



Bowness Road N.W. (Montgomery) Streetscape Master Plan

Stakeholder Report Back: What We Heard

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Bowness Road N.W. (Montgomery) Streetscape Master Plan

Stakeholder Report Back: What We Heard

Project Overview

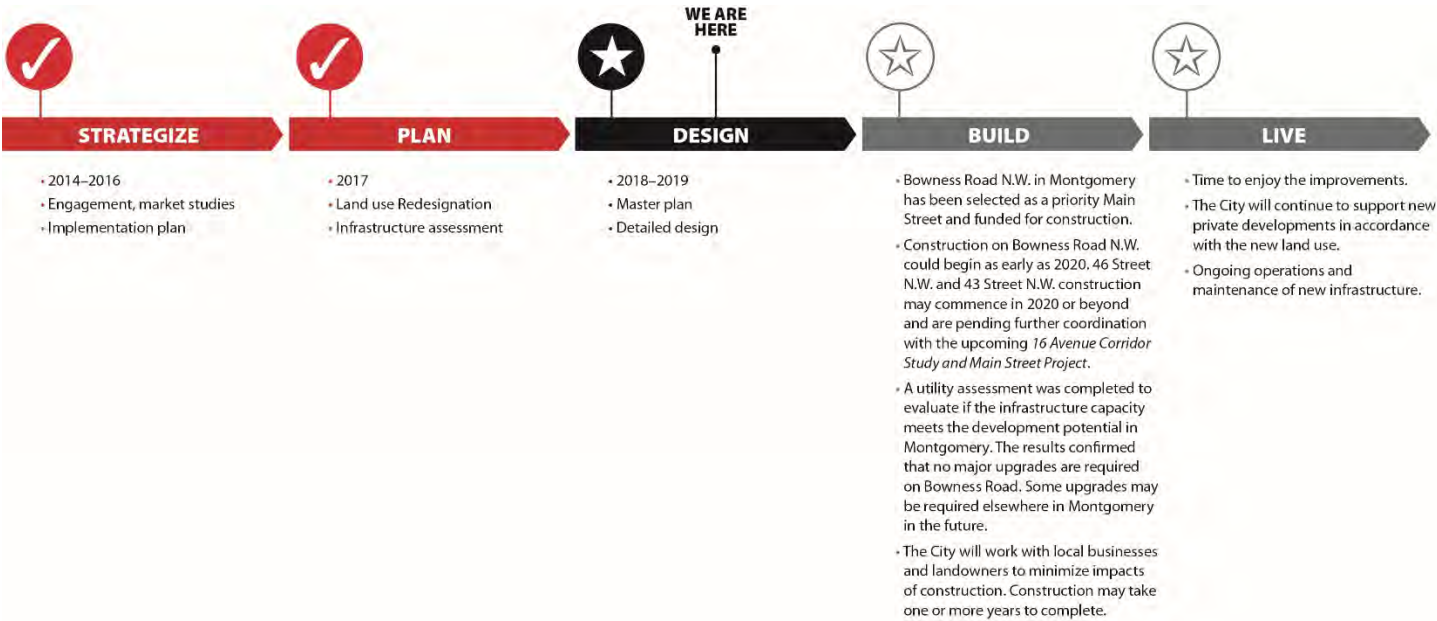
Main Streets

The Main Streets Program is one of the ways The City of Calgary is making life better every day. The intent of the program is to transform our Main Streets into places where people want to live, work and play.

Main Streets are places where citizens come together. They allow us to travel less and live more by providing the things we need right in our own communities.

Main streets are resilient, adaptable, attractive public spaces that:

- Celebrate the character of the community
- Encourage diverse businesses, buildings and residents
- Create a vibrant destination



About the Project

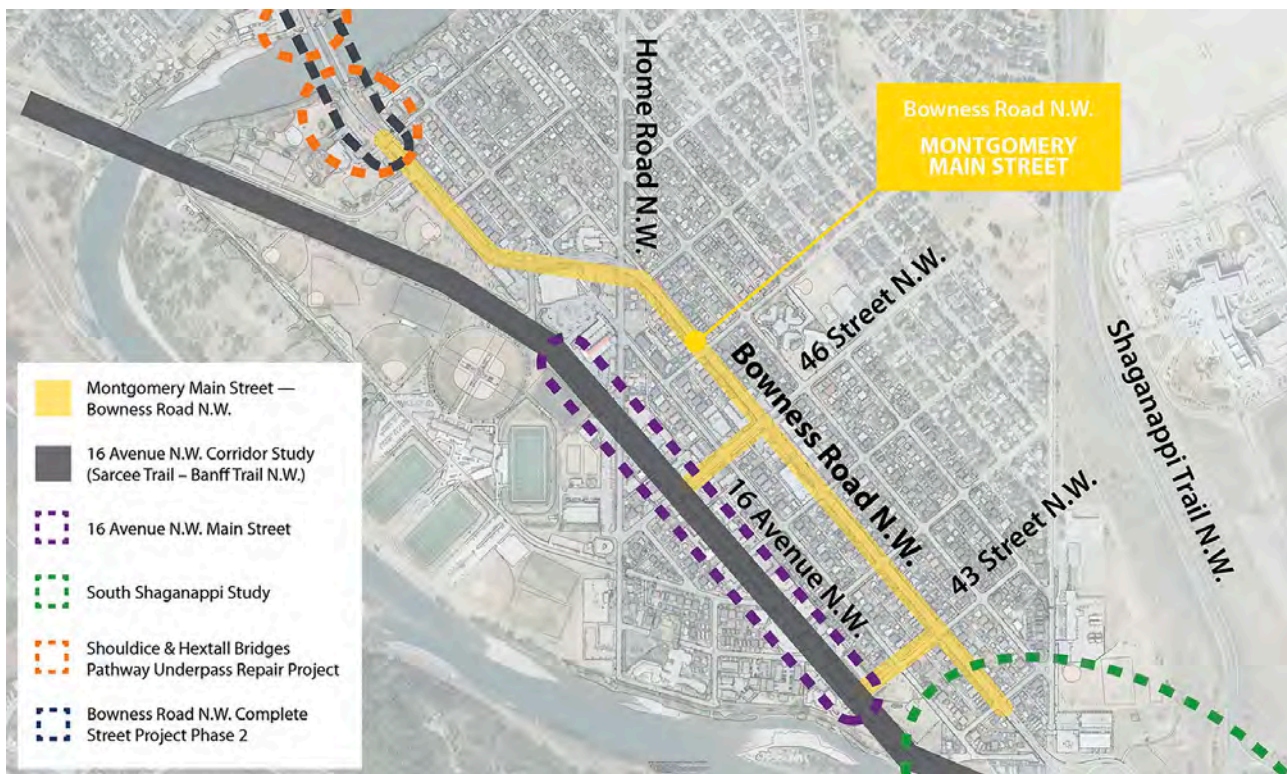
The Streetscape Master Plan will focus on Bowness Road N.W. but considers segments of 43 Street N.W. and 46 Street N.W. to ensure Bowness Road N.W. is properly integrated into the community and the city at-large. It will also align with the [Complete Streets Policy and Guide](#) and include safety and operational improvements for people walking, cycling, taking transit and driving.

