abilities"
- Focus on long term sustainability and place making.
- Multi-modal movement is important. The temporarily expanded pedestrian space between 10th Street and Centre Street at various times over the past two years really shows that there is demand for space that people can use to walk and bike, not just cars to drive.
- I prefer to more green space, trees, grass and shrubs, over more meeting places. Natural = Good, Asphalt = Bad
- Vague proposal. Will memorial drive remain a major thoroughfare? If not, I'm not in favour.
- Create spaces, do not delete traffic lanes.
- This vision still reads as car centric.
- Because any removal of the concept that Memorial Drive is a "Major Street in Calgary's road network" is short sighted. We cannot afford to lose any more of our arterial roads, things are enough of a mess downtown already.
- I like having a nice place to walk along the river. I appreciate that it will help mitigate flood risk.



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- I bike, run and walk through the area all the time. I would love if these uses were respected as much as the car traffic is. This is an incredible one of a kind space in Calgary. Devoting 4 lanes plus a media and plus parking lane to cars is a huge wasted opportunity.
- "No: Currently it is all car focused... Whatever you are doing, you need to be careful not to die by car.
- Yes: The future could be great... I see a huge park, closed to cars , that allows us to face south to enjoy the sun as we sit, walk, bike around both of the river"
- Memorial drive is actually a parkway and a widely used public realm/ hot spot for inner city tourism. The need for a flood barrier is an excellent opportunity to right the deficiencies that exist to create a parkway.
- Memorial is one of the best path systems in the city. I like the commitment to the original vision while carrying the new vision forward.
- I believe that the current level of automobile traffic is too high for this space to be considered people first; hence, the idea of prioritizing place-making along this corridor in the current condition is a reach. In order for this mission statement to reflect my future experience, I'd like to see this high potential area of the city prioritize moving people over moving automobiles.
- In addition to flood protection, I liked: "Multi-modal movement while preserving the living memorial", "Inclusivity" and "future needs". I'm also glad that MMIW were included in the background description in addition to the soldiers.
- Memorial Drive Parkway along Sunnyside is more than a transportation corridor. It has become a gathering space in many locations and has needed to grow to accomodate hundreds (likely thousands) of folks communuting . Activity on the river has also increased and warrants attention to the accessibility and of the river bank areas.
- Good motherhood statements
- I think the statement does encompass most of what I experience.
- The inclusion of all the things that make Memorial Drive special - including it's critical purpose to move vehicles west- east. Please don't forget that.
- It does this currently
- Because the inner city needs better connection for non-vehicular traffic to enjoy the space.
- <Comment Redacted due to racist remarks and does not comply with the respectful workplace policy>
- Creating a an all inclusive space for everyones use while creating a practical use for the area as flood protection will do well for the community.
- Because as a disabled person dependent upon a vehicle to get to a location (and then reliant on aids to move around) there is a lack of adjacent handicap parking which leaves the parkway off limits
- I think Calgary needs more community spaces, and I think if half of Memorial Drive becomes a multi-use pathway, it will draw more people to it.
- I like that it it includes multi-modal. I think it's important to recognize that there are lots of cyclists, walkers and runners that need to share the space.



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- I'm a Hillhurst resident, and I support more pedestrian/inclusive friendly spaces, rather than vehicle-oriented spaces. I'd like to see plenty of seating and maybe encouraging pop-up food/coffee. Poppy Plaza seems a bit under-utilized at the moment, might be nice if it were more like the area near the Simmons building in East Village.
- I live near to Memorial Drive and use the pathway system frequently. My home was affected by the 2013 flood and the recent "scare" about another possible flood. I want to see a new berm and I want to continue to use the pathway system.
- Yes - but it's pretty vague. Would like more details on what is being planned. I regularly run along the river pathway and hope that the new design will include a pathway fit for both runners / walkers and bikes
- Flood protection is vital.
- Includes accessibility and inclusivity.
- The memorial aspect is important to me as is the multi modal movement (by which I assume you mean biking).
- It's pretty good but I want to see more on the sustainability side of things. Are we planting local, drought resistant species that encourage local fauna?
- It's fine the way it is now
- The buzzwords and vagaries hide what your proposed "mission" is. Are you going to make traffic move more smoothly, let people get to their business or home more quickly? Are you going to further restrict traffic? Does the preservation of the living memorial mean fewer and less visible memorial trees? Why is Memorial Drive now Memorial Parkway?
- The new mission seems to focus creating a major roadway out of the pathways. There is so much concrete on the south side of the Peace Bridge that 'natural setting' is a complete joke.
- The vision is not specific. I don't understand what is being proposed.
- I would like to see public space dedicated for all types of transportation and not just cars
- The cars racing by at high speed, within inches of those on the pavement does not provide an ambiance of calm and is not conducive to remembrance.
- In a world where you are trying to reduce pollution you continue to build barriers to movement that create more of what you are attempting to avoid. You plan to remove a major thoroughfare which will result in longer drives, more congestion and greater idling time... just like all the untimed lights at every intersection in this city.
- My family enjoys the area and keeping it safe while beautiful is important
- I believe Flood mitigation is a priority. Without this homes could be damaged never mind recreational activities. Going forward the environment, animals and people should be considered in building spaces than can be enjoyed by all.
- I am all for flood mitigation and river pathway access but Memorial Drive is a key city artery and must stay open in both lanes.
- The mission is vague, but is generally one I can endorse
- multi-modal doesn't work when you mix wheels and feet; keep the bikes, e-wheels, roller blades, and skateboards away from these walking.

- "I want to see a memorial drive that is centred around transit and pathway users. This would mean more mixed zoning along the road specifically al
- business and residential zonings."
- I'm concerned as to why, almost ten years after the "the flood" (2013), Memorial Drive still requires a full shutdown of vehicular traffic to erect a " flood barrier"? Will this type of shut down be required every spring when we have significant rain fall?
- Sunnyside is most central to the Memorial Parkway vision due to the active transportation characteristics of the area for residents and visitors. Tourist attractions such as the 60 items self-guided art crawl of Sunnyside, Kensington, flood berm changes to increase gathering places like Sunny Beach, downtown densification, and the Peace Bridge require that vehicle traffic should be discouraged.
- Because that already exists with the current experience. Retaining it for future should be attainable.
- I think the accessible to add portion is important.
- Accessibility and flood mitigation as well as usability is jey
- Flood mitigation is important with maybe a berm but please leave Memorial Drive alone as a beautiful east/west major corridor for cars. It works as is. Please don't disrupt the drive.
- Memorial Drive area is already in great shape relative to many other regions of the city. Why can you not spend the money where it is needed more? These city developments are so worthless to the vast majority of Calgarians, many of the developments you're doing are making things worse.
- Please avoid spending money on unnecessary things. Stop increasing taxes.
- Sounds like a good plan overall. Difficult to meet all those objectives.
- The pathway is completely fine as is. Please leave it alone. Please don't pointlessly close it and then destroy it just to put a different version of the same thing there..
- just do the flood mitigation, if you must. You just renovated it a few years ago, its fine, stop wasting money on memorials and do something about the un-housed.
- It prioritizes people and experience over cars
- The mission must reflect the importance of enhancing the walkability of the memorial drive corridor by keeping traffic speeds low, planting street trees, and not increasing lanes.
- "It doesn't reflect how I currently experience it. It's close, but all the space dedicated to cars at high speed don't make it a place that is universally accessible, vibrant or sustainable.
- When one of the lanes was closed it did. I would love to see small vendors on pop on the street in the future that would create the spaces the mission talks about for the future."
- I want to continue to enjoy the roadway access and the gathering spaces
- Multi-modal is really important to me. I drive, bike, walk, and take our stroller along memorial ever week.
- Love the ideas of Memorial being a public realm embracing multi modal movement and places to gather.
- Anything that decreases or impedes traffic flow along a major feeder route is intrinsically a bad idea.
- Because it sounds like a place to live, as opposed to a place to drive by.

- I support enhancing the space along the river for non car traffic and public space. Spacious and Separated wheeling lanes for safety.
- It's important to preserve history, the flood barrier is extremely important to me (I live in Hillhurst) and nature is important.
- I am a huge proponent of the biking and walking infrastructure placed on both sides of memorial, i use it nearly every day. Any addition to that infrastructure with a similar approach would be extremely welcome!
- "I mean, it's a pretty generic statement that is hard to disagree with. Likely intentional.
- We'll have to see when there more concrete concepts to propose."
- The area is negatively impacted by the amount of traffic to the area, so I appreciate the multi-modal movement. I particularly like when the road is closed for cycling.
- I live on Memorial Drive in Sunnyside and am concerned that there may be public noise at night.
- I live on Memorial Drive. When the south side of the street was shut down for covid, trying to get out of my house, or around in traffic was awful. This is a major roadway, there arent good, alternatives, theres not alot of parking nearby, please remember that some people have to live here and deal with the consequences 24/7 and not just on weekends when they want to have a time with their family
- It's nice but can be improved
- I want Memorial Dr to be more than just a road.
- I think inclusivity of all abilities is important as well as multi-modal transportation.
- You're simply re-purposing words designed to elicit emotion, not action. Vibrant, sustainable, inclusive, place-making, experience... some of these words have lost their meaning through over-use/under-action and others have no related meaning. Your mission can mean anything to anyone and therefore you will have no idea when the mission has been achieved. What, exactly are you proposing?
- Keeping it natural, respectful, accessible for all people and all ages.
- Needs to be better multi-modal
- I drive, bike, run and walk that area and love it. It was the first community I lived in when I moved to Calgary. I'm glad to see you taking care of it and both honouring the original idea of memorial and improving on it as a multi-modal space.
- It does not reflect how I currently experience the parkway, but it's a lot closer to what I would like it to be.
- I love the idea of combining the preservation of the living memorial with providing a vibrant gathering place for all to celebrate.
- Calgary is extremely 'vehicle required' due to cold winters and the incredibly sprawling footprint of the city, and Downtown Calgary is already undriveable enough. It will only result in additional congestion on already congested corridors. Needed flood mitigation, yes, but the city has gone overboard with trying to reimagine itself as pedestrian/bike friendly when it's not designed as such.
- seems that the space is becoming an important location for remembrance for reconciliation and other communities to gather a griever feels important to name that this space is for all.
- "What does ""place-making"" mean? No one I asked has any idea. Please don't use buzz words.

