



Northeast Stoney Crossing Study

Stakeholder Report Back: What we Heard

March, 2020

Project overview

About the Study

A crossing over Stoney Trail East at 80 Avenue N.E. is approved for emergency, transit, pedestrian and cyclist access only. A crossing over Stoney Trail N.E. at 64 Avenue N.E. was planned in the 2009 Calgary Transportation Plan for all road users.

The City of Calgary is currently evaluating the ultimate function and design of the 80 Avenue N.E. crossing, including whether access will be open to all users or if access will be available for emergency, transit, pedestrians and cyclists only. The study will also look at the design and construction timing of the crossing planned at 64 Avenue N.E.

This connection would make it easier for people to travel between the future community to the east, and existing residential and business communities to the west side of Stoney Trail N.E.

The final recommended plan will identify the best alignment for the two Stoney Trail crossings, determine bridge placement and feasibility, identify any Right-of-Way requirements, property impacts, the public and emergency vehicle access plan and the construction timing plan for the area.

80 Avenue N.E.

A crossing over Stoney Trail at 80 Avenue N.E. was approved by Council to accommodate access for emergency services, transit, pedestrian and cyclist connectivity to the area.

The crossing supports the development of the East Stoney Area Structure Plan (ASP) lands and was approved by Council in July 2018 as part of the New Community Growth Strategy.

\$8.5 million of funding was committed in the 2019 - 2022 One Calgary budget to build this infrastructure at 80 Avenue N.E. by 2022.

64 Avenue N.E.

An arterial road over Stoney Trail N.E. at 64 Avenue N.E. is indicated in the 2009 Calgary Transportation Plan. There is currently no funding or construction timeline in place to build this crossing.

This study will look at the design and construction timing of the crossing planned at 64 Avenue N.E.

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Northeast Stoney Crossing Study:

80 Avenue N.E. & 64 Avenue N.E.



Engagement overview

The City held public engagement events on Wednesday March 4 and Saturday March 7 2020 to provide citizens with an overview of the project and collect input on the Northeast Stoney Crossing Study. Translation services were available in Punjabi and Urdu for the engagement events. March 4 had approximately 101 participants, while March 7 had approximately 71 participants. At the in person sessions the project received approximately 184 contributions of feedback. An online feedback form was available from March 4 – March 17, 2020 to allow citizens to review the project and provide feedback online. The online page received approximately 452 views with 329 contributions of feedback.



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What we asked

Stakeholders were presented with the following questions:

80 Avenue N.E.

A crossing over Stoney Trail at 80 Avenue N.E. was approved by Council to accommodate access for emergency services, transit, pedestrian and cyclist connectivity to the area.

The crossing supports the development of the East Stoney Area Structure Plan (ASP) lands and was approved by Council in July 2018 as part of the New Community Growth Strategy.

1. Given that this flyover has been approved for emergency, transit, pedestrian and cyclist access, while exploring feasibility and developing designs, what are some key things that you want The City to consider?
2. How important to you is having car access on 80 Avenue connection?
 Very important
 Somewhat important
 Neutral/ not sure
 Somewhat unimportant
 Very unimportant
3. What are the benefits you see from the all-access (including all car users) connection?
4. What are the challenges you see from the all-access (including all car users) connection?



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64 Avenue N.E.

An arterial road over Stoney Trail N.E. at 64 Avenue N.E. is indicated in the 2009 Calgary Transportation Plan. There is currently no funding or construction timeline in place to build this crossing.

This study will look at the design and construction timing of the crossing planned at 64 Avenue N.E.

1. We would like to know your priorities along this future connection. Tell us what is important for you (check all that apply)

- Car access
- Goods access
- Pedestrian access
- Access to Stoney Trail
- Bicycle accommodation
- Public transit connectivity
- Improved vehicle commuting times
- Pathway connectivity
- Minimize property impacts
- Minimize impact to community features (E.G. Dog park)
- Other (please specify)

2. What are the benefits you see from this future connection?

3. What are the challenges you see from this future connection?

Additional Comments

Do you have any additional comments about the Northeast Stoney Crossing Study?



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What we heard

Please note themes are listed from most frequent to least frequent. There were additional comments outside of the themes listed that were less frequent. It is recommended the reader view the verbatim comments at the end of this report for a fulsome understanding of the feedback.

80 Avenue N.E.

A crossing over Stoney Trail at 80 Avenue N.E. was approved by Council to accommodate access for emergency services, transit, pedestrian and cyclist connectivity to the area.

The crossing supports the development of the East Stoney Area Structure Plan (ASP) lands and was approved by Council in July 2018 as part of the New Community Growth Strategy.

1. Given that this flyover has been approved for emergency, transit, pedestrian and cyclist access, while exploring feasibility and developing designs, what are some key things that you want The City to consider?

Theme	Details	Sample verbatim comments
General lack of support for allowing all access on 80 th Avenue N.E.	Participants expressed comments against allowing all vehicle access at 80 Avenue N.E.	<ul style="list-style-type: none"> • <i>“It should be open only to emergency, transit and cyclist only.”</i> • <i>“Do not open for public”</i> • <i>“Allowing regular vehicle traffic will negatively impact transit travel by allowing additional traffic onto 80th Ave. and ultimately through the Falconridge roundabout.”</i>
General support for allowing all access on 80 th Avenue N.E.	Participants expressed comments supporting allowing all access on 80 th Avenue N.E.	<ul style="list-style-type: none"> • <i>“Public overpass will give Homestead Residents access to Facilities (Grocery Shopping) on other side of Stoney”</i> • <i>“Very important to allow public access to join existing communities to Homestead”</i> • <i>“To consider access for car users as it make access easier for Saddleridge and Taradale Residents”</i>
Traffic congestion concerns	Feedback collected demonstrated a strong concern for the added traffic congestion as a result of crossing over Stoney Trail at 80 Avenue N.E.	<ul style="list-style-type: none"> • <i>“Traffic situation is already bad enough. Please leave it alone..”</i> • <i>“Traffic concerns/ jams in Saddletowne circle”</i> • <i>“This should not be constructed. It will increase traffic in saddleridge”</i>



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Safety concerns	Participants provided feedback as it concerns to increased safety risks associated with the overpass.	<ul style="list-style-type: none"> • <i>“This will increase the accident risk”</i> • <i>“Consider the safety of kids and other pedestrians with the increased traffic.”</i> • <i>“Please consider the safety of citizens already living on 80 ave. Traffic is too fast, people speed All the time causing accidents.”</i>
Property Impacts	Feedback collected expressed concerns for impacts to existing properties	<ul style="list-style-type: none"> • <i>“Housing effect, people paid lot of money to builders then city planned something which gonna effect houses lot.”</i> • <i>“The people that live on that street who just bought houses there and do not want the extra noise.”</i> • <i>“We don't want this project because our house is near 80th. How come we face traffic.”</i>