The Streetscape Master Plan will propose near-term solutions to priority issues that are affecting the community today, as well as illustrate a long-term vision for Bowness Road N.W. as a memorable destination, a living room and a hub for the community. As part of regular road maintenance, Bowness Road N.W. is scheduled for resurfacing, which presents an opportunity to make design improvements at the same time so it functions more effectively for all users.

The design concept proposed in the Master Plan will address all elements within the public right-of-way, as well as the interface between the street and adjacent buildings, parks and plazas. This includes:

- Vehicular circulation, traffic calming, transit, parking and property access;
- Cyclist and pedestrian circulation;
- Street trees and vegetation;
- Utilities and infrastructure;
- Sidewalk materials, site furnishings, signage and lighting; and
- Street programming, patios and parklets.

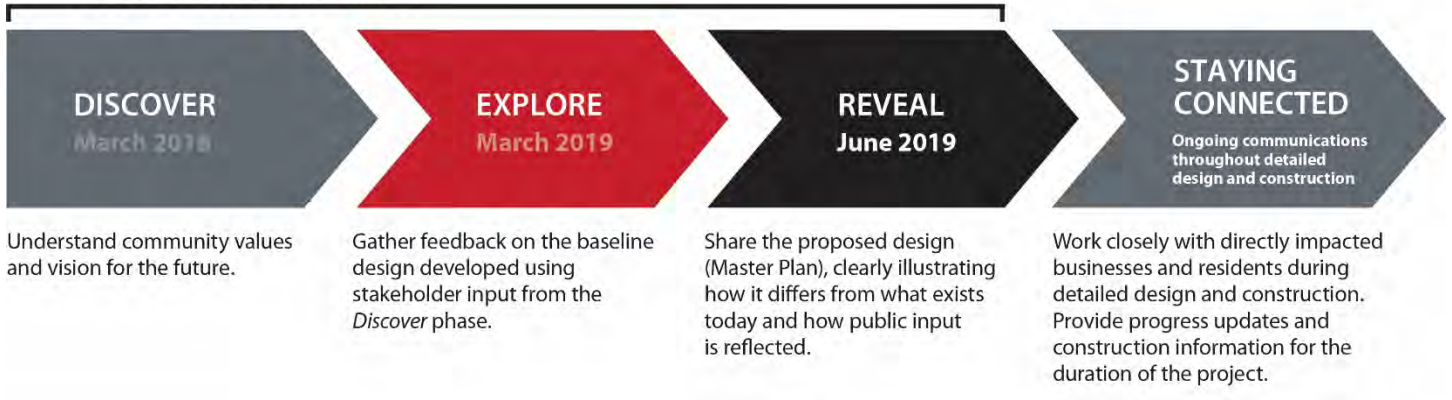
Area context map



Engagement Overview

The public engagement process for the project will result in a Streetscape Master Plan, which is a high-level summary of the design concept. The concept may be refined during detailed design, when it is subject to additional considerations such as technical constraints, budget, detailed surveys of existing conditions and unforeseen conditions.

Public engagement is one of several factors influencing the Streetscape Master Plan. There are multiple applicable policies and standards, like the Calgary Transportation Plan and Montgomery Area Redevelopment Plan, in addition to engineering considerations and accommodating the site conditions.



Previous Engagement

Discover

In March 2018 the public was invited to a visioning session to share their thoughts on community values and how Montgomery should look and feel in the future. More than 160 people attended and 111 provided input online. The input from this phase was used to help develop design concepts for Bowness Road N.W.

Explore

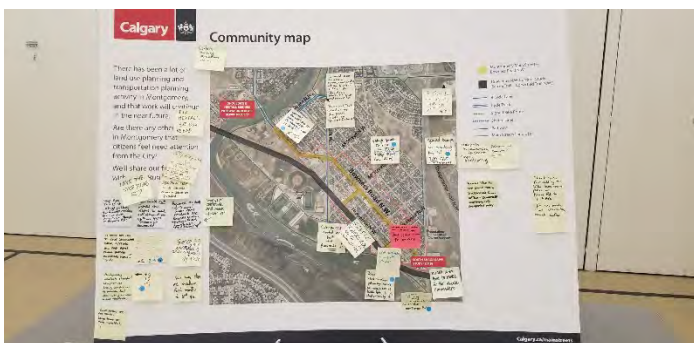
In March 2019, the public was invited to provide feedback on the preliminary concepts and options for the project. Approximately 115 people attended the open house and 29 people provided their feedback online. The input received during the Explore phase was used to refine the baseline designs, along with technical analysis, site conditions and applicable policies and standards.

For a complete summary of the previous engagement from the Discover and Explore phases, please visit engage.calgary.ca/MontgomeryBowness.

Reveal: Open House and Online Feedback

The public was invited to a drop-in open house on Wednesday, June 12, 2019 from 5:00 p.m. to 8:00 p.m. at the Montgomery Community Association to give input on the final concept for Bowness Road N.W. Approximately 125 people attended and seven feedback forms were completed. Participants could also provide input by writing their comments on sticky notes and placing them directly on the display boards and by placing sticker dots to indicate how well the final concept achieved the project objectives.

The final concepts were posted online and feedback was accepted from June 13-26, 2019; 74 people provided feedback online.



What We Heard

Vision, Goals and Objectives

Does the design achieve the project objectives of **Social and Healthy Lifestyle**?

- 56% said it strongly achieves, 19% said somewhat achieves and 25% said it does not achieve.
- Respondents supportive of the design liked the trees and improvements for all modes.
- Respondents not supportive felt the design lacks gathering spaces, increases traffic congestion and are concerned about the expenditure.