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- 1. Start construction on the berm right away, please. We all regard this as EXTREMELY URGENT! Then work on the park aspects. No point in having a nice park if Sunnyside is wiped out with a flood in the meantime.
- 2. Park: we would like a wider top of the berm so lots of picnic tables can be placed there."
- To me the priority is getting across the river and access along memorial drive. There's enough other " universally accessible, vibrant, and sustainable public realm"s in the city and nearby e.g. Prince's island and along the pathway, Edworthy.
- <Comment redacted due to violation of Respectful workplace Policy>
- I cycle along there almost every day year round. Just make the current berm higher. Also make it for a 1000 year flood not 100. floods like 2013 are fairly common.
- Flood mitigation is a priority for me
- I like the focus on multiple modes of travel, including walking, biking, and getting in/out of rafts and boats on the river.
- Stop Spending Money Where it is Not needed
- It's generically positive. Hard to disagree with but doesn't actually say much
- This parkway is essential for many modes of transport and uses.
- This road is critical for the flow of traffic. Money should be spent in making capacity higher and faster for drivers whilst including the flood mitigation aspect at the same time. Spaces for people, cyclists and pedestrians should be of secondary concern.
- There are limited east/west transportation corridors in Calgary. The mission is ideal and sounds fantastic but 16 Avenue must be upgraded as a thoroughfare and limited stops prior to this mission. Keep as a transportation corridor as its primary purpose prior to 16 Ave upgrade.
- The new program mission outlines key objectives in a high level way.
- Memorial is less a travel route for cars and more a destination or space. Focus should be put on natural uses, and active mobility uses
- I am sure that your plans impact smooth flowing or improved vehicle traffic. All focus will be on pedestrian and bicycles
- Memorial Drive is not a safe environment. There needs to be a greater focus on multi-modal movement along the river. Only buses and emergency vehicles should be allowed.
- It's nice to preserve its current use.
- The only time this section of Memorial Drive felt 'universally accessible' for 'all ages and abilities' was with the closure of the road for bikes, strollers, pedestrians, motorized wheelchairs, etc. during COVID. My 5-year old son could practice biking with plenty of space around him and also was physically protected from cars by the boulevard. More of this for people, less priority for cars!
- I support the new mission statement because it re-characterizes Memorial as a "place" and an important part of the "public realm" rather than as a "major street". Traffic flow should not be a priority in redesigning memorial. Places that are easy to drive through are not places that are nice to go to.
- I often use active modes of transport around Memorial Drive, and there are plenty of public places to hang out, like prince's island park and the peace bridge area.

- It incorporates flood protection while realizing the original vision of memorial drive (remembrance). It also recognized the popularity of the area for recreation.
- Anything that increases Pedestrian and Cycling access makes things better and helps reduce traffic by getting people out of cars. Drivers win, non-drivers win, people's wallets win, and the environment wins! All Memorial is missing now is an LRT or Subway line
- Memorial Drive is a critical east-west vehicle corridor. Without it, crosstown travel is significantly slower.
- I do not agree with the new vision.
- City has already destroyed the existing triangle parks along the LRT...all green spaces...grass, mature lilacs, shrubbery & trees...GONE...replacing beautiful mature relaxing gardens with concrete, construction fencing & noise for the past 2 years...and rendering it all completely ugly & unusable...finish it quickly or leave it alone & stop torturing the residents of this community
- I think that memorial drive currently is a mini-highway corridor that prioritizes car throughput over community access to the river. I would like to see memorial drive have it's traffic capacity significantly reduced. This would open up the possibility for much more green space, which could transform the northern river into a place where people could spend time enjoying Calgary's best natural area
- The pathways are narrow & multi use in many areas which make both walking & cycling experiences subpar. The pathway is too near the roadway with little or no separation in many areas. This makes for a noisy experience which I typically avoid by using the pathway system south of the river system instead whenever possible. I feel extremely unsafe in many areas, particularly east of center street
- I don't think it needs an overhaul. It is vibrant & used well by our city now. Do the flood mitigation. Keep the highly treed paths that allow us to enjoy the river. Maintain accessibility by keeping all existing parking options close to the path. Add benches, washrooms to improve accessibility for aging or mobility impaired population. Ensure that Angel's remains.
- no reflection of Memorial as a key piece of transportation infrastructure
- I frequently use the parkway for commuting and recreation, and would like to see it continue to be available this way.
- It's not really clear what the mission means? What does this mean "developing adaptable opportunities for the future needs of Calgarians"
- I feel like Memorial is great as it is now and we should focus energy on areas of the city that don't currently have accessible bike lanes.
- The Memorial Drive is fine the way it is. Sometimes "progress" is actually regression. It is the nice tree lined street in the city - keep it this way. I do not see the reason to change it, it will ultimately be dug up and all the natural areas destroyed. Put the money for this into something useful, like underground LRT up centre street.
- Use the pathways often and it's a beautiful place. Should be universally accessible public realm.
- emphasis on multi-modal movement, gathering, experiencing the space. De-emphasizing car traffic. This space is meant to be a lived space. The pandemic showed that given the opportunity

Calgarians will take advantage of safe spaces to move through and among the city - by bike, scooter, stroller, or sneaker. We should be doing everything we can to enable these sustainable and healthy activities.

- Recreation with alternative modes of transportation and green space.
- Less emphasis on the automobile is necessary considering our most valuable land shouldn't be just a roadway.
- It would be cheaper for whatever councillors that own property in sunnyside to sell it than build berms across the road or whatever new nonsense waste of taxpayers' money this is
- Memorial is still a major street in Calgary's road network. This will remain true into the future as cars are not likely to disappear. While we move away from fossil fuels, cars (although most likely electric) will continue to be a primary mode of transport in a city with a large area and winter conditions.
- Don't feel it has enough in place to represent the past remembrance and memories that it was designated for and is being forgotten and turned into a commuters road and a park should be expanding the memorial to incorporate new this to remember an not just preserving
- I like the reference to multi modal movement—Memorial was best when more lanes were open for biking and walking in summer 2021.
- It's too loud from memorial traffic to "gather" on that side of the river.
- Memorial drive as it stands, serves as a high speed, high volume conduit for automobiles to bypass downtown and cut from the east side of Calgary to the west. Pedestrians, cyclists and local community members are treated as an afterthought and as an inconvenience to faster and more efficient automobile travel. The Program Mission needs to outright state that car traffic is of the lowest priority.
- Make half of it available for bikers/joggers/walkers like during the pandemic. Or maybe all of it. Prime riverside real estate like this should be for people, not cars.
- "'Road" and "street" are not centred, which is great! I actively try not to drive a motor vehicle in that stretch, but I probably cycle it several times a month. It was wonderful when motor vehicle use was restricted.
- I like how this vision looks at the area as an experience in itself, not a corridor for getting somewhere else."
- I don't see the major street mentioned... traffic still needs to flow and if traffic is blocked here it will add congestion to other places (there are limited east west options). Memorial is often how we access Deerfoot from Briar Hill, eg. and I need to get to the curling rink, it is not just a destination, it's a road. A better dike and pathway is great, but vehicles are still a practical need.
- Roads are for vehicle movement.
- We have more pressing issues. For one, addressing the state our existing roads are in. Fix the broken things before tackling new projects
- It is car focused and closing it during covid proved that in can be so much more than that
- This is a major East west fairway, it need to remain 4 lanes for automobiles.

- This special place by the river should be experienced not driven through. I like that multi-modal is a priority, not everyone has access to a car. In fact no cars would be best. Loved having that berm in place across the road.
- Close the road, add rapid transit and make it a true public, inner city space.
- This is a key cycling route and as such it should recognize the need for a segregated multi-mode pathway, to allow walking and wheeled users to safely use and navigate this beautiful highway.
- Is there an English translation for this vision? What is the average reading level for Calgarians. Appears to have been written by City Planners sitting around a table.
- I like the idea of helping keep the city safe while also bringing in some history of our city whilst providing more public spaces for people.
- I use it for cycling and as a pedestrian to commute along memorial drive as well as to get to princess island park
- This “universally accessible, vibrant, and sustainable public realm” is perfect
- Memorial is a literal car sewer. I have zero faith in the City to abide by their policies and this mission.
- The memorial parkway is already beautiful and adequate. The funds for this project should be directed only towards flood mitigation and to the improvement of other more neglected regions of the city. Invest in the older suburbs that need revitalization.
- I think it sounds great and would love to see everything mentioned implemented.
- As much as I like to see calgary become a more accessible city, memorial drive is too vital of a structure to sacrifice further lanes designated to driving vehicles. Future development should ensure that this area does not become a traffic jam zone which poses a larger hazard to everyone
- You had me at "sustainable public realm".
- I want to see more of a pedestrian focus and less on vehicle movement. Close memorial drive on weekends in the summer.
- As an individual who works downtown I think this will be amazing for embracing the city ! Thank you !!
- This will be amazing for the community !!
- The 2022 version focuses on multi-modal transport and placemaking, rather than traffic flow.
- Memorial is an amazing part of the city, and anything done to enhance it will increase the popularity of the city and overall utilization.
- A multi-modal emphasis is exciting.
- I think there is a great opportunity to reimagine that space and make it more useable for all Calgarians. It was so well recieved during Covid when it was shut to cars. Let's build a space for people, not cars. Love this.
- Because we need to focus multi-modal movement more. We need to increase the capacity of the pathway for safety and demand.
- The place-making and multi-modal experience, combined with the natural setting, are important to me. I enjoyed the pedestrianized road closures over the COVID period.
- It's fine the way it is, leave it alone, add flood protection and stop wasting money
- Not sure I understand the mission statement. Shouldn't it be clear? Brief?