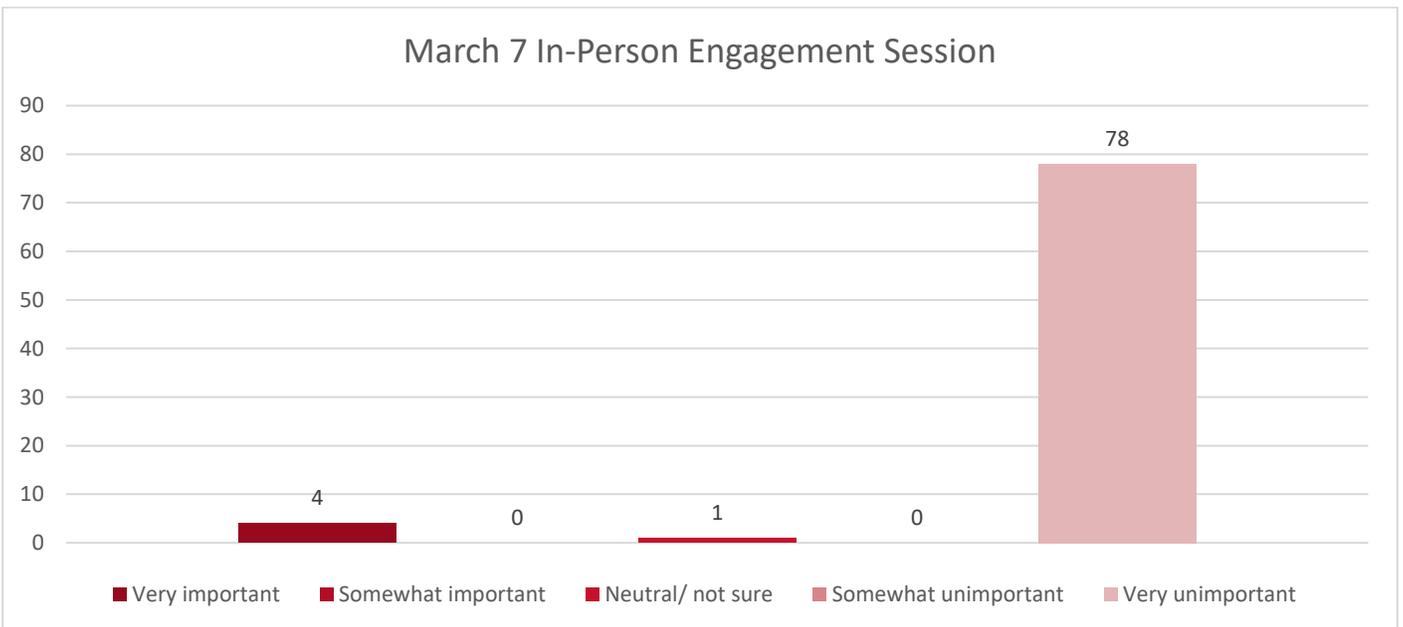
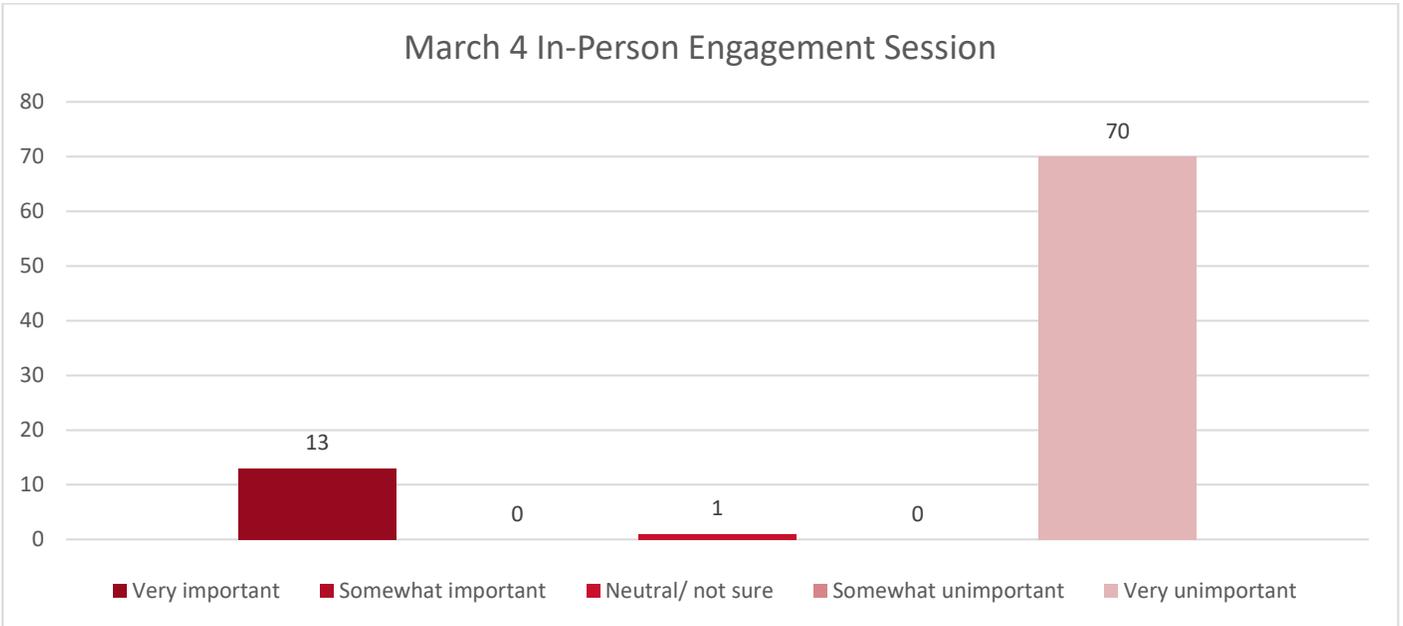
2. How important to you is having car access on 80 Avenue connection?

- () Very important
- () Somewhat important
- () Neutral/ not sure
- () Somewhat unimportant
- () Very unimportant



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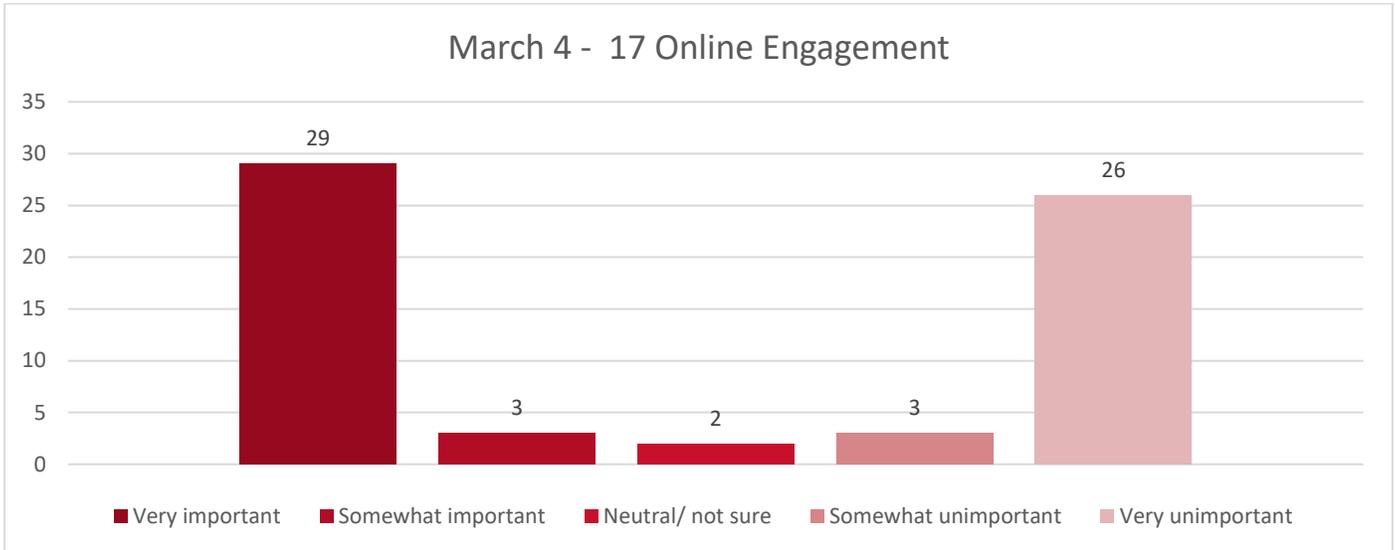




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3. What are the benefits you see from the all-access (including all car users) connection?