Does the design achieve the project objectives of **Mobility and Function**?

- 48% said it strongly achieves, 26% said somewhat achieves and 27% said it does not achieve.
- Respondents who felt the design achieves the objectives said it was because the street will be multi-modal and accessible for all users.
- Respondents who did not feel the design met the objectives did not support bike facilities and were concerned about increased congestion and necessity of the project during a difficult economic climate.

Does the design achieve the project objectives of **Character and Identity**?

- 43% said it strongly achieves, 24% said somewhat achieves and 39% said it does not achieve.
- The most common sentiment from respondents was a desire for more trees.
- Some respondents said there wasn't enough detail on the plans to properly evaluate.

Does the design achieve the project objectives of **Economic Vitality**?

- 60% said it strongly achieves, 22% said somewhat achieves and 18% said it does not achieve.
- Respondents who indicated the design *strongly achieves* the objectives believed it will generate investment by making the street and community more attractive and welcoming to businesses, pedestrians and cyclists.
- Respondents who indicated the design did not achieve the objectives cited concerns about congestion, parking supply, bike facilities and overall need for the project.

Community map

Are there any other areas in Montgomery that citizens feel need attention from the City? We'll share our findings with other Business Units.

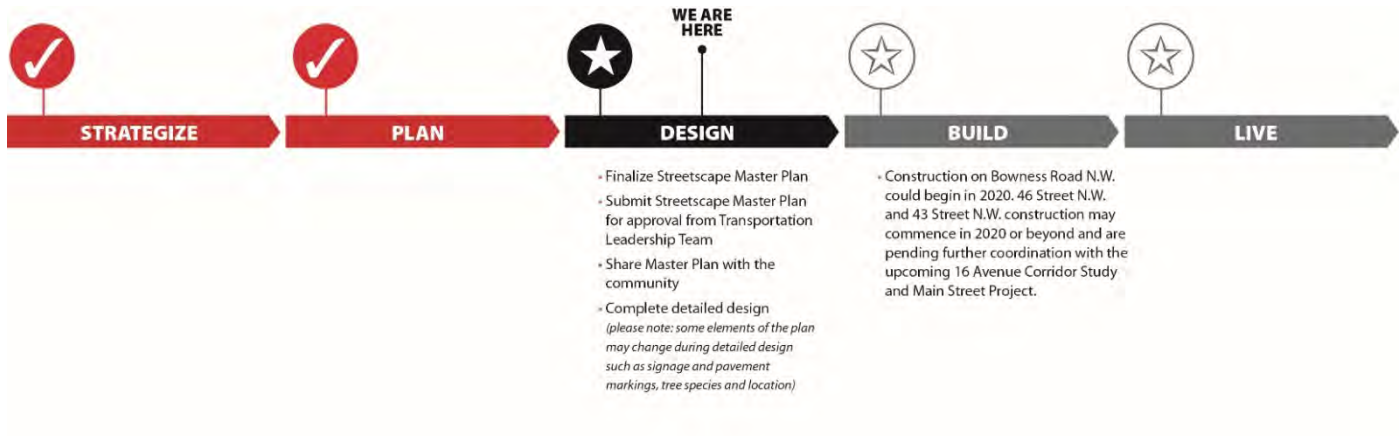
- Most of the comments made by open house attendees were about a desire for traffic calming and the proposed four-way stops at 46 Street N.W. and 43 Street N.W.
- Some additional comments included suggestions for grade separation for pedestrians and cyclists, concerns about new developments and improved comfort for transit shelters.

Design roll plot

Open house attendees were invited to provide feedback on the overall design by adding sticky notes to a 'roll plot'. These comments haven't been summarized as they are quite specific to location and the low number of comments doesn't allow for identifying themes. All the comments can be viewed in the verbatim section at the end of this document.

Next Steps

The input received during the Reveal phase will be used to help finalize the Streetscape Master Plan. The Master Plan will be submitted to the Transportation Leadership Team for approval and then shared with the community. A complete detailed design will follow, and construction on Bowness Road N.W. could begin in 2020.



Input Summary

Vision, Goals and Objectives

Does the design achieve the project objectives of Social and Healthy Lifestyle? (116 responses: 65 online, 44 dots on display board and 7 feedback forms)



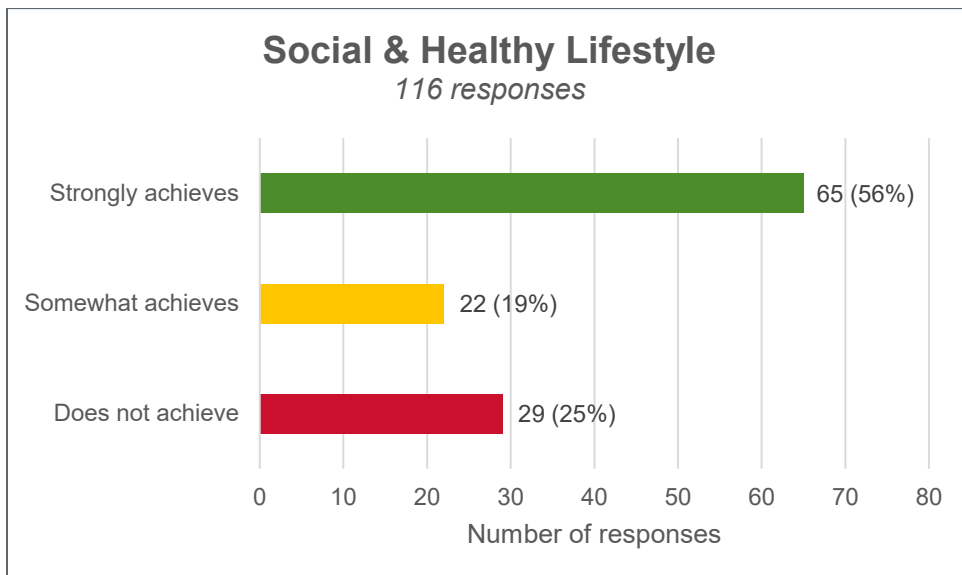
SOCIAL AND HEALTHY LIFESTYLE

GOAL: Create a family-friendly and safe street environment that focuses on promoting sense of community.

Objective 1: Create more spaces and deliberate opportunities for gathering and social interaction.

Objective 2: Integrate healthy planning principles and promote sustainability.

Objective 3: Explore potential street name change to Montgomery Road.