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- This section of Memorial drive is defined by it's commemorative history, as well as being a lovely recreation spot. The 2022 program revision totally reconceptualizes it in a way that no one has requested. Please just do what you need to do for flood mitigation while leaving well enough alone.
- Memorial is a very important part of Calgary with deep history. Calgary needs to keep that area safe with making it more usable for all of the residents
- Most of this area needs to be a Place, like the Riverwalk.
- The focus of Memorial Drive should be somber reflection on Calgarians who died for our freedom.
- I've always had a choice whether to drive on Memorial or take other route. When I'm not (usually biking) this is the -only- route! It's such a nasty and unsafe chokepoint on nice days. We can do better for one of our premier spaces. The past 2 years have shown that!
- The MUPs along memorial are packed with people all year. The traffic is slow and a waste.. how many people are in a vehicle for 5+ people and only one person in it... would love to see memorial drive only for high occupancy vehicles and then open the road up as a mup
- Memorial's sometimes role as an arterial roadway undermines these objectives. Find a way to make it a nicer place for people not drivers.
- It prioritizes place making and multi modal movement
- The word INCLUSIVITY (all ages and abilities) made me think that there will be FEWER cars on Memorial. This would be AMAZING. Bikes. Walking. Strollers. Wheelchairs. Places to rest and relax. The beautiful and precious Bow River area accessible to all. Make the current pathway less crowded. Everyone loves going there.
- Too many cars on the road. Not enough COVID lanes
- The mission doesn't prioritize cars, which is good
- I wish to see the pathways continued along the river as a means of ensuring people of Calgary are given the chance to enjoy this area at the same time being physically active
- Like the focus on place making and active modes
- replace the road with bike paths and streetcars
- "Currently the parkway is primarily a noisy car sewer. It could be so much more if you prioritized people movement over automobile movement.
- I'd love to see the 2 lanes closest to the river permanently closed to automobiles and instead optimized and integrated into the riverbank areas, double the width of the pathways, and offer more places to relax."
- Put a nice restaurant or cafe along the water
- Inclusivity and accessibility.
- It's a fabulous asset in the city. Making it more inviting is always good
- I want it to be an enjoyable place to walk and bike
- sustainable and natural
- The current 2 lanes of car traffic in each direction make the drive into a major corridor for cars . The car traffic and noise (including loud motor bikes) totally distracts from the peace of the river and any hope of remembrance. Hopefully future plans will be people not car centred. I love riding my bike through the area but the current pathway is too narrow for all the walkers/ cyclists.

- I run along the pathways by Eau Claire on both sides of the river and making more connections to the water while also enhancing flood protection speaks makes sense.
- "Concerned over restrictions to vehicles on this important corridor. "Multi-modular" movement can be accommodated on the existing boulevard.
- Concerned with the impact diverted traffic would have on adjacent communities not to mention the loss to local businesses if traffic was restricted."
- It seems nice but not very specific. I hope there is lots of room for bikes and pedestrians while still perserving the beautiful greenspace that exists as best as possible. At the moment this area just does not facilitate the capacity of pedestrians and bikers that a big city like Calgary has.
- I feel like the origins of Memorial Drive becomes a bit lost in all the other stuff. I am not opposed to incorporating new things into the area but the thing that touches my heart about it is the line of huge trees along the river. That is progressively being lost... some to age of the trees but also to how they are being replaced with other things in the space.
- Prioritizing, incorporating, multi-model, preserving, celebrating, inclusivity, integral, developing opportunities, future needs. While the open icon did not work for me. I'm new to Calgary from a very small town, I look forward to this kind of thinking here. Oh I did love your previous major. Hope to see plans that reflect all of these words.
- I support fewer lanes for cars and more space for people on memorial drive.
- Well said and builds on the original vision to reflect changes that people want today
- I like to bike in that area and integrating multimodal movement support would make it better for cyclists
- It is not reflective of how I Currently experience it (poorly worded question). but it does represent how I would like to see it in the future..
- This is a very important part of Calgarys history, being a 3rd generation Calgarian my family has been a part of its birth since 1918 so it's traditions run deep within my values of our heritage and I want to ensure that certain things are not lost to a 'newer' conception. Honoring those who fought for our freedoms is hugely important and changes should not be taken lightly.
- The pilot of lane closures conducted during the pandemic was an amazing amenity that greatly improved the usability and enjoyment of the Bow riverfront, escaping the roaring noise of cars on Memorial Drive. Further, the existing pedestrian and cycling infrastructure on the pathway is overcrowded at peak times. Biking between 10th St and the Peace Bridge is dangerous on sunny summer weekends.
- It covers how I use the space and see others using it.
- Memorial drive remains a vital thoroughfare for inner city residents to reach important locations, including Calgary Airport and Downtown core. This is completely missing from the proposed mission
- Because I want to see a more connected and walkable Memorial Drive. Do not widen the road. It's called induced demand. Please work together with the field of crosses to help remember those who have their lives for us.
- There are too many cars on memorial, and the pathway is really packed and not maintained well

- Current use is narrowly focused toward moving cars and is underutilization of space. Surrounding neighbourhoods and city would benefit from a more accessible and urban public space.
- Providing multi-modal movement.
- Bro cars and boomers suck.
- I strongly believe in the 'Original Vision' that "The Memorial Drive corridor is both a Major Street in Calgary's road network, and a unique urban landscape ...". For me, this means a balance between the two ... it does not mean an enhancement to one at the expense of the other. This concept seems to have been picked up in the 'Updated Principles' under the "Balanced access and circulation".
- We want flood protection by raising the berm to give us the same protection as Eau Claire is getting, and we WANT IT NOW! Stop delaying. You did not have public participation before raising the Eau Claire berm, so why the double standard? Are we second class citizens in Sunnyside? Just raise the berm and do it now!
- I like making the pathways suitable for all ages and abilities
- I'm a resident of Sunnyside, and I use the pathway more as a pedestrian or cyclist than as a driver. I often wish this areas was viewed less as a corridor and more as a destination with better beach access points.
- "Place making and multimodal are really important in the area.
- Memorial drive has arguably been at it's best when the eastbound side was closed to vehicle traffic during the pandemic."
- Keeping the historical experience, adding safety, natural setting and inclusive for all ages and abilities
- "Generally I find the area to be an accessible and vibrant public space, with beautiful natural elements. The incorporation of flood mitigation measures into attractive infrastructure is also well done.
- The Poppy Plaza area, particularly the boardwalk sections are"
- The city does not have the funds to spend to revitalize such a small impact area
- It is still a major east/west street for vehicles. This should be included in the mission.
- Many cities are choosing to keep prominent streets closed to vehicle traffic and open to wheeling/walking options, making for a popular community space. Banff, Canmore have had great success with this over the summer. I think promoting walking/wheeling on one or two key streets in Calgary especially over the warm months, is a great initiative.
- it should have access for pedestrians and clyclists as it is close to Princes Island where a lot of concerts and festivals are held
- We need more multi-modal transportation options. Memorial dr would be ideal location for more pedestrian and cycle friendly infrastructure.
- This area should not be a freeway, make it a place for people to enjoy year round
- In addition to flood mitigation, I would like to see the space kept, as much as possible, as a natural area with a pathway. Often these projects take a pretty natural area and clutter it up with 'art' and

'placemaking' structures that don't improve the appearance of the space at all, but just make it look chaotic and messy. Less is more! Flood barrier, pathway, a few seats, and leave the rest.

- While the phrase “living memorial” is used, “trees” should not be removed entirely. Acknowledgement of the trees, and the importance of their existence in the design going forward, is important.
- The importance of the corridor for all modes of transportation including active transport and motor vehicles needs to be better captured in the proposed mission statement.
- Because while I appreciate the park aspects, I am concerned there is no mention of Memorial Drive as an important road corridor for downtown access and east/west commuting in the city.
- Anything that impedes traffic on this roadway would not be desirable at all in my opinion.
- I love the priorities of flood protection and complete experience.
- Memorial doesn't reflect this vision today, but it should. City policy requires parkways to prioritise walking, cycling and green infrastructure. It currently prioritises driving and this should change through this project.
- I like the use to the specific wording of: flood barrier and place-making/experience.
- Anything to have it built sooner. The last thing Sunnyside needs is a delay over a “program mission”
- Encompasses need for flood mitigation while also stating need for multi-modal movement.
- Happy to see prioritization of the public realm. Hope multi-modal movement prioritizes active transportation. Running, cycling, etc.
- Could you include definitions with the program mission? I have no idea what “place-making” and other fluffy words mean.
- I want Memorial Drive to be an inviting and captivating space. I love being able to bike/walk and use the roadway for place making and a community space. I also want to prioritize flood mitigation with these processes.
- "Providing multi-modal movement while preserving the living memorial and providing new spaces to gather and celebrate the natural setting.
- I think the multimodal component of and providing natural spaces to gather resonates with my views on the area"
- Memorial Drive really shouldn't be a highway anymore. Pathways are too narrow for current and future demand and the real value of Memorial comes from more space for people. Various closures for open streets during COVID and events prove traffic flows can be handled elsewhere with little impact.
- Public realm space is much more important than road network space. Multimodal transport is important, the current bike paths and walking paths are fully depreciated. It should be amazing place to walk and bike. Car traffic should be limitable with built in barriers, perhaps open just for rush hour, or connected only with Edmonton trail/10th Street N/S directions.
- It sounds inline with the rest of the stuff happening in the city - 5A networks, cycle tracks, and adapting for the changing climate.

Is there anything we missed?



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- The part where our tax dollars are supposed to go into something useful. Flood mitigation is one thing, but "providing multi-modal movement while preserving the living memorial and providing new spaces to gather and celebrate the natural setting" sounds vaguely like what memorial drive already is.
- Yes - Memorial Drive is an important artery - especially vital to businesses in Kensington. Improved traffic flow would be even better.
- Clean up the swamp!
- Reduce traffic? Sigh. Might be impossible
- Please give more details on what exactly is planned.
- The statement is so vague i don't know what you plan for the parkway. What does "place-making and experience" mean? Though I bike, I do NOT recommend using any Memorial drive lanes for bikes, pedestrians, etc. I don't see any need for any changes to the area other than flood mitigation.
- West Hillhurst speed goes from 50 to 70 km in Memorial causing noise and air pollution and less safety. West Hillhurst part of memorial deserves attention as well. The park at the corner of 19th St. and Memorial Parkway is public space that is permanently closed to residence and all. Open it up.
- Please try not to cut down and remove trees.
- Walk around a and see what currently happen in these areas and do the modifications for the most people and not just the few. Consider improving biking and walking other areas of the city.
- Either not explicitly addressed or intentionally omitted is the current role of this area as a vehicular conduit: I think/hope this role should/will be reduced with enhancement of active use - eg, as per the summer weekend lane closures during the pandemic. This will be missed this summer! Thanks!
- Cut the fat
- Look at traffic volumes.
- A sense of reality not ensconced in virtue signalling drivel
- no
- Build the flood barrier and keep the corridor for traffic flow!
- Making it clear that "universally accessible" means no motorized transport, at least in the eyes of city admin.
- Please don't close the pathways for years whilst making changes.
- What exactly are you proposing?
- yes. maintaining vehicle traffic. we have enough bike paths. and what took 9 years to put up flood mitigation? engage calgary is a joke. plans are already in place no matter the feedback.
- Yes. Why not use this money on filling potholes and repaving?
- More focus/balance with environment. Also, this is an opportunity to celebrate culture. I like the "vibrant" component, but there should be specific mention of art, as a way to celebrate culture. Thank you
- Commit to maintaining 2 lanes in each direction on Memorial Drive.
- There's much reason to believe that the river will run dryer and dryer. The biggest floods happened over a century.