Theme	Details	Sample verbatim comments
General lack of support for allowing all access on 80 th Avenue N.E.	Despite the question framed at exploring the 'benefits', the majority of participants expressed comments against allowing all vehicle access at 80 Avenue N.E.	<ul style="list-style-type: none"> • "No Benefits at all. But sure will make a mess on 80 Ave near the plaza and for people leaving near that area." • "There is no benefit" • "Nothing, will increase more traffic, accidents and noise pollution"
Ease of access and connection to adjacent communities	Participants expressed comments relating to the ease of access and connection to communities both East and West of Stoney Trail.	<ul style="list-style-type: none"> • "Better connection between neighbourhoods and less division between them." • "Good accessibility to eastern communities." • "Provides direct connection between family on both sides of Stone and better access to school and temple on east side."
Access to amenities	Feedback collected demonstrated the benefit of citizens having easier access to amenities as a result of allowing all-access connection.	<ul style="list-style-type: none"> • "Local businesses on 80th Avenue will benefit from the exposure of public access on the flyover." • "Access to businesses on 80th Ave for Homestead residents, more business said businesses, access to the 84 Street Temple, access to Schools, medical doctors, other amenities for Homestead residents"



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4. What are the challenges you see from the all-access (including all car users) connection?

Theme	Details	Sample verbatim comments
Traffic congestion concerns	Feedback collected demonstrated a strong concern for the added traffic congestion as a result of an all-access crossing over Stoney Trail at 80 Avenue N.E.	<ul style="list-style-type: none"> • <i>“Too much traffic on the road and causes disruption to nearby residents.”</i> • <i>“Too much traffic in an already heavy traffic neighbourhood”</i> • <i>“I believe there is going to be more traffic coming through the area and is going to cause a lot of congestion.”</i>
Safety concerns	Participants provided feedback as it concerns to increased safety risk associated with an all-access crossing over Stoney Trail at 80 Avenue N.E. These including safety concerns in relation to speeding, pedestrian safety, and vehicular accidents.	<ul style="list-style-type: none"> • <i>“Safety! No traffic calming measures on both”</i> • <i>“No safety for elders and kids. A lot of elders and kids play there at the end of the 80 Ave”</i> • <i>“Safety concerns because of traffic as well”</i>
General lack of support for allowing all access on 80 th Avenue N.E., and a lack of support for the flyover in general.	The majority of participants expressed comments against allowing all vehicle access at 80 Avenue N.E., as well as the flyover in general.	<ul style="list-style-type: none"> • <i>“Huge safety issue for 80th. Decreases property value. Increases traffic. The 80th Ave flyover should not be built.”</i> • <i>“City plan usually 20-30 years before why is this being planned that fast. 80th Ave flyover safety is the big issue it shouldn't be built.”</i> • <i>“Increased traffic on Saddletown for no real gain. That access should go to 64th and 96th where there is infrastructure to handle it currently, not a traffic circle with 13 interchanges on it in 2.5 kms”</i>
Property Impacts	Feedback collected expressed concerns for negative impacts to existing properties.	<ul style="list-style-type: none"> • <i>“Decreases property value.”</i> • <i>“Property value will severely decrease - Privacy issues for our homes - Very severe traffic if open to public - Were not informed of the flyover, if we had such knowledge we would have not purchased the home”</i> • <i>“Only reason we bought the house was so that kids can play freely. Now that will be impossible”</i> • <i>“Homes are already built @ 632 Taralake Bay - \$11 Million -> would not have bought if knew about the road “</i>



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64 Avenue N.E.

An arterial road over Stoney Trail N.E. at 64 Avenue N.E. is indicated in the 2009 Calgary Transportation Plan. There is currently no funding or construction timeline in place to build this crossing.

This study will look at the design and construction timing of the crossing planned at 64 Avenue N.E.

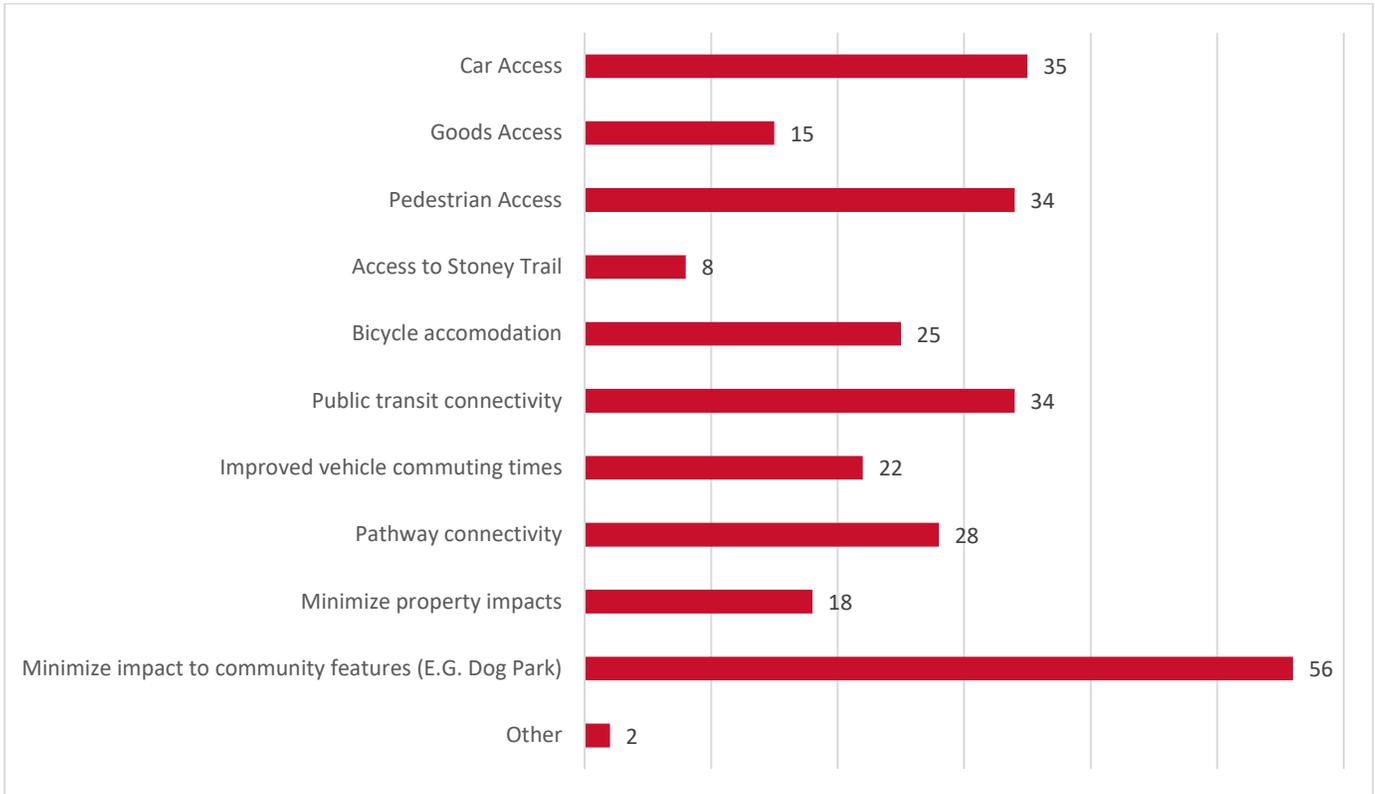
1. We would like to know your priorities along this future connection. Tell us what is important for you (check all that apply)

- Car access
- Goods access
- Pedestrian access
- Access to Stoney Trail
- Bicycle accommodation
- Public transit connectivity
- Improved vehicle commuting times
- Pathway connectivity
- Minimize property impacts
- Minimize impact to community features (E.G. Dog park)
- Other (please specify)



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2. What are the benefits you see from this future connection?