Please tell us why.

59 respondents shared why they felt the design would strongly achieve, somewhat achieve or would not achieve the Social and Healthy Lifestyle objectives.

Respondents who indicated the design *strongly achieves* the project objectives of Social and Healthy Lifestyle said it was because:

- Like protected bike lanes and reduced vehicle speeds
- Like additional trees
- Encourages walking and cycling and is accessible for all modes
- Support changing road name to Montgomery Road or Montgomery Way

Respondents who chose *somewhat achieves* the objectives indicated the design:

- Lacks deliberate gathering spaces
- Hinders traffic en-route to Bowness
- Name change is not needed

Respondents who said the design *does not achieve* the objectives shared these comments:

- Concerns about increased traffic congestion due to four-way stops, reduced vehicle lanes and bike lanes
- Concerns about sufficient parking
- Concerns about money spent on a non-critical project while taxes are being raised
- Name change is not needed

There were several comments throughout the feedback that didn't directly relate to the objectives or the level of achievement wasn't specified:

- Concerns about Bowness Road / Home Road N.W. intersection
- Lack of support for the road name change and associated costs for those impacted by the proposed change

Does the design achieve the project objectives of Mobility and Functionality? (128 responses: 72 online, 51 dots on display board and 5 feedback forms)



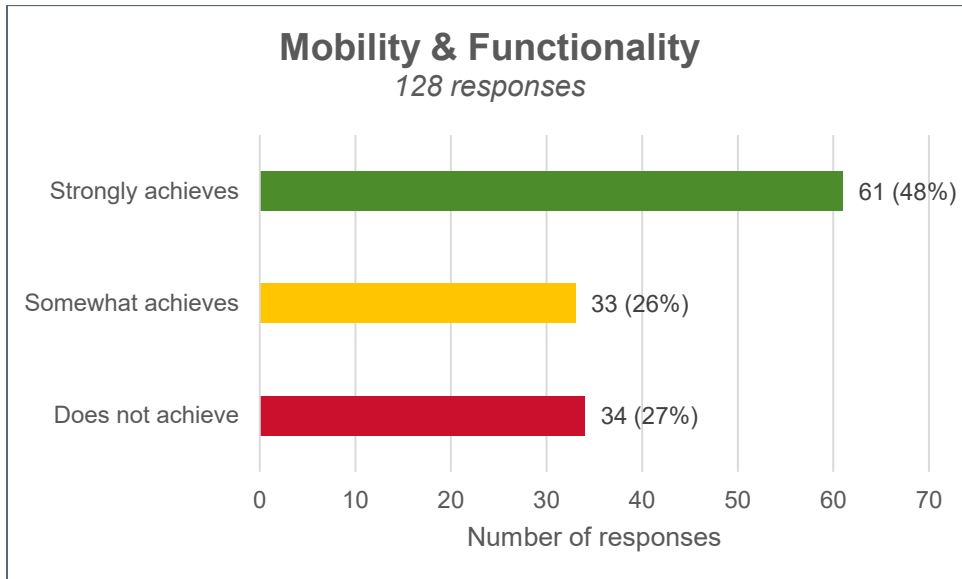
MOBILITY AND FUNCTIONALITY

GOAL: Achieve a balance of multi-modal transportation options with a focus on pedestrian-friendly and inclusive design.

Objective 4: Support connectivity to existing parks and Bow River.

Objective 5: Maintain commercial zone parking.

Objective 6: Increase level of accessibility through design components.



Please tell us why.

64 respondents shared why they felt the design would *strongly achieve*, *somewhat achieve* or *would not achieve* the Mobility and Functionality objectives.

Respondents who indicated the design *strongly achieves* the Mobility and Functionality objectives said it was because:

- Support four-way stops
- Improves safety and comfort for people walking and cycling; creates a multi-modal, accessible street

Respondents who chose *somewhat achieves* indicated:

- Sidewalks should be more accessible
- Visibility at crosswalks should be further improved

Almost all respondents who chose *does not achieve* were concerned the design would increase traffic congestion and felt traffic speeds and flow should be maintained. Specifically:

- Concerns about impeding traffic on a commuter road with reduced lanes (bottlenecks) and four-way stops
- Do not support bike lanes
- Concerns about necessity of project during tough economic times

Does the design achieve the project objectives of Character and Identity? (120 responses: 67 online, 49 dots on display board and 4 feedback forms)

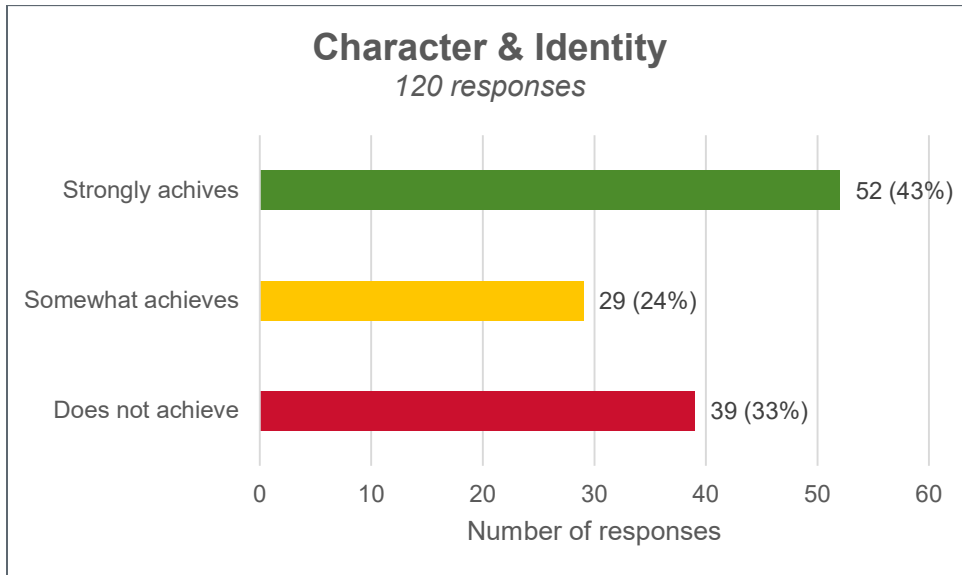


CHARACTER AND IDENTITY

GOAL: Create a street that establishes a unique sense of place and offers memorable experiences for both residents and visitors.

Objective 7: Embrace neighbourhood history as a design vehicle to help define community identity.