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- no
- That there is far and away one use for Memorial Drive: driving. Placing emphasis on "universally accessible," "multi-modal," "place-making" and whatever other pretense in order to prioritize bikes over actual practical modes of year-round and highly utilized transportation options is foolish.
- Expansion of lanes for bikes and pedestrians is a must. With such high usage, the area becomes nearly unusable at some points, due to congestion.
- This is a winter city. Keep the road
- Ensure there is a balance between use by vehicles, cyclists and pedestrians. One is not more important than the other.
- mostly above. Please continue as a city to promote other transport options rather than car centric focus. I know on many social platforms it seems that people only care about roads, parking and cars but there are many of us want mixed use buildings, pedestrian and bike friendly infrastructure.
- It is nice that the drivers have the water view. We host visiting family from Ontario extensively to and drive them to our home in West Hillhurst along Memorial from the airport. vs access 16th Ave as the views along Memorial wow visitors. Need to ensure always a clear River view for walkers.
- Can we please have some commercial spaces somewhere along the length of memorial where people can have a beer / food on a south facing patio with a view of the river? Calgary must be the only river city in the world that doesn't have a water front pubs and restaurants.
- It doesn't matter what the public says, these consultations are ignored.
- Stop closing the east bound memorial lane when there's already more than enough bike lane that cyclists don't use this city.
- "Use of space for physical fitness - biking, running and walking
- Commuting to work by bike"
- You want to paint a pretty picture of making changes for more pedestrians, bicycles, strollers, skateboarders etc. Anything but what the road was designed for: vehicles. This city has been going down a path that does nothing to encourage a lifestyle for those who worked in industry that built Cgy
- How many more public realms do we need for people to set up camp in and create havoc. The CPS cannot control what is currently occurring in the City. Agencies are overloaded, why create another location for the vagrants to occupy? Have you thought of that issue?
- You missed being practical.
- Plebiscite must be the rule of civic law.
- Yes, understand the numbers. Considerably more vehicular traffic (thus a greater percentage of the population) uses Memorial Drive than do pedestrians or cyclists and scooters. Redevelopment of Memorial Drive should be the subject of a short form plebiscite not a predetermination of council.
- I'm not sure about needing spaces to gather. ... I am sure that NATURE needs to be protected. There needs to be consideration for nesting birds. Also design needs to make sure trash can end up in the river.

- Having half the driving lanes closed to vehicle traffic during the summer (Covid) was an excellent idea. My family and I walked down from Bridgeland all the time taking advantage of the open spaces for our bikes and strollers.
- How does this development co/ordinate or tie into the re-design of Crescent Rd.? The natural area between the two could be the link.
- You missed being respectful and considerate of ALL stakeholders. Also the plan is short sighted. A comprehensive plan including the south side of the river and Prince's Island and creating flow through all these areas would have been a better solution. Current plan is narrow minded.
- Sensibility bending to a few local residents (or speculators) who would rather live in a park than on the thoroughfare on which they bought.
- How you might be encouraging use and activity
- Idea: install large berm where the bike path is, and place new poppy and memorial gardens. Would like to see more greenery and flowers. Widen the pathways so the road doesn't close. Closing the road for pedestrians/festivals/etc. needs to stop. This is a major road that needs to be open at all times
- My 1895 map shows Memorial Drive as "Sunnyside" Boulevard. It was renamed "Memorial" after WWI in honour of the Calgarians who lost their lives in this war. The original trees had "dog tags" naming these mem. If we keep the name "Memorial", I think we should know who these brave citizens were.
- nope. good job!
- Assurance that east to west and vice versa traffic will flow on at least 2+2 of traffic lanes with at least 50km/h speed
- Would like ensure that there are multiple entry points for visitors from other communities.
- Traffic must continue to flow smoothly.
- Sure hope we get safe and enjoyable walking and biking spaces, right now the pathway is dangerous (too close to cars) and the pathway is WAY too small for how busy it is.
- You seem to forget that this road is a major E/W corridor for vehicle traffic. This seems to be designed for people living in the area. For us non residents we have to pay for parking just for access
- An actual mission.
- Better multi-modal connections from the neighborhoods to the river. Memorial DR is a barrier. The connections from Main Streets and communities to the River and pathway system are key, and if not improved it's the same story of putting cars ahead of pedestrian and cyclists.
- This area has many issues with traffic which are not mentioned at all. The vast majority of people who use this road are in vehicles, so their experience should be improved, not made worse by prioritizing the interests of a small radical group.
- We still need roads!
- "1) at Memorial at 10 St u need a Shibuya scramble. Can be pretty + can safely incr mvmt. Places for pedestrians, bikers, strollers to wait are too small.
- 2) Calgary sidewalks everywhere are too narrow.

- 3) why stop at Crowchild? Keep the beauty going til Sarcee. Don't leave Parkdale fugly."
- While I do think the non-car experience should be prioritized here, as you cant enjoy the area in a car, Memorial and 10th are my only two ways out of the neighborhood. If this plans involves converting the south car lanes for example, just make sure the other roadways can support that.
- Priority still needs to be given to 2 lanes of traffic each direction for Memorial Drive.
- Please be more specific on the details of this project so all residents understand this project
- I ride year round in the area to work. There are so few people commuting on bikes or e things because it is very dangerous. Making traffic worse for people like me is progressive folly.
- You have to leave in the major street in Calgary's road network. It needs to be two lanes each direction.
- "Like on prince's island and edworthy park, Adding a public washroom in between the peace bridge and 14th would be nice.
- Not sure how to fold this into a mission statement. But for those with IBS (ahem ahem) having public washrooms available is a necessity."
- Rumor has it there's a plan to remove the road. Even at 50-60kph, Memorial is an excellent way of traversing east-west without having to go through (all the stoplights in) downtown. I believe Ottawa has busy road(s) that runs alongside their canal, while still supporting bikes, etc. Best of luck!
- You have removed too much of the original understanding of what this place means to the city of Calgary
- Much of the pathway along the Bow is in need of major repairs. If the city plans on shutting down Memorial for pedestrian/cycle use please consider repaving stretches between Kensington (10th st W) bridge and 4th street E bridge.
- Get rid of the very underutilized 'cycle and pedestrian ' lanes and return it to a useful roadway. Facilitate true engagement.
- More focus on the memorial aspect
- You should be trying to incorporate a dining eating experience with a view of the river. Possible "pop up" concert stages to promote live music. We have not maximized the beauty of the river for people, other than walking past it. Sitting and enjoying food with friends next to water is amazing
- Yes, the fact that there are people living around here who definitely are not the gentrified who used to live on Memorial Drive, but nonetheless have compromised access to their homes for a good part of every single Spring/Summer/Fall. It's unconscionable.
- The commitment from the City is to start construction on the flood barrier (including groundwater protection) in 2023, with completion by flood season 2025. This is a very tight schedule and it will drive decisions and timelines. This should be explicitly recognized in the mission
- I would like to see a limitation on car traffic or having better traffic calming. I think we need better ways to limit the speed of cars since they tend to speed through the area.
- The new mission should also include making the river itself more accessible, and should include making the area natural but more safe (currently is often the site of homeless encampments and associated garbage; I wouldn't let my child stray from the pathway as a result).
- Movement of people, goods, and vehicles.

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- A place to gather is not congruent with a major traffic corridor. The noise and pollution discourage public gatherings and peaceful enjoyment. I would like to see more focus on peace rather than remembering war. Also there could be a mention of the history of the area. Indigenous and settler
- The city has been incompetent on the Sunnyside flood barrier project. It has been dragging on and it appears now the city is delaying again with another excuse. Sunnyside residents have been paying property taxes for over 100 years! All we want is to get this done Sunnyside is protected.
- So far it looks pretty good. I just hope most of the trees can remain. If not, maybe use them incorporated into something built as a part of the experience building.
- The flood barrier is what this is all about. It's not something that you're throwing in as an extra. Please just get it done now.
- Emphasis on natural areas. The Bow river provides an opportunity to have natural areas, even downtown. Don't pave the the river edge either literally or with rip-rap. Keep the built environment well back from the river. Don't make the Mississippi mistake of confining the river.
- Please emphasise that the flood barrier will be a natural augmentation to the riparian edge, rather than importing unnatural, ugly rock and/or concrete. (we are losing the most attractive Bow river to uncreative and unnatural solutions to the flooding threat.)
- Concern about homeless camping along memorial drive and safety when on foot.
- No
- please do not decrease the amount of lanes of traffic. during covid and the shutting down of two lanes, we all realized the need for the 4 lanes.
- Reduce car traffic, cut-throughs, and speed on Memorial; regularly close 2 lanes to increase multimodal traffic! More flowers and benches / swings for gathering.
- I feel there are bigger projects that could use attention first (no not the Flames arena deal...how about the Ctrain to residents in North Calgary.
- Keep it simple and get the work fone
- Memorial Drive is the perfect place for an indigenous museum, a visitor's information center and a bus /bicycle hub
- Is the barrier going to be sufficient flood mitigation. Is the wall barrier going to be high enough
- No
- You didnt include the climate change cost.
- Local residents on Memorial Dr need to be assured there quality of life is not negatively impacted by the changes, in fact positive uplift would be nice
- Trees - please make sure you put back more than you remove, and older mature trees, not shrubs that will not replace existing, or improve it. Make it even better than it is now; not something that will take 50 years to enjoy.
- If the city is thinking of closing lanes on Memorial, why has this not been mentioned as a possibility? Instead it is being hidden as "mobility improvements" which we feel is dishonest!
- "As a sunnyside resident of 20+ years and a victim of 2013 my concern is , of course, flooding ,but even more so the failure of the sewage pumping station that caused my discomfort!
- The electrical gear must be abke to function even in the event of another flood."