Theme	Details	Sample verbatim comments
General lack of support for a crossing at 64 th Avenue N.E. over Stoney Trail.	Despite the question framed at exploring the 'benefits' of this future connection, the majority of participants expressed comments that demonstrated a lack of support for the connection.	<ul style="list-style-type: none"> • <i>"No benefit , just waste of tax payers money as already have 2 flyover 96 and McKnight, so this will increase the accident risk and traffic Jams"</i> • <i>"There are no benefits this is an awful idea. Although this would allow for easier access to newer communities the negative impacts on the existing communities is not worth the construction of the bridge."</i>
Desire and/or misconception this future connection will allow access directly to Stoney Trail.	Participants expressed feedback for a desire of this connection to allow direct access to Stoney Trail. Additionally feedback indicated the misconception that the project is already planning to allow direct access to Stoney Trail.	<ul style="list-style-type: none"> • <i>"good access to stoney"</i> • <i>"Quicker access to Stoney Trail from my property."</i> • <i>"If there is access to Stoney Trail, I don't have to travel all the way to McKnight."</i>
Ease of access and connection to adjacent communities	Participants expressed comments relating to the ease of access and connection to communities both East and West of Stoney Trail.	<ul style="list-style-type: none"> • <i>"Better access and transit with the East side of Stoney Trail and the current neighbourhoods of Coral Springs and Taradale."</i> • <i>"More connectedness between roads and neighbourhoods."</i> • <i>"Ease of access for residents to get into their homes without crowding other roads to get through. Future planning which the city has not taken account for in other locations"</i>
Reduce traffic congestion on other nearby roads	Feedback collected indicated a benefit would include the reduction of traffic congestion on nearby roads and the overall traffic network.	<ul style="list-style-type: none"> • <i>"Less congestion in the Saddletowne circle."</i> • <i>"Less congestion on McKnight"</i>



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3. What are the challenges you see from this future connection?

Theme	Details	Sample verbatim comments
Concern for impacts to community features and specifically with the existing dog park.	Feedback collected indicated a strong concern for impacts to community features with the dog park being mentioned most frequently.	<ul style="list-style-type: none"> “Concern about 64th - What will happen to the dog park” “Support sustainable development. DON'T TAKE PARKS” “Concern w/ losing dog park and Manmeet Bhullar Park”
Traffic congestion concerns	Feedback collected demonstrated a strong concern for the added traffic congestion as a result of this future connection over Stoney Trail at 64 Avenue N.E.	<ul style="list-style-type: none"> “Increased traffic at the 64th Ave. and Metis Tr. intersection.” “Increase in traffic.” “Absolute traffic chaos!”
General lack of support for a crossing at 64 th Avenue N.E. over Stoney Trail.	Participants expressed comments that demonstrated a lack of support for the connection.	<ul style="list-style-type: none"> “We don't need bridge on 64th and 80th. This area is already too congested. Save dog park” “Against it 100%”

Additional Comments

Do you have any additional comments about the Northeast Stoney Crossing Study?

Theme	Details	Sample verbatim comments
Desire for focus to be on Airport Trail (96 th Avenue N.E.) rather than 80 th Avenue N.E. and 64 th Avenue N.E.	Stakeholders expressed opinion that Phase 2 of the completion of Airport Trail should be the focus over 80 th and 64 th Avenue.	<ul style="list-style-type: none"> “96 Ave? Why not do it right the first time and have 96th built?” “Develop 96th Ave flyover to go Both North & South rather than 80th Ave” “I don't mind the crossings, but we need to finish the full clover leaf connection in 96th Avenue before we can construct anything for Homestead.”
Traffic congestion concerns	Feedback collected demonstrated a strong concern for the added traffic congestion as a result of this future connection over Stoney Trail at 80 Avenue N.E. and 64 Avenue N.E.	<ul style="list-style-type: none"> “Congestion issue!” “80th Ave is congested as it is - and, doesn't need more traffic” “64 Ave does not need any more traffic.”



<p>Concern stakeholders were not informed about the current study and flyover at 80th Avenue N.E.</p>	<p>Citizens expressed concerns that they were not informed about the previously approved flyover at 80th Avenue N.E. (emergency, transit, pedestrian, cycle) as well as the current Northeast Stoney Crossing Study.</p>	<ul style="list-style-type: none"> • <i>“Not informed about flyover”</i> • <i>“Not informed 2 years ago about flyover”</i> • <i>“This should not be built. City didn't do any consultation. 0 consultation on approving this connection.”</i> • <i>“The City has already approved the infrastructure. This is just an exercise to make it look like you engaged residents.”</i>
<p>Safety concerns</p>	<p>Participants provided feedback as it concerns to increased safety risk associated with crossing over Stoney Trail at 80 & 64 Avenue N.E. These including safety concerns in relation to speeding, pedestrian safety, and vehicular accidents.</p>	<ul style="list-style-type: none"> • <i>“Safety compromise”</i> • <i>“Kids safety”</i>
<p>General lack of support for both 80th Avenue N.E. and 64th Avenue N.E. Stoney Trail Crossings</p>	<p>Participants expressed comments against Stoney Trail crossing project in general</p>	<ul style="list-style-type: none"> • <i>“Don't construct this fly over”</i> • <i>“I believe we need to look inside the ring road when it comes to more friendly pedestrian, cyclist and public transportation i”</i> • <i>“ALL of this money on something that won't be needed for years! Better the money is spent on fixing up existing communities of Falconridge and Taradale”</i>
<p>Property Impacts</p>	<p>Feedback collected expressed concerns for negative impacts to existing properties.</p>	<ul style="list-style-type: none"> • <i>“I live right next to the proposed construction site and this will impact so many families including my own. I beg you not to go through with this plan as it will destroy the lives of everyone living nearby”</i> • <i>“Stop these projects. Ruining communities”</i>



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Next steps

The City will hire a technical consultant in Q2 of 2020. Once this has occurred, The City will start identifying and analyzing technical and background data including feedback received from the open houses. The City will develop several different network scenarios and review transportation network needs & corridor feasibility.

A crossing at 80 Avenue N.E. is approved for emergency service, transit, pedestrians and bicycle users. \$8.5 million of funding was committed in the 2019 - 2022 One Calgary budget to build this infrastructure at 80 Avenue N.E. by 2022. The next important step is to assess the feasibility of this flyover connection from an engineering and geometric perspective. The project team will identify, develop and assess potential options for this connection, including the approved plan only and/or a connection for all users. Each option will be developed based on thorough review of transportation network needs, traffic analysis, cost, community impacts, land use impacts and property impacts. The connection options will identify the alignment and roadway cross-section, bridge placement, R.O.W. requirements, potential property impacts, etc. 64 Avenue N.E. was identified in the 2009 Calgary Transportation Plan as a four-lane crossing over Stoney Trail N.E. for all road users. This is a long-range plan and construction is not funded at this time. For 64 Avenue N.E. the project team will identify, develop and assess potential transportation network connection options for all users. The connection options will identify the alignment and roadway cross-section, bridge placement, R.O.W. requirements, potential property impacts, etc.

The City will then conduct an additional phase of public engagement once there is a better understanding of the potential design options that citizens can provide feedback on. The objective is to explore potential concepts and evaluate results with stakeholders and citizens in order to deliver a recommendation that better meets transportation needs and citizen priorities.



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Verbatim Comments

The following is a record of the feedback received through in person and online engagement.

Please note: Personal, identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions. However, the intent of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received.