Objective 8: Enhance Urban Forest and create design balance through soft landscape components.



Please tell us why.

42 respondents shared why they felt the design would *strongly achieve*, *somewhat achieve* or *would not achieve* the Character and Identity objectives. The most dominant themes are listed below.

Respondents who indicated the design *strongly achieves* the Character and Identity objectives commented on overall support for the design citing several project elements like the cross-section, landscaping and sidewalk and crosswalk improvements.

Respondents who chose *somewhat achieves* said:

- More trees are needed
- Not enough detail on the plans to evaluate if they meet the Character and Identity objectives

Respondents who chose *does not achieve* said it was because:

- More trees are needed (a few comments specifically mentioned new developments removing trees)
- Bike lanes are not needed

Does the design achieve the project objectives of Economic Vitality? (107 responses: 68 online, 36 dots on display board and 3 feedback forms)

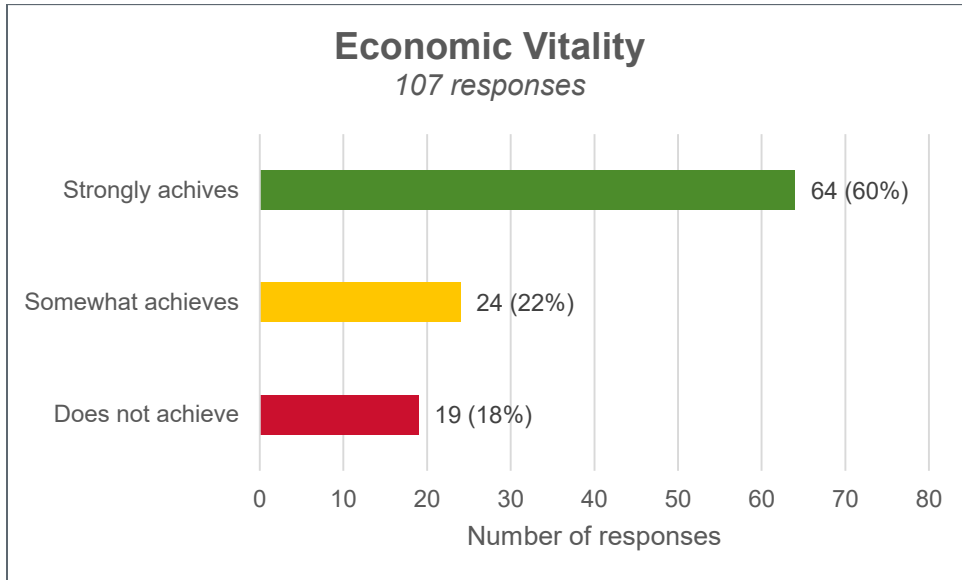


ECONOMIC

GOAL: Street improvements promote economic vitality by encouraging redevelopment opportunities and promoting investment.

Objective 9: Public realm improvements attract homebuyers and local businesses and, in turn, positively influence property values.

Objective 10: Montgomery becomes a recognized destination for all Calgarians to explore and experience, consequently providing support for local businesses.



Please tell us why:

41 respondents shared why they felt the design would *strongly achieve*, *somewhat achieve* or *would not achieve* the Economic Vitality objectives.

Respondents who indicated the design *strongly achieves* the Economic Vitality objectives believed the design would generate investment by making the street and community more attractive and welcoming to businesses, pedestrians and cyclists.

Some respondents who chose *somewhat achieves* provided a wide range of specific comments identifying areas of additional improvement. No common themes were identified among the responses. Please see the Verbatim Comments section for the transcribed feedback.

Respondents who chose *does not achieve* shared:

- Concerns about the worthiness of investing in the project / project no needed
- Concerns about parking supply
- Concerns about increased traffic congestion
- Do not support bike facilities
- More commercial land use is needed

Community map

Are there any other areas in Montgomery that citizens feel need attention from the City? We'll share our findings with other Business Units. (open house only)

Open house attendees used sticky notes to provide feedback, which is summarized below. The verbatim map comments are provided later in the document.

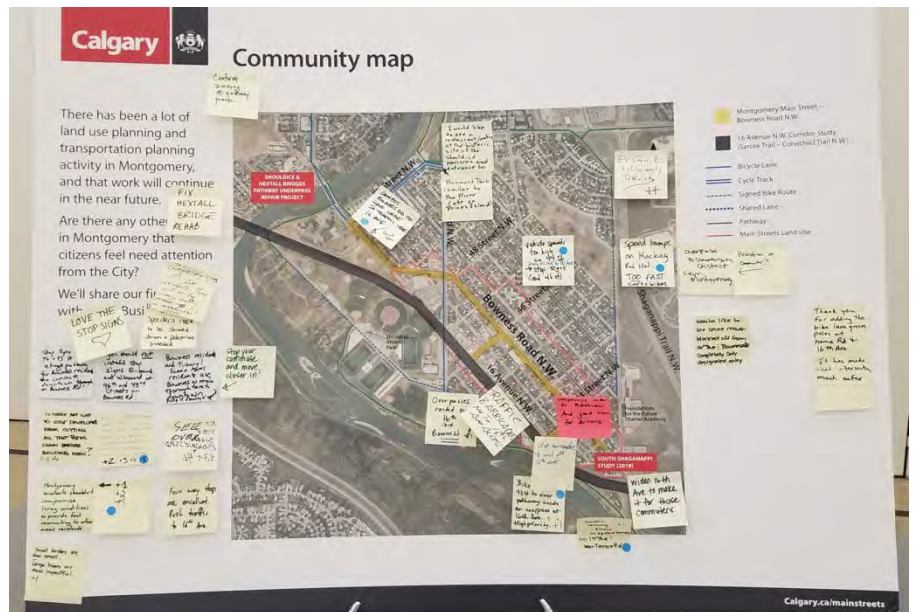
Traffic calming

Several comments on the community map were direct or indirect requests for traffic calming on various streets. More specifically:

- Reduced access to and/or from 16 Avenue North
- Reduced speeds, with some specifically suggesting speed bumps

Concerns with new development

- Poor/uneven road surface due utility tie-ins for new developments
- Concern about tree removals with new developments



Grade separation for pedestrians and cyclists

- A few comments requested overpasses for active modes across 16 Avenue North, and one suggested an overpass connection between Montgomery and University District (assumed for pedestrians and cyclists)

Proposed four-way stops at 46 Street N.W. and 43 Street N.W.