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- It is nice to have a historic drive that you can drive down especially when there are weather or personal limitations. This is also a way for NW residents to drive downtown for shopping, working and to access services. Trying not to turn downtown into a ghost town? Don't make it car inaccessible!
- Huge parking lots, or it will not be accessible to anyone. Is that the look the city is aiming for?
- No emphasis on it being a living memorial with a long history. No obligation to maintain the drive as a memorial.
- Build the berm and put the pedestrian and alternate traffic volume atop the berm. Safer for everyone.
- It will be very disappointing if we lose any car traffic follow.
- Disinformation to achieve psychological manipulation of citizens in Calgary by the City of Calgary is again noted. An "arena" turns into a "entertainment district". "Memorial Drive" turns into "Memorial Parkway". A "Parkway" = "flood barrier". Citizens will be paying when insurance companies won't.
- Do not close any lanes of traffic. It's a main corridor and gets commuters in and out of downtown.
- Memorial Drive needs to maintain dual roadways in both directions
- ensure it's pet friendly
- Using drive lanes for pedestrian traffic worked in small doses at the beginning of the pandemic. My view overlooking Memorial validates 1000's of cars impacted for a minimal number of peds. Widen existing bike path within current footprint. Bylaw needs to enforce walk vs ride lanes.
- Reducing car traffic on Memorial Drive would be very beneficial. The pathway is often very busy and providing more space for wheeled traffic would help. There is no reason a major road should be running along the banks of a major river through the city that attracts so many people.
- "How much will this cost?"
- How will it all be maintained? What about impacts to traffic flow, congestion, parking, washrooms, safety, peace and quiet?"
- No reassurance that automobile access will remain. East-West thoroughway is mandatory! <redacted due to personally identifying comment>. It is just not practical and also several blocks east of me and especially is always blocked for construction AND overrun.
- The cost to re-develop an area that was redeveloped less than 10 years ago.
- Access to downtown is critical for people outside of the immediately neighbouring communities. The city continues to hamper access for those that have no choice but to use vehicular traffic to access downtown.
- The memorial drive parkway already has bike/pedestrian lanes. If lanes need to be widened due to an increase in pedestrian/bike traffic then use existing boulevard space to widen the paths.
- Recognition that this is also an important corridor for exercise and enjoyment of the river
- Yes!!! The budget required for the "proposal" to be milked from the tax strapped populace. Besides, most of the tax money will be directed to "climate change". This council is out of control!
- keep taxing calgarians and we'll start moving out of this place
- How will traffic flow be improved?
- ?

- Quit eating taxpayer money.
- The memorial trees that we planted were fast growing poplars to offer solace to grieving relatives. They should be replaced by a longer living (and less dangerous-ie falling branches) species
- Timeless design choices which will stand the test of time for the next 50 years. No frivolous and out of place art like the infamous blue ring.
- How are vehicle commuters going to be affected.
- The area is not safe, not clean. Calgary needs to be more proactive about working with those who chose to live and do drugs in our public spaces to give them care but i suggest that does not mean permitting destruction of public spaces and camping.
- No
- I like changing it from Drive to Parkway. More multi-modal space please!
- Still is a major driving area. Without an alternative (i.e. faster movement on 16th) it will back up cars
- No
- Vendors?
- Can we please set up some Tipis, Tree Houses and a fire spit? It will give shelter to the homeless.
- Language is very vague - you should be clearer. If you mean removing Memorial Drive as a roadway, please say that.
- "Priority of pedestrian and bicycle traffic for greener commute and active living
-
- What does 'place-making' mean? That is subjective coverall term that could be spun however chosen ay any time. Should be more articulately written to convey a real message"
- Bathrooms. Universally accessible washrooms for everyone.
- Don't waste money on this. This isn't what you should be focusing on.
- We must do something about barbaric inequity in our city, and as well as reducing the issues that plague the outcomes of people and stratify people. UBI, invest in people, and defund police to refund the community.
- prioritizing active modes of transportation!!! Opportunities for permanent vehicle lane closures.
- Bike/multiuse pathways need to be way, way, way wider for the amount of use they get
- Not enough information has been provided.
- more emphasis on increasing usable green space that does not impact tranportation
- Taking back lanes from cars.
- "Wondering if it's in the plans for the city to invest in street cars/trams to traverse this corridor to make way for a more green transportation means.
-
- Driving through this corridor gives me a mixed feeling of using my car which contributes to our climate problem and that this area is flood-risk."
- You could engage the pathway network but leave the roadway as a road
- is governing the city a joke to you people?

- Maybe ask the public first where they would like to see improvements, before you push a project on city council. wake up
- Access to the bow river and maintaining connections between the sunnyside community and downtown.
- Think about creating a space with cafes, bars, restaurants along the river. Think Melbourne yarra river walkway
- The Park and memorial drive is great the way it is. Don't mess with things that are not broken.
- Feel that zero thought is given to ensure proper traffic flow for these major roadways. traffic MUST be given adequate thought, though it hasn't been mentioned once in the "new vision"
- Exercise stations would be nice where you can do body weight exercises and stretches.
- More efforts need to be made to keep traffic flowing. Build pedestrian bridges vs traffic lights. It used to be an excellent east-west connector in the city. It's frustrating now.
- A bike lane on the road or bike path that is seperate from the walking path!
- Ecological restoration, native pollinator plant gardens, storm water management ponds eg dale hedges
- An emphasis on making people feel safe while using these areas. Provide wider paths (especially for bikes) improved signage for bike vs pedestrians paths, places to park bikes, more places to sit.
- Traffic separation for automobiles from cyclists and separation of cyclists and scooters from pedestrians to make it more receptive to reflection of its significance and while providing views of the Bow and the cityscape.
- Ban cars from memorial drive
- It isn't just about pedestrians or cyclists, it is for everyone to enjoy. Even those who commute.
- Prioritize community and gathering over transportation and commuting.
- No
- Native boulevards for bees
- Is there a way - via design - it could reamain open to pedestrian traffic as year-round as possible?
- It was dumb closing traffic lanes. There are designated buke and walking paths. Stop encroaching on the road and focus on expanding all the are between the road and river
- "...in harmony with the natural environment"
- It's a major roadway and that needs to continue and expand
- I'm a proponent of bikes and pedestrian ways throughout the city, but this is a road that needs to work efficiently and effectively as a vehicle corridor. The needs as a vehicle corridor can not be just set aside.
- While reducing the capacity of Memorial Drive will have an impact on traffic flows in other areas, avoiding this should NOT be a priority. We need to move away from cars being priority one; especially in busy urban areas like this project. This is an opportunity to rework an amazing part of our City
- Your idea to make this stretch more engaging and enjoyable for the public is lovely, but please make sure this doesn't impede traffic. Also with climate change, Calgary needs larger trees that

provide thick shade and air purification. Also people drink late during summer nights and get very loud.

- Natural environment
- I fear that one of the main uses - commuting by bike or by walking - will be overshadowed by thinking the only people using the path are lollygagging tourists. Separation of uses (and speeds) is one of your most critical design challenges.
- I have a toddler so more kid friendly things there would be great
- "Improve traffic flow by eliminating the asynchronous traffic lights and the vastly under used lane closure. Saturday afternoon (July 2) I saw 3 cyclists and 3 pedestrians + 1 dog using the closed lanes"
- I would like to celebrate peace and acknowledge wartime civilian deaths at any place where we acknowledge the soldier's sacrifice. Otherwise we're in danger of glorifying war.
- Dog park
- No additional projects on memorial needed
- If there was a way to reduce road noise for those on the paths, maybe with trees or shrubs that would be awesome.
- The mission should include recognizing that the bike and pathways are also a corridor to access downtown on the south side of the river. An important aspect to the mission should be to enhance fluid movement and access for bikes and walkers to cross the river downtown
- Maybe qualify what type of gathering is intended, I.e gathering to reflect, for the community, to share, to laugh, etc.
- We are seeing more and more non-vehicle choices being used for transportation. I think this is a trend that will increase into the future, so we need to ensure there is enough space for these types of transportation. Closing at least one lane of of Memorial Drive would facilitate this.
- Should add "for all transportation modes" to the vision
- Reduce vehicle traffic and encourage (enable?) active transport.
- Provide more specificity about the proposal.
- Do not delete traffic lanes - it should be the goal to combine one and the other, not remove lanes near downtown Calgary on a crucial roadway.
- Greater emphasis on active transportation is needed
- Yes... The War on the Car here in Calgary MUST END.
- It should be more clear that cars will be deprioritized. It should be clear that the space is used for travel by active modes and that that travel will be encouraged and celebrated.
- Cars and trucks should be diverted to other through ways to allow us to enjoy this space... Get off at Kensington LRR and enjoy the space north of the river for kms!!
- Permanent lane reduction to two lanes (one lane per direction) or an alternating three lanes for rush hours, and an enhanced public realm and bike lanes.
- This mission covers a lot and there's a risk of priorities being watererd-down. I wish there was stronger wording about focus on other modes BEYOND the car. Calgary has ring road now, let's

minimize vehicle use to local traffic and emergency vehicles. This could be an amazing future investment!

- "no
- Priority should be placed on the use of the space vs transporting through it."
- Don't block traffic
- I do believe that celebrating the physically challenged communities is important and I hope the spaces reflect that.
- No
- You can easily shut two lanes of memorial and return it to a parkway in that section. Fully segregate the bike lane and make it safer for cars, bikes, and pedestrians.
- See above
- No
- There is some pushback from Sunnyside residents regarding speeding/short-cutting through Sunnyside to avoid Memorial...perhaps the city could also consider making some of those roads off Memorial one-way after 3:30pm.
- No, I don't think so.
- More detail. Maintaining a pathway or pathways is essential as this is a very popular area for running, walking and biking
- Something needs to be done with the vehicle centric high-speed nature of certain sections of Memorial Drive, including lane reversal, lack of connectivity near Centre St.
- I would be more enthused if you said biking. "Multi modal transport" seriously???
- It is no wonder that you lose the peoples trust when you obfuscate.
- More nature, less concrete and trees in concrete boxes.
- I would like to see the separation of wheeling and walking traffic and have comfortable spaces for both
- Closing the roadway one day a week or one day a month to cars would allow families, bikers or people who want to stroll along Memorial Drive without the constant buzz and danger of traffic would be a welcome addition to your project. An Environmental Psychology assessment would help with this.
- While improved flood mitigation is always a desirable thing for people who build on a flood plain... If this is what the local residents want, I suggest that you make the whole stretch "private" and none of my city tax money goes to the private park that the local residents will get.
- Hopeful to have it remain as pedestrian friendly as possible AS WELL as wheelchair/walker mobility aid accessible.
- Traffic usually can be a sore thumb as people use this roadway to go to work. Perhaps better traffic control to encourage people to use downtown instead of the natural spaces like memorial? The fumes from cars , sitting and idling due to large amounts of traffic.
- Too vague. Does "multi-modal" mean pedestrian friendly? I assume Bike & Auto are included as well as accessibility.