Given that this flyover has been approved for emergency, transit, pedestrian and cyclist access, while exploring feasibility and developing designs, what are some key things that you want The City to consider?

- unsafe for children
- - speeding concerns
- 80th Ave a residential
- "- Residential - Clairhome- Genesis"
- Do not want all access
- "- Bottleneck- 64th a better option"
- Not good
- Waste of money
- Excellent Idea
- Bad idea
- Health concerns safety
- Not a good idea use 96 ave
- 80 Ave bridge no good
- Use 96 not 80
- Don't need more traffic 80 Ave
- Public overpass will give Homestead Residents access to Facilities (Grocery Shopping) on other side of Stoney
- Very important to allow public access to join existing communities to Homestead
- I support it. It needs to go
- Study area is not big enough - needs to include Saddletowne Circle!
- Study area needs to be widened. Saddlemont blvd needs to be included as well. The load on 80th will shift to adjacent roads.
- Don't support. Will add excess traffic to all ready congested saddleridge.
- Allows city to take advantage of existing investment in transit (access to LRT)
- Would just bring more traffic
- Not important at all
- Don't need at all
- Strongly supported



- We support overpass. Build it ASAP
- "Shouldn't add vehicle access to 80 Ave – Traffic – Safety - Accidents/insurance"
- This road will not access Stonet Trail
- Provides easy access to existing commercial uses.
- Don't need at all
- We fully support for this excuses
- Don't support at all. Traffic/Health/Noise issues
- Must need to go
- "Near 80th - Need safety - Traffic noise problem - Trouble with cars"
- I don't want for cars. Safety of children
- Unsafe for our children. House nearby
- We don't want this project because our house is near 80th. How come we face traffic.
- If this was where this access would stop (no regular vehicular traffic) I wouldn't have a problem with this overpass but I don't believe that this is the actual plan.
- It should be open only to emergency, transit and cyclist only.
- improve the highway to 8 lanes
- This is just waste of tax payers money as already have 2 flyover 96 and McKnight, so this will increase the accident risk and traffic Jams
- to consider access for car users as it make access easier for Saddleridge and Taradale Residents
- City should consider if spending 8,500,000 dollars while limiting the access is money well spent. I think not.
- Traffic concerns/ jams in Saddletowne circle
- Don't spend money on this please.
- Impacts to surrounding community and properties. The amount of cars and noise created because of the new flyover.
- Do not open for public,
- Please open it for all traffic
- The people that live on that street who just bought houses there and do not want the extra noise.
- Public access
- city should allow car access as this will become a concern later on and will add additional costs for the city in the long term
- Consider the safety of kids and other pedestrians with the increased traffic. Traffic situation is already bad enough. Please leave it alone.
- I would like to also account for future traffic planning with off ramps, not only just a fly over. What if we need access off stoney or onto stoney trail.
- Make sure cycling connections are really good.
- Good timing of project completion
- How about fixing the roads - that join this bridge?! You can barely drive on 64th never mind rising your bike on it! Our roads- in Falconridge and Taradale are in a TERRIBLE state



- Allowing regular vehicle traffic will negatively impact transit travel by allowing additional traffic onto 80th Ave. and ultimately through the Falconridge roundabout. Additionally, transit use is de-incentivized by having a direct vehicle route exist.
- Easy access to stoney trail for regular traffic
- The regular public should also be approved from there because that will reduce the traffic around saddletowne circle, and really bad rail track design of saddletowne circle, while more then 40+ cars are waiting at the time
- Traffic impact on 80th Avenue
- 80 ave crossings must be 4 lane or two lane for all users , not only for emergency or transit, bcoz my house is at taralake manor it's right at the bottom going through the 64 ave to take Stoney trail will be same as we are taking Macknight tl right now
- The need for better cyclist , transit and pedestrian infrastructure within the ring road areas of the city.
- This should not be constructed. It will increase traffic in saddleridge
- Giving transit way to drivers too, we need to stop the endless street endings and make sure streets become more connected with each other. Finishing other connected street ways such as 96th Ave would also benefit for some.
- Traffic lights, cross walk, bus bays, widen last stretch of 80 Ave next to Teradale plaza.
- Meeting presentations give incorrect context; i.e. all car access not as in 1 above. 1) Consider moving the Homestead development closer to 96th or 64th. 2) Cost savings of eliminating 80th flyover in favor of completing 96th & 64 th interchanges. 3)
- Please consider the safety of citizens already living on 80 ave. Traffic is too fast, people speed All the time causing accidents. Damaging property. Increased traffic will be a nightmare.
- The City needs to plan for the future. If public car access it not allowed, when this project is built the residents of Homestead and Taradale will question why there is not public access or illegally try to access the flyover.
- City money being spent for long term growth.
- Housing effect, people paid lot of money to builders then city planned something which gonna effect houses lot.
- The traffic on Saddletowne Circle needs to be studied, to consider the implications of increased traffic. It has 13 intersections, 3pedestrian crossings with lights, 2 LRT crossings, and innumerable jaywalking high school students.
- Traffic issues when flyover made full usage
- Just Emergency, Transit and pedestrian access .
- We alrady have too much traffic and roads are not wide enough, so do not make four lane or no access to all users
- For all transport
- Since there is no capacity increase planned for 80th avenue East of Saddletown circle and that Saddletown Circle is a horrible interchange there should ONLY be emergency and transit on that overpass
- On/of ramps to Stoney Trail



- Maybe the city should finish what they started years ago .. the 96th Avenue and Stoney Trail interchange first and foremost! Serving actual residents not proposed ones.
- Priorities. Plain and simple. Finish the 96th & Stoney interchange first where there are actual residents impacted by the negligence of the City. There isn't anyone on the east side of Stoney to currently connect to .. poor priority choice.
- Walkability, art, and pleasurable sight seeing on the flyover.
- Consider the speed limit to be at 50 and to make sure the speed limit sign is 50 km/hr.
- Ensure that appropriate access provisions are done for vehicles, pedestrians and cyclists while designing it. 80 ave may need to be widened at some points to avoid bottlenecks.
- To better fund emergency services proceed with funding the 96 & 64 interchanges. This would prioritize funding to where it is needed.
- This should have car access but only for residents and not as a main access road
- Overall traffic in the area.
- Traffic on 80th Avenue is already somewhat congested coming out of where the Tim Hortons and mall is. It would make more sense to use 64 th Avenue which is already a double lane and has far less traffic. It makes no sense to have increased traffic on this road.
- Everyone's safety.
- how are the cars won't be stopping from using it, when Emergency and transit uses it. These existing communities are already overcrowded, so keep that in mind, as they have the biggest concentration of secondary suites.

What are the benefits you see from the all-access (including all car users) connection?

- Full support of all access
- We support 80 Ave overpass
- "- Connects all communities - Quicker to commute between communities"
- Good for pedestrian, emergency services & could be expanded for cars connections to future communities
- Benefits see less than hazards
- Saddletowne Safeway would probably be busier, as would the other businesses in the area.
- No Benefits at all. But sure will make a mess on 80 Ave near the plaza and for people leaving near that area.
- easy access
- ease for existing suburb community
- No benefit at all, just waste of money
- Easier access to stoney
- This connector will also connect with township road 252
- Not much !