There were multiple comments both supporting and opposing the proposed four-way stops on Bowness Road at 46 Street N.W. and 43 Street N.W.

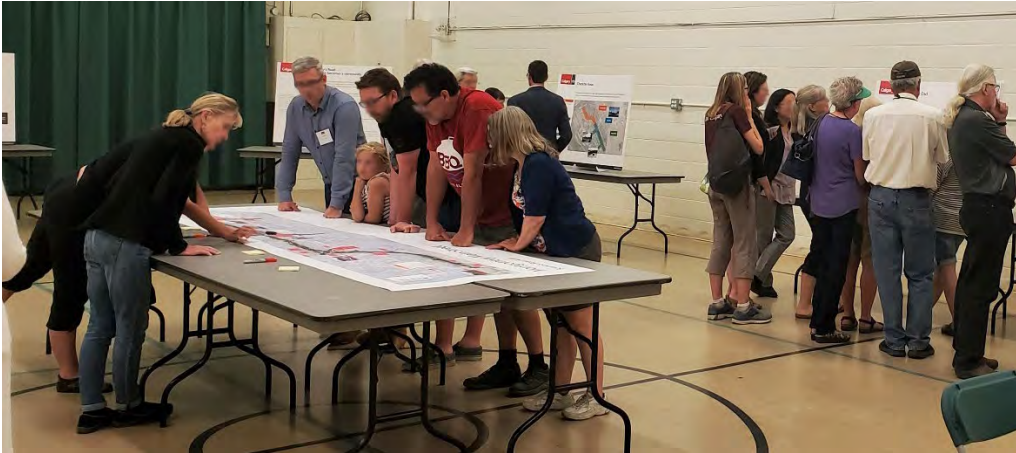
- Those opposed to the four-way stops said it is an important road for commuters from communities further west and traffic flow should be maintained. One comment expressed concern about the impact on adjacent residential streets.
- Those that supported the four-way stops hoped they would push commuter traffic to 16 Avenue North and reduce speeds; Bowness Road N.W. should not be a thoroughfare.

Transit shelters

- A couple of comments requested improved lighting and shelters (currently stops) for improved safety of transit users

Design Roll Plot

The full corridor design was printed on a long continuous sheet called a 'roll plot', which allows viewers to get a comprehensive perspective of the street. Open house attendees used sticky notes to provide feedback. The roll plot feedback can be found in the verbatim section at the end of this document.



Do you have any questions or concerns with this project moving forward into detailed design and construction? (*feedback forms only*)

Verbatim comments

June 12/19 - This whole project looks like, sounds like a first-year university urban design project. Montgomery is an old community and should be treated with all the respect of all the people who built homes and businesses in this community. You want to change too many things and put too many people in a small area. I have 3 storey condos towering over my raised bungalow. Get rid of the thru-fare roads through this community. Trans Canada should connect onto Shaganappi then Crowchild then Stoney to continue onto No 1/16 Ave West. Montgomery is best left alone - we have Market Mall for our shopping/doctor's Foothills Hospital. New development West of Sarcee Tr. This goes on and on BUT you do not listen to longtime residents. Besides who is paying for all this "Main Street" projects? Yes the taxpayers that's me.

We don't need a bike lane as we are a short distance to the Bow River bike trail (two blocks). Years ago I worked downtown & rode my bike on the Bow River bike lane for years. We don't need sidewalks widened either.

Funding!!??

Priority should be given to the need of Montgomery residents and not to Bowness commuters. A healthier environment for Montgomery residents will require slower and fewer traffic through Bowness Rd.

I've lived across from George Gell Park for 20+ years. The noise level from 16th Ave is too high. Please plant trees on the 16th Ave side of George Gell Park, and add some traffic calming. Or a big fence or wall for noise.

Money (or funding). Is all of this design budgeted for?

What are you most excited about when you see this plan? (feedback forms only)

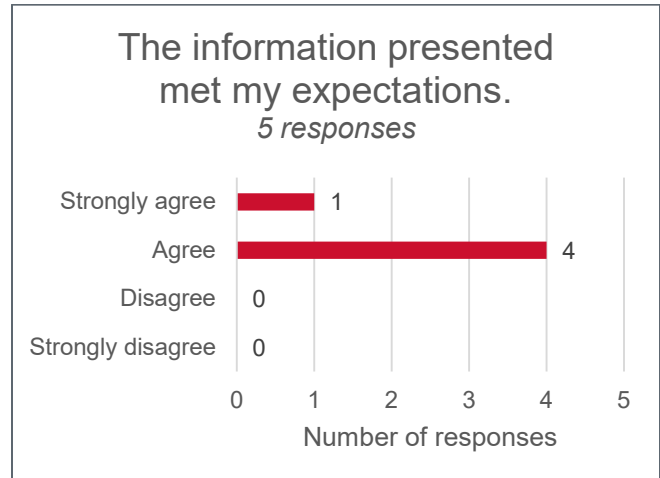
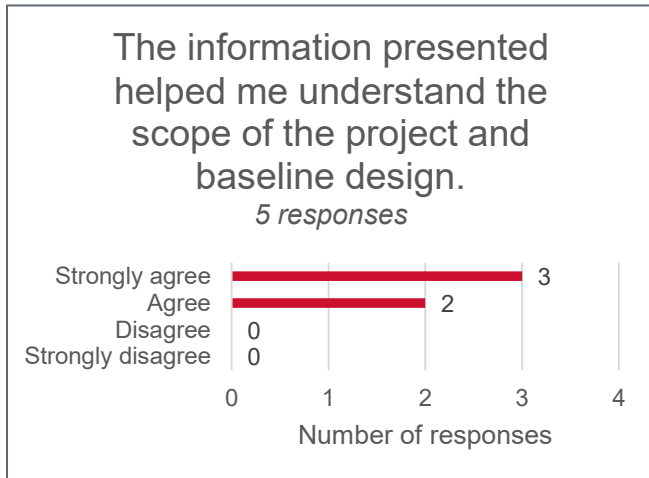
Verbatim comments
I am very excited to see a road that is quite run down turned into a welcoming road within the community.
We live on Bowness Rd, so we use it all the time. All that's needed is that Bowness Rd is re-paved to get rid of all the pot holes & trenches from new houses.
Stop sign @ 46th St
Bike paths, and the new trees (more if possible!
That you are adding trees!! To Bowness Road!!! Please add more trees & greenery. I like the design.
Crosswalk upgrades to include 1/2 lights, narrower sections of road to cross, reduced lanes to avoid having to also look for cut around traffic before crossing

How will you use this street in the future? (feedback forms only)

Verbatim comments
Walking, shopping - access to recreation
Walk. Safely.
For evening and weekend walking, relaxing and biking. More outdoor community activities
1. I walk everywhere in Montgomery, & cross 16th Ave @ 43 St every day to walk @ Edworthy. That one small flashing light does NOT adequately stop traffic on 16th to safely cross. I think a traffic light should be put there. 2. I'll really enjoy walking down Bowness Road if it's quieter; has more trees; greenery and is slow
I avoid cycling the Montgomery section of Bowness Rd because there is no safe bike lane, so if this plan is executed it would be a great commuter bike option.