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- I'm concerned as to why, almost ten years after the "the flood" (2013), Memorial Drive still requires a full shutdown of vehicular traffic to erect a " flood barrier"? Will this type of shut down be required every spring when we have significant rain fall?
- The history of partial lane closure for extended periods should be implemented permanently and expanded during summer months and when active transportation or special events necessitate it.
- No
- Prioritize safety and pedestrians over traffic flow
- More emphasis on the history of the living memorial and how that continues to evolve today (originally WW1, now Missing and Murdered Indigenous Peoples). It should provide a clear connection to history and people who have lost their lives. I think that should be a higher priority than placemaking.
- or just reduce our taxes? I have no raise in income and my municipal taxes are up so much. You're wasting our money where it is not needed. Of course you are not going to listen to any of this feedback, you are just asking for feedback to check a box in your city procedure.
- Common sense
- Multimodal movement is jargon. Does it imply reduced or eliminated auto traffic? I'm fine with that but many will resist.
- Yes. Nothing is wrong with the existing pathway. Please leave it alone.
- spaces for people to live and heal
- I would love to see a statement of prioritizing people over cars, but if I read between the lines, that may be being said without saying it directly.
- The mission should also include the visual aspects of the area, for example, the river valley and the downtown core will be visible from the pathway/roadway
- Ensure active transportation is prioritized. Fewer or no cars!
- Flood mitigation is nearly pointless. Just focus on the stuff that's there now. Make it resilient. Keep it maintained.
- Actually making it a park. There are lots of roads downtown, 16h is up the hill. The park is underutilized because it's an unpleasant and dangerous place to be. Being next to a busy road is not a memorial; it's an afterthought.
- Specifics on preservation of nature. I'd like to see wildlife and habitat protected and encouraged - beavers, birds and others.
- Possible small commercial space for local business to have small stands or little cafes, for calgary businesses!
- One thing needs to be clear: BIG improvement is needed for circulation between pedestrians, scooters and cyclists. ONE problematic area is on the North side of the Peace Bridge. It gets quite dicey in that spot. Even ONE the bridge, with pedestrians taking selfies in the middle of the cyclist path.
- No



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- Let me have more than 400 characters to discuss how something would significantly impact my property value, ability to live, ability to get places in this city. Also you'll have to do something about the homeless, can see tent cities from my balcony.
- Can we take inspiration for our river walk from Rideau Canal, Seine or Thames?
- Is it worthwhile to include something like "1 in 100 year flood barriers"
- Missed the point. Based on my experience with similar activities in YYC, this typically starts with word salad mission and vision, addresses the desires of a vocal minority, results in decreased services and convenience, increased complexity and angry residents and users of the infrastructure.
- Time will tell.
- Prioritize active transportation modes please.
- Please do more to honour the original inhabitants of the Bow River valley, particularly in this area. Please learn from local First Nations people about their traditions/history of places for gathering and honouring their ancestors.
- Perhaps add "A place to take in the city and river views." It might also be nice to include a place where people could grab a coffee or refreshment at a riverside cafe, or even a seasonal cafe on the river like they have in the Seine river in Paris <https://www.peniche-marcounet.fr/>
- "the natural setting and collective remembrance and healing"
- "The extreme sense of urgency to START CONSTRUCTION TO RAISE THE BERM!"
- Also, why is Sunnyside getting only half the protection that Eau Claire is getting? Eau Claire is getting 1:200 year flood protection, while Sunnyside is only getting 1:100 year flood protection. Why the difference?"
- Yes stop trying to keep Calgarians from getting around in their vehicles. We are a winter city and NEED to use our vehicles.
- Cutting spending is what is missed.
- It is already nice. Why spend more. My taxes have more than doubled in 10 years and if the City doesn't stop the ever increasing taxes you will put more people in financial stress or force them to move.
- Memorial drive needs to function for the whole city but a special focus needs to be on the needs of Hillhurst and Sunnyside residents, given that we don't just pass through here but live on Memorial Drive itself.
- Spend the money on long term homeless solutions, such as affordable housing.
- Not that I can think.
- Focus more on functionality and less on the "place-making and experience" business. What you missed is that this stretch of road is a traffic bottleneck of epic proportions and that needs to be the only problem worth addressing.
- Consider redeveloping the curling club and adjacent public parking with market housing reaching a few storeys above escarpment level, including new curling and community facilities at grade. Some revenue from site sale could go to funding Memorial Parkway improvements.
- Traffic calming to reduce vehicle noise, it is very loud
- Cycling infrastructure :)

- It is also a connecting area - it connects multiple recreation areas, neighbourhoods, downtown/suburb.
- Better public transit options would be great, like a subway or LRT line along Memorial. It's a major thoroughfare, there's no reason it shouldn't have solid dedicated public transportation (not buses though, since CoC buses get stuck in traffic without dedicated lanes/access points)
- Yes...leave the green spaces green..and useable...people who live in Sunnyside do not want your "vision"...they want a village vibe not more "Beltline"
- People love walking along the river, even though at the moment it is just a sidewalk beside a busy highway. If the space was re-imagined to prioritize pedestrian and wheeled access, it could become a destination for Calgarians to enjoy nature and gather. The closure of the road during Covid proved it
- Poor connectivity running west-east in central calgary makes it critical that road capacity not be compromised. If it is, vehicles will be forced to go downtown (clearly undesirable to increase downtown traffic) or all the way to 16th Ave. Please improve traffic flow with pedestrian overpasses!
- The memorial aspect is important to our city. Let's not erase that. As trees age out, replace them. Can add new ones pre-emptively by adding trees in the name of important regional folks (indigenous leaders, community builders).
- not enough space to tell you how much you missed.
- This is a road, and a pathway, and a Memorial. Hopefully it'll stay that way
- For the safety of pedestrians and cyclists, build separate paths throughout. Don't forget that Memorial is also a major street used by many Calgarians.
- A successful public space is a connected one. An integrated transit and pathway system is needed to connect more Calgarians to this area. Edmonton Trail is an example of good cycle networking, and other radiators (14 St, 10 St, 4 St SE) could be improved. Efficient transit connection is also key.
- Build the road Memorial Drive with a raised +15 height through-fare...Make the river path extended width for recreation, bikes, walking, etc. With the new green space below the raised roadway/through-fare this will be a new Bow River Park-way that is the entire length of the Memorial Drive redesign.
- If flood waters do not flow into sunnyside... they flow where? Into the core?? Flood mitigation for the core sounds like a much better use of funds
- Yes, that Memorial will continue to be a major street in Calgary's road network.
- Improve the bike lanes so we can move more safely and faster along the heavy foot traffic / tourist areas. More signage to indicate walkers vs bike paths.
- The Program Statement neglects to mention that Memorial Drive does not service the local community and serves as a high speed, high volume cut through for non local traffic. The Program Statement should suggest returning the road to serve the local community.
- "See this from someone who used to work with City of Calgary planning.
-
- <https://twitter.com/BrentToderian/status/1537883542629195776>

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- the major street being mentioned... this is a thoroughfare, not just a 'place to gather' - we do need transportation links...
- Spending too much time engaging on the mission. Just close half to vehicles... the pilot was already done.
- I think giving Calgarians a place to interact with the Bow is important.
- A further description of how multi modal will be activities will be combined in a small space to limit various user conflicts.
- Actual willingness to follow through and make Memorial Drive abide by the mission above. This means serious reconsideration over the layout to make it more in line with how was seen utilized during the pandemic and as a gathering place and less a commuter hellhole.
- Invest in other areas.
- I wish the "memorial" aspect was a lot more emphasized. I had no idea the trees were planted for soldiers (I would guess not enough Calgarians are aware). I LOVED having the road closures for walking/cycling/etc. The slower (& quieter) traffic felt so peaceful (fitting for a memorial).
- Just want to make sure there is ample space for people, gathering, and active transportation modes. Right now, that is sorely lacking and I would like to see it affirmed as a priority.
- Yes close memorial drive on weekends in the summer please.
- I'd want to see more intentional active uses in addition to the passive, leisurely uses (eg: skate parks, basketball courts, day camp sites)
- Seems fine so far... would not bother much with cars. I loved the lane closures during COVID, maybe the only good part of the pandemic.
- More space for people, bikes, parks and river access. Think about year round access as we are a winter city. Love this.
- The City should consider amenities and features that parallel those on the RiverWalk on the other side!
- Property tax and budgetary impact of these changes
- Safe. Accessible year round to all. Beautiful. A memorial to heroes.
- The capacity for critical thought when it comes to all the EDI woke BS. It's not bigoted to respect history, local history is actually inclusive if you have any respect for it. I respect my heritage even if the current crew of sycophantic half-wits doesn't.
- LESS CARS MORE BIKES!!
- A proper memorial in place of the tacky Field of Crosses display, such as concrete markers to commemorate each Calgarian who died in war, next to the CSM. You could get a sense of scale with a field of simple concrete posts (not fake graves), next to the marble tablets with all the names.
- It's very broad strokes that sounds great, and we can hammer out the details later, right?
- Cars suck balls.
- Seriously - how much better could Memorial be as a 'place' if the emphasis was on 'Park' not 'Way'.
- Enjoying the beauty of the space. It is currently tarnished by vehicle noise and air pollutionz
- Looking forward to this consultation and a new vision for Memorial Drive corridor.

- Yes, closing half the road to be a bike route would be marvelous
- Mention the existing integrity and overall structure will be maintained and enhanced.
- Prioritizing alternative modes of transportation and reducing vehicle congestion
- Similar to how Vancouver has a place to get a drink by the water Calgary needs a commercial space with water views, would be a great income generator for the city and tourist attraction
- East village. It's a dangerous disaster and won't venture there alone at any time other than a busy weekend. Sad
- Stick to the plan and don't let the car focused folks have even more space.
- No
- Yes - plenty the mission statement is vague.
- There is an opportunity to describe the idea for this project in plain language.
- nope.
- Let's remember that the water level of the 2013 flood did not crest Memorial Dr to the point of running over into the properties and that the damage that was done to the properties was from seepage which cannot be prevented by way of a berm.
- Given adjacency, this project scope should expand to look at multimodal connections and paths on the 14 St bridge, Louise bridge on 10 St, Sunnyside LRT bridge, and most importantly the lower deck of the Centre St bridge.
- I would add in something about memorializing our armed forces - particularly now with the field of crosses becoming such a significant landmark.
- The vital importance of Memorial Drive as an arterial thoroughfare is missed by from the proposed mission
- Slow down the speed limit on memorial
- Environmental sustainability. Biodiversity. Water quality. Air quality. Reducing noise pollution.
- Reducing cars down to single lane traffic and dropping their speed!
- Need more focus on people who walk as well
- How these changes have affected people living near by. There is increased traffic flow and parking near these area's. That I don't think has been addressed at all.
- Stop listening to Druh Farrell. She is not an alderman any more.
- Have Memorial Drive rebuilt to a design speed of 30 km/h to support a safe park place for people; not a high speed through fare it is today.
- While this is very much a critical eastwest commute corridor, it's also a community where people of all ages live and raise families. I'd argue we need to look at this stretch as a community roadway first, and a major traffic corridor second.
- Should be plaque(s) thru out explaining the reason for parkway, listing names of WWI soldiers of southern Alberta who died, etc
- (cont.) generally empty and unused. The inclines in the boards are fun for skateboarders to use and take interesting videos and pictures that feature this great architecture. Often the police are called to remove skateboarders which is a waste of resources and is preventing use of this public space.