- none really.
- If you're going to allow everything but cars might as well include them too.
- there is no benefit
- None.
- Good accessibility to eastern communities.
- None.
- Direct access to amenities
- Nothing, will increase more traffic, accidents and noise pollution
- Ease of access for residents to get into their homes without crowding other roads to get through. Future planning which the city has not taken account for in other locations
- Accessibility and long term savings
- Decreased commute times
- Just to use the road
- IF there is going to be a community there the. There had to be an easier way to cross over Stoney
- Easy access to stoney. Less traffic
- None that are unmitigated by potential risks
- Easy of traffic within community roads
- I see myself using the exit being really beneficial for me and for my family, and my community and plus less crowd over on airport trail
- Could draw traffic away from Saddletowne Circle, provides direct connection between family on both sides of Stone and better access to school and temple on east side
- Easy access to 84 street
- Easy access get in and out from Stoney trail instead of taking airport trail and new 64 ave , my house on Taralake manor it took me more time to go through the 64 ave and Macknight or airport trail , bcoz my street is right at the bottom, thank you
- It all depends on what you build outside of the ring road, to the east of it.
- No benefit at all
- I see no benefits in allowing all access for 80th Avenue, i believe we should keep it as emergency,transit, bicyclists and pedestrians.
- Better connection between neighbourhoods and less division between them. It's also annoying to end a street, go around a different road path, and continue from there.
- None what so ever. Saddletowne Circle is chaos as it is - no need to add more traffic to it. Eapically with 1300-1500 more houses.
- None - the flyover to Homestead development only suits the developers;
- Only benefit will be to the new community developer who will be able to charge more money for selling their houses. It will ruin people's life that already live on 80 ave.
- Accessibility, development, growth, efficiency, practicality, and wise long term planning. Local businesses on 80th Avenue will benefit from the exposure of public access on the flyover.



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- Access to businesses on 80th Ave for Homestead residents, more business said businesses, access to the 84 Street Temple, access to Schools, medical doctors, other amenities for Homestead residents
- No benefits
- Taking the load off of current access to stoney trail
- To Saddle Ridge? Absolutely none!
- None
- No Benefits
- no benefits and lots of problems
- Traffic control at rush hr
- There will be no benefits unless you can find a way to re-engineer Saddletown circle. it is very poorly thought out as of now
- None for all access
- None whatsoever. Finish 96th and Stoney and have that be the access point!!! Residents have been waiting years for that to be finished!!!
- Again, waste of time and resources. Use the existing 96th Ave until resources are available for shiny new projects.
- Better connection and timing between distances and transit.
- Good connections and good/better ways of being more connected with all communities.
- It will improve the access of multiole communities to Stoney Trail, resultantly will also reduce traffic on inner roads trying to get out of the communities.
- Minimal
- It allows residents to travel locally and gives shorter trips
- Easier to connect from A to B. fewer cars on other connections. Fewer cars doing short trips on stoney.
- None
- Better way to control traffic. More convenient and less traffic in the saddletown.
- Not Much for existing communities, yeah will be a advantage to Homestead community.

What are the challenges you see from the all-access (including all car users) connection?

- More development coming along 80 Ave close to Metis Trail. More traffic is expected
- Visibility issues for houses backing out from their driveways
- Hard to get out 80 ave from Tim Hortons, since the corridor is very busy
- We did not know that this bridge is going to be built. Why this was not planned 10 or 20 years ago?
- We not support 80 ave because saefty issue
- No 80 Avn No listen to builder
- We are not happy - open 80 Av
- No 80 Ave No Safety
- None

- Please do not close 80 Ave because for safety issue
- No good open 80 Ave.
- We are not safe for same kids not safe for small kids we not support 80 Ave
- We don't want any excess on 80 ave + Stoney Tr for vehicles huge traffic construction vehicles
- I have objection with building bridge on 80 Ave. If there will be bridge built over there then the road will get busy and it will not be safe for our children no safty for everyone we are no safe no 80 ave
- On 80 Ave play ground not safe for small kids for play we not sport 80 ave
- We not happy for 80 Ave open because safty issue not safe for kids
- 80 Ave all ready traffic. It is safty issue. No safty. I don't want do 80 Ave because safty issue
- I don't want at all
- "More traffic More population More noisey Already is over crowded"
- We live on 80th Ave if there will be bridge built over there then the road will get busy and it will not be safe for our children not safe for children
- Please don't open 80 AV
- I don't want 80 Ave because safety issue. Not safe if you make road. No 80 Ave no
- I don't want at all because the safety issue.
- 80 AV we don't need 1000%
- Huge safety issue for 80th. Decreases property value. Increases traffic. The 80th Ave flyover should not be built.
- 80 Ave not safwe for kids not safe better option 64 Ave
- City plan usually 20-30 years before why is this being planned that fast. 80th Ave flyover safety is the big issue it shouldn't be built.
- There is a big safety issue. Traffic on 80th is already too much getting out og from Tim Horton Plaza on weekends and weekdays after 3 o'clock. You have to wait 5-10 minutess before you can get back on 80th. That's how congested it is right now.
- Huge safty issue for 80 Ave and safty increase and no safe for small kids playground not safe for children and kids
- So there shouldn't be any bridge, for emergency or public
- "- Homes are already built @ Taralake Bay - \$11 Million -> would not have bought if knew about the road"
- Congestion on Stoney due to merging
- No bridge on 80 AVE already too much traffic here. This road don't have capacity, poor planning from the city
- Increased traffic thru residential area
- Please don't open 80 Ave
- Congestion @ saddletown circle
- Excess taxes use 96th or 64th. Don't waste money on 80th
- I think city all ready decide waste public time no 80 Ave

- Lowely property values on 80th Ave and Saddlestone Cuircle very traffic all ready. I don't want 80 Ave you can do 64 Ave it is fine
- Lower Property value and 80 Ave and Saddlestone circle very traffic I don't want. You can use 64 Ave only. No 80 Ave.
- Accidents/Collisions happen every 2-3 weeks along 80 Av
- My fence was damaged by car 3 times. Last time I had to pay \$2500 very unsafe corridor
- Traffic on 80 atr the circle is ba during morning & evening
- Open it for all traffic
- - Seniors & children at the park. It's unsafe for them
- We are very happy city is doing this for us 80 Ave & 64 Ave
- We don't want at all 80 Ave because no safty
- Increased infrastructure costs
- "RE: Homes at the end of 80th - Property value will severely decrease - Privacy issues for our homes -Very severe traffic if open to public - Were not informed of the flyover, if we had such knowledge we would have not purchased the home - Safety concerns as it gives easy access to the other side (theft/break-ins) - Safety concerns because of traffic as well -All activities in the front of the home would be restricted
- No good open 80 Av
- Lower property values on 80th
- No need for bridge on 80th and 64th already too much traffic. Save the parks, dog park built 96th. Or somebody want to go to gurudwara take McKnight
- Saddle Ridge isn't built completely. There is another development along 80th Ave with 2360 house. Consider traffic on 80th.
- Study area does not include saddletown circle - traffic is already bad. We don't want any more traffic from neighbouring community.
- Not in support very poor thoughts city
- Don't need at all
- "No infrastructure No safety No needat all 100% unacceptable"
- Only reason we bought the house was so that kids can play freely. Now that will be impossible
- "No safety for elders and kids. A lot of elders and kids play there at the end of the 80 Ave"
- Not enough infrastructure (single lane)
- Saddletowne circle is not built for more traffic. A thorough traffic study needs to be done.
- Safety traffic congestion, too much on one Ave
- Don't need 1000%
- Already too busy, don't need anymore traffic directed that way.
- Safety! No traffic calming measures on both
- No crosswalks on 80 Ave (gets busy along Taradale Plaza)
- This will not be the only community buiklt. Traffic service issues will be overwhelming!
- "- Small kids - Builder never told us about this plan"