Open House Evaluation

These questions were only asked on the feedback forms provided at the open house.



Is there other information that would have been valuable for you to see today?

Verbatim comments
Funding. Timeline.
Video of model of plan
Some nice light standards (or just updated ones would add a lot of value)

Do you have any other comments about the event?

Verbatim comments
Great job everybody!! :) And wow, thanks for the tim-bits!! Yum!

Verbatim Comments

Does the design achieve the project objectives of Social and Healthy Lifestyle?

Verbatim comments
Strongly achieves and somewhat achieves
The Montgomery Town Square should also factor into these plans, though the BIA, MCA are also trying to upgrade the area.
Strongly achieves
Would love to have the road renamed to Montgomery Road!
It's walkable & livable at a human scale. Kick ass & keep up the good work!!
Great job overall!
Allowing for families to walk safely along Bowness Road is very important and this design does that with the narrowing of streets, separated bike lanes and sidewalks. Intersection of Home Road and Bowness Road is extremely dangerous and this design adequately addresses this.
This is great, we need to separate bikes pedestrians and cars and SLOW cars down.
Yes, Montgomery Road!
I like the treed areas and protected bike lane
I like the idea of renaming Bowness Road to "Montgomery Way" or another applicable street name.
I think it looks great. The street is less imposing, better accommodates all modes and preserves green space on the north side.
Love the addition of a buffered bike lane. That will help a lot.
I love the focus on accessibility for pedestrians and cyclists while maintaining options for drivers for parking as well.
Adds trees, includes bike lanes, reducing air emissions from cars
Connection to pathways and trees
The changes that slow down the traffic and change the intersections at 52nd St. And Home Rd, make the road a more pleasant place. It should encourage more people to walk and cycle throughout the community.
Love the green space. Love the idea of a street name change - to give Montgomery its own brand. Calgarians don't know where we are and still think we're Bowness!
The addition of bike lanes & better sidewalks
The addition of bicycle lanes is a great way to promote healthier way of commuting. Reduction of the speed for Bowness Rd will help with reduction of air contamination
Hope this stops excessive traffic & speeding. Improve & increase VALUE!!

Somewhat achieves
Timing for traffic signals at Home Road and Bowness Rd needs looking at. Home Road light is either too short or Bowness too long - I ride down Home Rd often and wait for a green with NO cross traffic once the initial group clears on Bowness Rd. What road will be Montgomery Road??
Bike lanes not needed on Bowness Road. Use Home Road! Pave Bowness Road NOW! It's a disgrace. Do not change name of Montgomery Rd! - why is this needed?
Did not meet objective 1 to create more spaces for gathering and interacting. Most of the proposal centres around movement of people and accessibility which will be improved with this proposal but lacks areas for community gathering. Street name change is not very important to me.
Wrong budget year to even consider doing this especially with the business tax increases
It creates a more safe environment but I do not think it family-friendly or promotes a sense of community as there are no additional destinations to go. We usually do not go to any of the commercial business in the area because they all look run down.
Unfortunately, Bowness Rd is a major thoroughfare into Bowness and what you have done is severely slowed traffic flow without giving people an alternate route. The sidewalk expansion at 48th & Home Rd make it one lane so that people going straight can't get by those turning.
The main focus is what was put forward seems to be aesthetic more than function and will cause problems for residents of Bowness such as myself
People won't be gathering on the road
proposed plan does not extend to the bridge. Landscape screening and sound abatement required between bridge and 52nd Street. Bridge and bus noise needs to be addressed. Traffic speed needs to be enforced and reduced. Extend sidewalk on west side of 52nd fully to Bowmont Park.
I don't see objective #1, there are not many seating or gathering places.
Does not achieve
Every time they tear down a house they build a four or sixplex so the parking is terrible. Now they want to cut down the parking even more?!? They propose planting trees in front of my current residence so I will have to park down the street.....
No engagement of commercial business on 46 street.
Stop spending money and raising property taxes during in this weak economy. This is nice to have, not need to have. Give us tax relief first.
All you will be doing is creating less space for vehicles to travel. We will be sitting in traffic longer and polluting more; how does that make sense.
parking issues still present. Plastic plants hanging from streetlights does not suggest a warm environment.
Better flow for pedestrian and bicycle traffic by robbing lanes from vehicle traffic but do not see opportunities for gathering and social interaction. All traffic flows through the area but no real reason to stop in the area
Bowness & Home Road intersection is very busy and noisy for the residents and not very inviting or attractive for the pedestrians.
I am concerned about he the safety aspect especially with bikes. The bikes seem to be both vehicle and pedestrian. As a driver OR pedestrian this makes it difficult to know how to keep myself safe with bikes.