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- Yes, the city has missed the mark in terms of over spending and lack of engagement for the entire city
- Very important to include permanent and well designed kiosks for food, beverages, washrooms, souvenirs, etc. This will help with sustainability and safety, making the whole corridor very enjoyable.
- Memorial Drive is a major east/west corridor for traffic. Restricting vehicle access will severely limit northwest to northeast and southeast access.
- more trees please
- There should be more options for converting housing fronting on Memorial to be converted to retail and light commercial uses.
- Slower speed limit would be great
- When temporary signage, banners, ribbons etc. are added to commemorate a special date, please ensure they are removed after a month. Otherwise they add to the mess and litter and contaminate the natural landscape. Also, please place more trash bins- they are often filled to overflowing.
- The trees are particularly important and need to be explicitly mentioned in the new mission statement as they were in the original mission statement
- Protection of Memorial Drive as a road for commuters.
- I think you need to speak to all Calgarians and not just the community of Sunnyside on this one.
- Faster time line
- I believe the flood barrier, which is essential, can be integrated into a comprehensive public space, green network, Memorial landscape and road diet project. It has to be that way.
- Time line.
- Please build this as fast as possible.
- Nothing to add
- Explore ways to reduce / redirect traffic, reduce speeds, plus limit or mitigate noise coming from Memorial Drive.
- How about it's importance as an east-west vehicle corridor? Efforts to enhance multi-modal transport which restricts vehicle traffic results in vehicles driving through residential areas to avoid delays. A foreseeable unintended consequence of good intentions
- Making the whole area more functional as expanded use by pedestrians and bikes is very important. It's a beautiful area that provides a critical connection along the river.
- It's really critical to de-emphasize the "Major Roadway" elements - this gets in the way of implementing quality public spaces and should be aggressively resisted. If we cater to cars in a new redesign, we lock in the vast majority of space going to the least efficient/sustainable user of the area
- Not that I can come up with.
- ddd



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Principles Feedback

Why did you choose the answer above?

- I think the principals sound relatively all-encompassing in the use of that area. I hope there will still be an emphasis on mixed-use of that area including comfortable areas for pedestrians and bicyclists.
- The city is Not taking into account the car traffics that uses memorial. Find alternate non road paths for walkers, bikers, and any other alternate transportation.
- Turn area entirely into pedestrian use - look to other large metropolitan areas that have turned major roads into parks and pedestrian use zones.
- Considering plcae making in a more complete vision such as this is a great way forward for Calgary. I am happy to see that gone are the days of treating streets as a tool to move cars.
- I use this pathway constantly as a pedestrian; earlier this year while on a run I saw a lone native man sitting on the rocks, playing his drum and singing to the river. It was beautiful, and it reminded me why I love this city. The soft blend of nature with our urban functions is the most important thing for me; as long as the paths are smooth and the barriers are non-intrusive, I'll support this.
- sounds good but please no intrusive bike lanes, expand the pathway for them instead of letting them ride on memorial drive.
- I think we should follow the example of other cities to close down road and turn into an urban green space. Our city must be dynamic and vibrant and environmentally conscious and not car centred
- I think the access for multi-modes of use already exists given the pathway system. Reducing flow of traffic creates issues with access E/W in the city and downtown.
- Insufficient information as to how the space will be impacted by the changes.
- Because it sounds like more crap to ruin the only major East/West Road in the city. Stop destroying roads for nothing. It was shown when you closed it to one lane how badly it snarled traffic and ruined businesses.
- Just don't make the hundreds of thousands people that use these roads experiencing worse by removing access or narrowing the lanes. We have enough bike lanes.
- No mention of dog friendly spaces. The city needs more smaller walkable fenced off-leash areas. Right now you need to drive to an area, hardly aligned with the cities climate emergency
- The areas need to address handicapped - physically mad blind pedestrians if that has not been addressed.
- You forgot the streets again.
- Why should we all pay for flood prot. for idiots who bought property in a floodplain? Rip out all buildings and make park. Make memorial 6 lanes. Don't give a shit about biodiversity or multimodal or "complete experience." There is lots of room for peds/bikes in the existing park. The white guilt BS about land ack. is tiring. This land was permanently and forever ceded to the crown. Get over it.
- Once again, there is NO mention that the 2 lane street each direction needs to be maintained.

- I chose the answer above because "partly" was not one of the choices. The number 1 priority is flood mitigation via a 1:100 capable flood barrier (including groundwater protection). This has been arrived at after long (and perhaps excessive) study and engagement. The specific objective of 1:100 and groundwater protection should be acknowledged as a given. The principles fail on this point.
- Based on the fact that the new skateboard park in Sunnyside was placed exactly where the walkers and bikers had direct access to the pedestrian bridge over Memorial, I'm concerned that future recreational areas will interfere with walkers and cyclists and may not consider their safety/security.
- I like the explicit consideration being given to social interaction and multi-modal transport.
- You have allowed for only one answer (y/n) to 2 qs. It isn't clear what the memorial parkway is - memorial drive? Grassy area beside it, or both? Will cyclists be accommodated on the road as well as paths? What about peds? Will there be better sidewalks, safer crossings of memorial dr? Need more details to give an opinion.
- The acknowledgment of treaty land, though I would appreciate that being higher on the list. If we're to take reconciliation seriously we need to prioritize what always should have been.
- There is too much emphasis on including groups and history that have no part of the memorial aspect of the area. It was to be a memorial, plain and simple. Dilution of that is not a just behaviour with respect to that.
- As long as the vehicle traffic is not impacted along Memorial drive and alternate transportation put upon the berm.
- "Long-term flood protection will encourage neighbourhood prosperity." Sunnyside/Hillhurst is one of the most expensive/privileged areas in the City, & the rest of Calgary's citizens shouldn't be paying for their prosperity. Additionally, the City of Calgary should ensure that other taxpayers aren't subsidizing floodplain development or insuring owners or developments in the floodplain anymore.
- I'm all for the living memorial and recognition of all Indigenous groups in Alberta, not just Treaty 7. Cree.
- "This is Treaty Land"?! This is Calgary. Under the articles of Treaty 7, Indigenous people ceded all rights and titles to the crown. Calling it Treaty Land implies that there is still some partial ownership left. There isn't.
- I understand need for flood protection but all these other principles generally result in more pavement, loss of grass, more "hardscape" and fewer tall towering beautiful trees. Bushes and smaller trees are nice but they can't replace the towering beauty & greenery you can see for miles away, that shelters you from the sun and brings you a sense of peace, like tall old trees do. Too much concrete
- Memorial Parkway should be much more than a convenient driving experience on one's way through. It should be possible to enjoy the area fully if desired.
- I live a block away from the Peace Bridge and use the Memorial parkway as my main transportation corridor, mostly as a cyclist and pedestrian. These principles reflect my experiences as a resident, especially the balanced access piece.

- I do appreciate that cyclists are being taken into consideration. With the pandemic and closing off the eastbound memorial lanes in the summer for pedestrians and cyclists is one of my favourite things. It was a lot safer and much less congested. Even as somebody who does drive, I did not find this impacted traffic in a major way but DID positively impact many Calgarians getting out there.
- Important to have something pretty and functional. Good that ecologists are being consulted
- I liked the original plans when I saw them, and I am happy to see that there will now be consideration for Indigenous Peoples and MMIWIG. I am looking forward to using the new space.
- I don't agree with making it less vehicle accessible, which it sounds like the plan. It is one of the few west-east connectors. But more importantly, it was a memorial for soldiers who fought and died for this country. The definition of what is being memorialised should not be 'evolving'. It's great to include treaty 7, but do it for those who fought and died
- No cars would be better, unless they are high density transit
- I agree with the principles for the future although I don't feel they are all present now. The indigenous perspectives are currently missing, and then link of East Sunnyside to public transit is poor - a bus ALONG Memorial would be great.
- I think it is important to make it a place where people can travel leisurely and also to be a part of their walking, cycling and alternative transport means as well as auto travel to and from the core and through the area. There should be both a "slow" pathway for walkers and families with children and a "faster" pathway for cyclists, runners and scooters.
- The part of Memorial Drive identified is perfectly fine as is, with additional flood mitigation.
- The principles are missing the direct connection back to the Park's original purpose to memorialize the deaths of the soldiers in WW I and how today it is used in a very significant way to remember the fallen. In some ways the memorial is being co-opted by others but I am getting used to the concept and can live with the idea.
- I like how multifaceted the answer is- Indigenous-understanding, flood mitigation, and understanding the multiple types of commuters using this area is amazing
- I like the multimodal aspect. I hope there will be more permanent space for bicycles. The pathways are always very busy
- Vehicular traffic along Memorial Drive should not be reduced.
- This pathway area of the city is beautiful and very heavily used by Calgarians including myself. I had many friends who lived in Sunnyside effected by the flooding in previous years. We need a sustainable way to protect that population of Calgarians while preserving the recreation corridor that is so heavily used. Also the inclusion of Treaty 7 Nations voices is much needed.
- Everyone should be able to safely enjoy the river valley and it's pathways. Safety means flood mitigation, but also sufficient transportation infrastructure (e.g., separate bike lanes).
- We don't need to "reimagine" roadways, we need to keep them open. If you want to expand space for other modes of transportation, then put it on top of the flood barrier. Don't close any lanes of roadway. Better yet, add more lanes.
- Flood protection and biodiversity care are extremely important to help maintain the community, as well as the rich and valuable eco system that is the bow river.