- "-Too much traffic - Too busy - Safety concern - Just not needed"
- 80 Ave Narrow Lane You can't even turn left from Tim Horton
- Very busy at Tim Hortons
- Will only use 80th if need to access Homestead
- How many houses & cars coming from Homestead
- "What are the projections? - Traffic Concerns"
- If community planned after decision made then homeowners to know
- Very costly for access not needed. Full access at 96 and Mcknight locations.
- "- Not enough information - Safety - Too much traffic"
- 80th Ave has business shops and condos, already unmanageable traffic. I can't handle flyover traffic.
- People will lose their homes with widening of the road.
- The biggest problem I can see is that traffic on Saddletowne Circle would be even more ridiculous than it already is. The number of cars using this circle has increased dramatically with the new community of Savannah, it will only get worse.
- A big mess on saddletowne circle and on 80Ave. Especially near the plaza on 80 Ave.
- -Continuing/encouraging sprawling communities
- Traffic will increase in saddle ridge community and also saddletown circle
- Traffic increase on 80th Ave
- No significant challenges
- Increased traffic in the Saddletowne circle.. more traffic jams !
- Too much traffic.
- I'm general the flyover is still a mystery. We want to know what it's going to be like - how many lanes, how big, is it going to cut through our community or have a negative impact?
- Too much traffic
- Think about the traffic impact it will have on already busy 80 ave and saddletowne circle. It will chaos in the rush time
- No challenges at all
- The noise and the congestion.
- Traffic and more accidents
- None. This would be a great transportation focal point.
- None
- Accidents
- The connecting roads to it. If they aren't in good condition what's the point in having a connector to it!
- Additional congestion within the Flaconridge circle from vehicles seeking to access Deerfoot or Metis Trail, with the extra traffic discouraging cycling and transit users due to increased travel time and presence of less predictable traffic.
- No challenge
- I see no challenge, actually its gonna save so much time to everyone, reduce the traffic conjunction



- Traffic calming and better pedestrian infrastructure on 80th east of Saddletowne Circle is a must, and should be the focus of the study so that public access using the flyover improves the transportation network directly and very soon
- It will be more easy and helpful if it's full access for all users ,
- Congestion, pollution, etc but again it all depends on what the designs look like.
- Increase in traffic in Saddleridge
- The vehicles are coming directly on to Saddletowne Circle. The circle can in no way handle the additional traffic as it is very busy now. You are not doing any study that I can see on the issue these vehicles will have on the circle
- I believe there is going to be more traffic coming through the area and is going to cause alot of congestion.
- Speed. Make clear that speed should be lowered and get more walkability too.
- Safety: young families with kids and seniors live along 80 Ave and they freely cross roads building right now. All car access will limit their mobility and put them in harms way. Not enough infrastructure - 80 Ave is only one lane towards east. More traffi
- Increased taxes-eliminate 80th in favor of 64th & 90th. Lower property values -increased traffic volume on 80th Increased congestion on Saddletown Circle; Develop lands west of Stoney & delay Homestead. Increased traffic hazards in playground zone.
- Tons of traffic, tons of noise, tons of accidents
- Houses price will effect badly
- none
- Pedestrian safety, more traffic jams at rush hour, LRT parking taking over the community streets (lot is already full every week day), difficulty accessing the circle from Saddlemont Blvd at rush hour, more accidents at 80th Ave/Saddletowne Circle.
- Traffic flow, parking at LRT, traffic flow at Saddletowne Circle
- Traffic and public safety
- Too much traffic on circle, Gensis ceter not big enough to handle more communities, high school is already too crowded
- None
- Increased traffic on Saddletown for no real gain. That access should go to 64th and 96th where there is infrastructure to handle it currently, not a traffic circle with 13 interchanges on it in 2.5 kms
- Too much traffic in an already heavy traffic neighbourhood
- 96th and Stoney will never be completed! Why is it that new developments get priority over residents who have been here for years!
- The poor chance of 96th Ave and Stoney ever getting completed. Existing residents don't matter as much as new developments.
- Lack of proper roadway signage, congestion, and speed.
- The speed limit and lack of sidewalks.



- It could make potentially make the 80 ave busier and would probably require the round about at 80 ave and taradale dr to be converted to lights, but in the bigger picture it not be that big of an issue. It will reduce commute time for daily users.
- Conflicts between pedestrians & cyclists due to narrow flyover. Snow removal on pedestrian/cyclist lanes as the city does not presently clear snow from 80 Ave sidewalks. Increased traffic through residential and playground zones. Lower property values.
- Too much traffic on the road and causes disruption to nearby residents
- Saddletown has the potential to be a major traffic jam if too many cars in the area.
- Too much traffic in this area. Not enough distance from the interchange at 96th Avenue and Stoney if it were to become an access point to Stoney in the future.
- None

What are the benefits you see from this future connection?

- Stoney Tr access
- Make to wide 64 Ave so access to Stoney benefit with extra lane also constant traffic
- Well done easy access to Gurdawra & Stoney for 64 Ave
- Keep open connection to 64 Ave from Tarington Rd.
- Seems good-> able to corss Stoney -> don't have to go all the way N. to get to Stoney
- I don't want to lose dog park for my fellow friends 64th Avenue.
- More cons than pros
- No benefit , just waste of tax payers money as already have 2 flyover 96 and McKnight, so this will increase the accident risk and traffic Jams
- good access to stoney
- No significant benefits
- I like this but don't want to loose our dog park!
- There are no benefits this is an awful idea. Although this would allow for easier access to newer communities the negative impacts on the existing communities is not worth the construction of the bridge.
- Ease of access for residents to get into their homes without crowding other roads to get through. Future planning which the city has not taken account for in other locations
- Helps neighbourhood traffic stay off of the main collector roads that cross Stoney.
- Quicker access to Stoney Trail from my property.
- Decreased commute times
- Easy access to major roads
- Less congestion on McKnight
- This will form an important connection for vehicles by directly connecting to Metis Trail, allowing for southbound travel towards the city centre. It can also function as a secondary transit and cycling route when placed adjacent to 80th Ave.
- Better traffic management



- More traffic in the other side like 68 st, and 52 st will reduce and people will use these exits
- It will be more easy to take Stoney trail rather than Macknight trail bcoz around school time or traffic times it took very long to take left on Macknight towards Macknight trail , most of the time we have to wait for three to four time at intersection
- It all depends on what is East of Stoney Trail (or what will be, currently there isn't enough information from the city to make a determination.
- No benefits
- More connectedness between roads and neighbourhoods.
- Less congestion in the Saddletowne circle. Plus unlike 80 Ave there is a two lane road all the way to the dog park.
- See above
- Nothing
- Access to the other side of stoney, mainly taking pressure off of the Mcknight 68th intersection
- None
- No Benefits
- Nothing
- Addition access from Stoney Trail into NE of McKnight rather than 96th
- None whatsoever.
- NONE!!!
- Easy access to stoney trail from 64ave west
- Better access and transit with the East side of Stoney Trail and the current neighbourhoods of Coral Springs and Taradale.
- More connectedness for those to go to Westwinds and McKnight shopping center.
- Improve commute times for daily users, improved connectivity to Stoney Trail.
- All of the above. Increased property values due to good infrastructure and network access.
- None
- None, 80th Ave should allows all vehicles
- If there is access to Stoney Trail, I don't have to travel all the way to McKnight.
- This area is hard to get to from stoney trail at the moment.
- This access makes more sense as it is already 4 lanes and will be less congested than 80th Avenue.
- Easy access and less traffic and collision
- Good for people in Homestead

What are the challenges you see from this future connection?

- - Only known wetland in NE Taradale
- - Loss of dog park. There are total 4 dog parks in NE (N of 32 & E of deerfoot) ~ 2000 acres
- Loss of park access
- "Hard to get out of the community Impact on safety of people"



- We don't need bridge on 64th and 80th. This area is already too congested. Save dog park
- Air pollution
- City should report on increased number of accidents due to traffic
- City didn't do consultation
- People already drive fast. Fatality a couple of years ago
- 96 Ave north bound connection is priority. This be delayaed to distant future.
- Not many dog parks in the area
- Disaster for future generations
- Support sustainable development. DONT TAKE PARKS
- City: Dog's don't have voices
- Against it 100%
- "- Concern about 64th - What will happen to the dog park"
- Proposed road will destroy off leash dog park and Manmeet Singh Bhullar Park. KEEP THE PARKS!
- Loss of dog park & extra traffic into community
- The road does NOT access STONEY TRAIL!
- Concern w/ losing dog park and Manmeet Bhullar Park
- Risk of accidents and traffic james
- none
- There will be connections at McKnight, 80th Ave and Airport Trail. Anymore would be a waste of money
- What's happening to the dog park?
- Increased crime in my neighbourhood as I live there and I am familiar with the issues that take place. The destruction of houses. Heavy traffic. Constant noise. Destruction of parks in the community.
- The delayed timeline for the city to approve and get this going.
- The loss of the dog park will be devastating to dog owners in the NE. This dog park is an asset to me as a dog owner, it is easily accessible, and provides a great location to engage with members of my community.
- None
- None
- That our local roads will be left like they are now - cracked and pot holes
- Increased traffic at the 64th Ave. and Metis Tr. intersection.
- No challenge
- Stoney trail has to get more lanes
- It will be very easy and most important to built 4 lane full accesss on 64 ave, thanks
- Congestion, pollution but again , the devil is in the details.
- Increase in traffic. Waste of money
- Speed, improper driving, and potential confusion.
- None



- Funding as this interchange was identified in the 2009 plan yet funds were found for the 80th flyover. Greater need for 64th & 96th as traffic volumes will be greater.
- Houses price will drop
- Removal of dog park, removal of pathway system
- Traffic and public safety
- No more dog park
- Area will have more traffic than now but benefits more communities
- Resident's voices actually being heard.
- Absolute traffic chaos!
- No challenges at all
- Speed limit, and pleasurable scenery.
- Lack of streetscape and the lack of sidewalks for us to use.
- Poor council vision as this arterial network was identified in the 2009 transportation study yet council has never allocated funding for it in any budget.
- Going thru park, congestion into Tardale
- The dog park would disappear and the noise pollution would make the new Manmeet Bhullar park difficult to enjoy. I use the pathway for walking, biking, and running.
- It could affect existing properties and pathways
- People coming from the south of the city to the Airport and shortcutting this way and along Metis / 36th street. Would prefer to see full airport trail / 96ave completed to reduce airport traffic.
- None
- More traffic in Taradale, Saddleridge.

Additional Comments

Do you have any additional comments about the Northeast Stoney Crossing Study?

- Why don't you use 96th Ave already first then consider. Why do you need 80th?
- Why is homestead being prioritized vs development up North?
- BRT should be built from Saddletown station North to the communities
- - Development should occur further North vs East & provide more connected infrastructure to existing northern communities
- - If connection for cars isn't allowed at 80th, then the cars from Homestead will create more congestion at 84th, McKnight, etc.
- Stop these projects. Ruining communities
- Use cloverleaf intersection. No lights
- Where is the funding for 64th? Road was approved in 2009.
- "- More traffic - More congestion - More accidents - Safety compromise"
- May be build a fire service there.
- Not important at all

- "- not informed about flyover - more traffic"
- "Traffic circle - shortcutting - need lower speed limits - congestion"
- If the crossing helped access parks/commercial could make it worth it for community
- - not informed 2 years ago about flyover
- Saddletowne LRT parking lot is already overflowing into the community - will it get worse if autotraffic is allowed on the 80th Ave flyover.
- "Traffic circl- shortcutting - need lower speed limit- congestion"
- OK with this as long as they don't connect to Stoney Tr
- Saddletowne circle needs to be included in the traffic study and so does saddlemont Blvd.
- 96 Ave? Why not do it right the first time and have 96th built? Fire trucks can take an extra minute. ..
- What about CBE schools? SaddleRidge Schools are already to the capacity.
- CRIME? An easy getaway to the country?
- Developers should not be here They are filling in traffic concerns on circle and 80 Ave
- Develop 96th Ave flyover to go Both North & South rather than 80th Ave
- Why we need 4 flyovers in about few km. Mcknight & 96th already
- Pedesterian access from the condos on 80th to the plaza in Taradale needs across-walk where people will use it
- What is going to happen with the park on the other side of Stoney?
- Fire department capacity? Are they going to need buy more trucks?
- "- Parking issues on street - Kids safety - Circle review - Ped traffic - Width of the road"
- "- Safety 80 ave is high - High density - Congestion issue - Transit crossing - Traffic issue - 96 Ave is better"
- "Kids - Safety issue - Risk 9 - Clearhomes"
- - Fatality on 64 Avenue
- - No dog parks
- - Do not touch green space
- - Do not touch the park
- 80th Ave is congested as it is - and, doesn't need more traffic
- 64 Ave does not need any more traffic.
- 8 lane highway needed to reduce traffic
- No
- I live right next to the proposed construction site and this will impact so many families including my own. I beg you not to go through with this plan as it will destroy the lives of everyone living nearby.
- Yes, other areas of Stony Trail such as 14th street NW and 60th in the NE should also have bridges made on them ASAP. Also the province should make triple lanes, why is the Northeast often the last ones to get the latest updates.
- This should not be built. City didn't do any consultation. 0 consultation on appriving this connection.
- Make sure cycling connectivity has a high priority. The NE doesn't have good cycling connections to other ears of the city.



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- With changes to the intersection at 68th street and McKnight, I don't feel that the city necessarily needs the additional access to Stoney Trail at 64th Ave.
- No
- ALL of this money on something that won't be needed for years! Better the money is spent on fixing up existing communities of Falconridge and Taradale
- Please find funding for the Blue Line LRT extension first.
- That's gonna be very beneficial for car users to see them visually at night time where there are no lights
- Thanks you for the great project , it will be much helpful for my community
- I believe we need to look inside the ring road when it comes to more friendly pedestrian, cyclist and public transportation infrastructure.
- Don't construct this fly over
- I don't mind the crossings, but we need to finish the full clover leaf connection in 96th Avenue before we can construct anything for Homestead. We should have more connections from roads and neighbourhoods.
- Study needs to have more input from affected communities. Engagement at all stages leading up to final report. Homestead location should be aligned with either 64th /96th as main access. Consideration for NE emergency service locations off Country Hills
- Any additional traffic on 80th Ave will impact Saddletowne Circle circle, therefor the traffic studies of the area must include the circle.
- Why not use 96th only 2 minute drive from 80th and already has partial flyover
- No need for this study
- This option will be better than 80Th ave
- Good to see action
- The City has already approved the infrastructure. This is just an exercise to make it look like you engaged residents.
- If the access roads and new community has already been approved what's the sense of this survey. Just so the city can say it engaged the residents!
- Finish the 96th Avenue and the homes of Saddle Ridge first before constructing any of the flyovers.
- Add on some streetscape and designs. Make the flyover an area of accessibility for all.
- No
- This study needs to evaluate previous studies and incorporate applicable recommendations. There also needs to be regular updates and communication sessions as to input received from the March information sessions.
- I feel this study should include when airport trail / 96 ave extension will be updated, as traffic from the south of the city to the airport is the biggest factor here. Current plans may jam local roads, but if 96th completed would not.
- No comments

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March 7, 2020 at Genesis Centre

Northeast Stoney Crossing Study

Stakeholder Report Back: What we Heard
March, 2020



March 4, 2020 at Genesis Centre