- I live in sunny side and this sounds great!
- Anything that decreases or impedes traffic flow along a major feeder route is intrinsically a bad idea.
- Environmental impact and treaty land. Would enjoy less cars and like when memorial is closed for pedestrians and bikers
- It does not reflect how I currently experience the parkway but it's close to how I would like to experience it in the future.
- Appreciate the focus on place and local needs. Consider making this a more explicit prioritization.
- Just don't close lanes for active mobility when we have a perfectly fine pathway system. Either build a separate bike lane or expand the pathways but closing a vital route isn't conducive to living in the area.
- I love the outdoors, nature and exercise. Having access to this pathway, seeing the city from here is a weekly enjoyment for me! Also being proactive vs reactive for flooding is important!
- "This is not needed! Waste of money and time"
- Spend the money on something useful"
- Flood protection, Treaty Land, transportation, and biodiversity is an oxymoron. If it is truly original treaty land, then flooding should be allowed to occur naturally and no mechanical vehicles should be allowed. If it is flood protection and transportation corridor, then a great deal of the natural area needs to be covered in strong fill and concrete, plus pavement, not mixing with biodiversity.
- The principle "Balanced access and circulation" is counterintuitive to all of the other principles with its mention of cars. In order to achieve the other principles on this list, the prioritization of vehicular traffic must be removed and should not be mentioned as a principle in the above list.
- The 'balance' of the design of memorial is like 90/10 cars to all other uses. That 'balance' needs to change or else compromise the experience for all other users/ecology and stop the success of any projects.
- I am concerned that automotive traffic will be further restricted beyond the current levels. Too much emphasis on bicycles. What is there now between Center and 10th is fine for vehicle (bike, walk and automotive traffic). Do not further restrict this!
- Recognizing memorial drive as more than a car corridor
- Well honestly who wouldn't think all these lofty goals are not great. My question is what does a lot of it mean when it comes to details on the ground. And what is the cost... both in terms of dollars and in terms of lost travel along this vital corridor.
- Memorial Drive is a vital east west connector. There are already ample bike lanes on the north and south side of the rivers. Any construction must maintain 4 lanes
- We're taking a step forward to build a better Calgary for everyone, not just the select few
- Flood protection and prioritizing active mobility
- Flood mitigation should be a top priority for the residents nearby; do not delay further. Keeping mobility for pedestrians, cyclists, and cars is essential. For residents nearby, emergency vehicles, and transport of essential goods, Memorial Drive is the main route. DO NOT ELIMINATE vehicle access to Memorial Dr. I agree with making the river more accessible to pedestrians and keeping biodiversity.

Memorial Parkway Program – Phase I

Participant Report Back: What we Heard

September 12, 2022

- After reading the description, which I think contains so many phrases that are likely meaningless to many Calgarians, I actually have no idea of what your plan is. I would like to comment further when I see specifics defined in layman's terms.
- Look at all aspects,
- The Memorial Parkway Program is an important transportation corridor for all modes (active and vehicular) and these principles do not adequately capture its importance as a transportation corridor.
- Generally these are good, but it needs to be clear that active modes, green infrastructure and the Memorial landscape are more important than driving. City policy requires this. And it's not about balance... the balance is overwhelmingly tilted toward driving and this needs to change. To get to balance, you need to prioritize the non-driving aspects of the project.
- I love the priorities of flood protection and complete experience.
- I love the priorities of flood protection and complete experience.
- Looks good overall.
- Because in the city's desperate need to pacify a vocal minority you are making it more challenging for average people who live outside of core to access it. Multimodal always means take from the primary mode to give to the mode that shouts the loudest
- I think it's a great direction for the project. I hope to see all of these aspects of memory included in ways people can appreciate and learn from. Looking forward to seeing this come together!

Is there anything we missed?

- Please add dedicated bike lanes.
- Listen to people instead of dismissing what the public is saying. Stop just validating what you want to do.
- Just be sure that the barriers stop water from the river, but not *people accessing* the river. In other words, make the barriers flood proof, but not people proof; let us climb or go around the barriers to access the riverbank. Last of all, please do your best to not damage the view, it's beautiful
- Please do not do anything that will negatively impact motor vehicle traffic flow (no lane reductions). Bikers can ride on the parkway like they always have in the past. Expand the current pathway. Also I hope the plan is prudent and leave room for infrastructure upgrades whatever it may be later on.
- Perhaps remove the parking lanes and prevent left turns.
- Yes. Information about what you are planning to do.
- Leaving the road for normal road users. Make sure the road stays as a 4 lane road so that it can move traffic.
- Yes how much will this cost? And why are you spending my hard earned money on it?
- Please commence planting fruit trees for people to pick when ripe. Apple trees , Raspberries, saskatoon berries
- Memorial Drive is a Major Road and will continue to be 2 lanes of traffic in each direction.
- Yeah, just about everything. You idiots are so far off in la-la-land. Would be funny, but because the terrifying amount of money you spend, it's actually quite terrifying. STOP WASTING MONEY ON

UNNEEDED DOWNTOWN “REIMAGINING” BULLSHIT. FOCUS ON REDUCING COSTS AND TAKING CARE OF WHAT WE HAVE CITYWIDE!

- Include something like-- this is a major corridor through the City. 2 lanes of traffic will be maintained in each direction. Future changes are intended to enhance the public realm, not disrupt the flow of traffic.
- The principles do not acknowledge the paramount importance of the improved flood barrier but instead seem to treat them as a priority lower than "sensory and visual experience". Flood protection is #1.
- Maximize the green space, trees and plants. Have separate walking and cycling paths. Much of the stretch of land is very narrow - don't sacrifice greenery for paved over meeting areas/extensive seating areas. Let the walking and cycling paths be the focus.
- The amount of traffic through there makes it uncomfortable to linger & enjoy the area. It cheapens the experience from "living memorial" to "roadside attraction". Please reduce the road to 2 lanes and give the space back to people instead of cars.
- Your jargony principles are not exactly how i experience the place now, but might be ok for the future - see how your question is flawed and impossible to answer? We don't trust you to protect or replace trees - this has been promised before then plans show no more trees. You need to be truthful.
- It is not a Landscape of Memory. It was to be a memorial to soldiers who died in WWI. It is not to be an evolving reinterpretation of history or to be guided by learnings of indigenous perspectives (find another place for that).
- Traffic volumes and many Calgarians require this vehicle transportation corridor. Are we trying to isolate the downtown area to vehicle free as it is ever more difficult to access via private transportation not to mention the many destroyed parking areas already gone in the downtown core.
- "What is your response to the law of fiduciary obligation?"
- I look forward to the transparent feedback from the Stoney Nakoda Nation, and how they feel about the City of Calgary/Government of Alberta's manipulation of Ghost Lake, & the ongoing flood/drought conditions experienced annually since 2013."
- Won't the planned Springbank reservoir be enough to prevent floods? It would be great if they could put in more benches, perhaps built from the trees they are removing , or repurpose the wood to some other meaningful project connected to the area.
- Memorial Drive is one of Calgary's most scenic drives and a major route for traffic. Please do not eliminate lanes and force more congestion into and out of downtown
- Trees. I already miss the tall beautiful old trees. And grass. Calgary has too much concrete. Seems every time the City moves in and “improves” a lovely park or green area, the end result is excessive unused hardspace and concrete areas - can we not for once have a simple nice park with trees&grass
- Much less emphasis on vehicular traffic, much more emphasis on pedestrian, and bicycle access, along with the Memorial aspect of the area
- Cyclist specific expansion.

- besides the plot? what's new.
- More greenspace for park experiences, fairs etc., and only as much roadway as is absolutely necessary should be considered in the design.
- The north side of the river and entire east part of Memorial Drive from centre street to Deerfoot is completely ignored and needs the most attention. The north side of the river is an overgrown mess which is dangerous and attracts crime.
- There needs to be a link to the original purpose of memorializing the fallen soldiers in WW I and the perpetuation of that memory for the future.
- No
- So long as you separate the bike lanes from the pedestrian pathways, I'll be happy!
- The city is here to build roads and provide services. We don't need ever increasing taxes to pay for pointless "key principles". Get back to the basics.
- The actual construction details seem vague.
- More emphasis on different ways to show the living memorial over just poplar trees. If someone is new to Calgary, they just think it's trees. I've loved here for almost 30 years and didn't know the poplars had that connection. Something more visual for living over dead (eg. MMIW&children memorial)
- The only thing that really needed doing is ensuring the existing bike/pedestrian pathways are properly built and maintained. The rest is unnecessary.
- Prioritizing a walkable city compared to cars. 4 lanes of driving is not necessary compared to pedestrians etc and will reduce noise
- I think there should be a separate pathway for bikes, scooters etc and a separate pathway for pedestrians.
- In the Treaty Land section, please remove "look to" so it says "... will integrate ...".
- Would like to see pathway similar to what's on the opposite side of the river: wide walking path with a dedicated and continuous 3m bike path.
- To be picky, I'd reword the balanced access/circulation principle so that it is consistent in terms of people walking, using mobility devices, bicycles, and vehicles, as opposed to pedestrians (people walking) and cars (instead of drivers). But it's fine as is as well.
- PLEASE correct King George's quote on the panels 'Without freedom there can be no enduring peace. And without peace no enduring freedom.' The panels say 'ensuring', not 'enduring'. Listen to the speech and it is clearly not 'ensuring'. Poor etiquette / failure to not be caught nor corrected!
- Don't do this! This area is already great. You will destroy it.
- Serious recognition that the existing design of the corridor undermines the stated goals and a lack of transformative and ambitious design that really re-imagines the area.
- Parking, parking, parking (for cars, bikes, scooters) and access to the area so people can actually enjoy the area!!!
- The access that cars are being given should be greatly reduced in space and time available (lanes and days of access)
- A new pedestrian/Cycling bridge over the bow. On the west part of the project



Memorial Parkway Program – Phase I

Participant Report Back: What we Heard

September 12, 2022

- Consideration for direct neighbours- residents of memorial drive and Sunnyside.
- Emphasis on building a 5A Network
- Please include seating in the flood mitigation, as is in Eau Claire's continuous benches. There should be many more places to sit (picnic tables, etc.) and many more refuse bins. Too often garbage is overflowing from the bins onto the ground. E-scooters should not be allowed to block pathways.
- Understandable terminology that does not use so many catch phrases and trendy terminology.
- Worry you are going to limit car traffic on it . There is very little ways to go east / west in that area.
- I'm concerned that the road network and throughput will be used as excuses to cram all the active modes, green infrastructure, Memorial landscape and flood mitigation into a tiny area. Driving needs to compromise, for once.
- Faster time line
- Faster time line
- Sincerely hope pedestrians and bicyclists are prioritized over cars when it comes to transportation. Especially when it comes to crossing Memorial to access the linear park.
- "Balanced access and circulation" - be careful here; it's so easy to keep Memorial a quasi-freeway with this kind of balance. Balance the amount of space based on the demands and priority. Most space for pedestrians and cyclists, followed by transit, lastly is cars. No more road space needed.