I don't see any additional spaces for gathering and social interaction
It's a street...adding more trees makes it harder to see oncoming traffic. Further a street shouldn't be designed to create more opportunities for social interaction. It should be designed to allow traffic to move freely.
YOU DON'T NEED BIKE LANES ON BOWNESS ROAD WHEN THERE IS A RIVER PATHWAY SYSTEM!!!!!!!!!!!!!!!!!!!!!!
Montgomery is a nice quiet community. Extending the core is not needed. We can simply ride or walk to market mall, Bowness, or the new Trinity Hills and Greenwich. There is no need for more commercial space.
A new 4 way stop will be a nightmare. Now we get to hear vehicles stopping and starting all day and all night. This will just back up traffic
no thought about the effects this will have on traffic, this entire plan will only increase congestion, and escalate episodes of road rage, the plan is a disaster waiting to happen
a waste of money and to no real benefit to anyone but you guys spending money and getting a paycheque - you are out of control!!!
Bottle neck for traffic getting to and from work!! Come on Guys STOP THE WAR ON CARS - I don't give a dam about bicycle lanes. We are not a City where they can be use 365 only about 5 months of the Year - Tax the bicycle users - License them - get them to pay a road tax
If the objective is to gentrify the neighborhood to attract more million dollar infills and drive away the homeless, mission accomplished. Otherwise, a name change of the road makes no sense and tearing up the street even less.
Not sure where the social gathering areas are. the one set of buildings needs to be demolished to create this space east of 46 ave
Changing the street name is something I would not vote for. Seems a waste of money - could be spent in better ways. This has been Bowness Road for longer than most people have lived in Montgomery. A name does not define us. Will cost residents along Bowness Rd big!
Looking for budget cut? Cut the cycle tracks save \$\$\$\$. Stop with useless focus on a vehicle that can only be used some months
To be able to create spaces for social interaction, the intersection on Bowness road and home road across the ems need to be changed into commercial area. It's not pleasant to see the old houses.
We don't want our street to change the name from Bowness to Montgomery. We would have to change all our credit cards, licenses & all other information, GST
Not specified
How do I vote on objectives?
Am I voting on goal or objective?
Can't see a good reason to change to Montgomery Rd. May cause confusion - already several names covering one road (Bowness, Parkdale, Memorial)
Please do not change to Montgomery Rd. Keep Bowness Rd. Not good for business.
Change the name of Bowness Road. It devalues the community with its name.

There already is Montgomery Rd. on E end of Bowview Mnr
"Montgomery Way" - a little classier than Road
Who is going to pay for all address change & fees & 6 St & going downtown & pay parking at City Hall & inconvenience. It's okay if don't live on Bowness Rd.

Does the design achieve the project objectives of Mobility and Functionality?

Verbatim comments
Strongly achieves
High walkability reduces the complexity for mobility as it reduces the friction of distance to meet a person's needs for their essentials.
Great job overall!
I am impressed with the new bus stops, narrowing of Bowness Road and the biking infrastructure.
There is a lot of traffic into Montgomery and out that I believe it would be better to put a 4 way traffic light at 43rd street and Bowness Road. More cars need to flow down Bowness Road and a 4 way stop would be less safe in my opinion.
Great Plan, I live at [personally identifying information removed] and will loose some parking but can always park in the back. This is well worth it, Thanks!
As a Montgomery resident, pedestrian safety is my chief concern as many commuters speed down Bowness Road to access other communities. The introduction of traffic calming and four way stops will help alleviate safety concerns.
I would like to see the bike lanes on home road better protected and identified. Currently there are a lot of vehicles that use the bike lane to make a right hand turn and cross solid lines to get into it. Not sure if this was done but recommend removing bus stop on 43st/Bowness
Finally the City of Calgary proposes a comprehensive streetscape that everyone can use, including cyclists of all ages and abilities (usually left out). Specifically, cyclists are not pushed into the pedestrian realm on MUP's. Protected (partially) intersection, good.
Added bike lanes, modified parking, access for transit
The changes that slow down the traffic and change the intersections at 52nd St. And Home Rd, make the road a more pleasant place. It should encourage more people to walk and cycle throughout the community.
We didn't want bike lanes but these seem to be integrated nicely
make sure we have rapid flash beacons at all intersections
Again you are making this road much more accessible for all users
Definitely improves a multi-mode transit and commuting. Walking and cycling should be prioritized as much as possible.
With the addition of improved crosswalks, reduced lane width, dedicated turn lanes it makes this section of road safer which hopefully will promote more pedestrian traffic (reduce traffic speed)

4 way stops are great. Slow traffic & protect pedestrians.
4 way stops much appreciated!
Still need pedestrian crossing lights to cross Bowness Rd. @ 44 Street
Somewhat achieves
Please put a left hand turning lane lights from 3pm to 6pm from Bowness Rd. going east onto Home Road going north so local people can move easily about their errands even though people are using Bowness Rd. to commute during those hours. Thank you!
You're not upgrading Home Road just 46 St so just a partial achievement. Home Road is a far more major bike/walking route than 46th.
Narrowing gap between sidewalks definitely makes it safer for pedestrians trying to cross. Another issue that needs addressing along entire route is visibility. Many crossing signs are hard to see, crossing road markings are ineffective. These sites need to stand out.
As I drive through here I have never seen those on bike shave trouble connecting to existing lanes
parking on street is taken away on the eastbound lanes which will push more parking into the neighborhood inhibiting commercial shopping. Better pedestrian and bicycle access to the parks.
Westend Montgomery Bowness road needs to be enhanced like the core Montgomery.
Increases pedestrian-friendly transportation at the expense of vehicle traffic in the area.
Better landscaping is great, but again, we don't need more retail space, we need to clean up what is there.
I'm the west end between 52nd and home road there is currently space for two lanes but no white dividing line. Will the street be narrowed to be single lane both ways or can we add this white line. Most people treat it as two lanes already as you approach Safeway.
Support traffic calming measures - would like to see more. Full traffic lights required at 52nd st. Speed bumps req'd on 52nd St. Three way stop at 52nd/Bow Landing/17th ave req'd. Reduce speed limit / play zone from west side of bridge to just past Shouldice pool entrance.
Due to the cars coming in and out from the houses along the corner of Bowness road and home road, this area does not give much safety for pedestrians to walk around.
Please review your sidewalks so people with carriages or wheelchairs can get off curbs safely. Parking is limited on Bowness Road. Open up parking on opposite street
we asked for crosswalks at all intersection - they can be the rapid flash beacons. Residents need to be able to walk on either sidewalk and be able to cross Bowness. Love the 4-way stop options to get onto Bowness Rd. Test it out with temporary signage.
What about accessibility
The east end of Bowness Road towards Shag has no sidewalk or pathway to allow for walking towards the hospital, point McKay, CBC building etc. The sidewalk ends at the East bus stop. Please consider adding a path or sidewalk to allow for walking outside of Montgomery. It's like we're "locked-in" on that east end of Bowness Road. Nowhere to walk on. Thanks.
Community > commuters

Don't build those 4plexes so close to the corner & block view of traffic
Bowness Rd is a commuter rd. more than a neighbourhood rd. Keep the flow & speed. The parking & crosswalk at Notable are good enough
Says the person who lives in Bowness (<i>referring to above comment</i>)
Does not achieve
What the hell is with this city and bike lanes. Show me the use and then let's talk. The current ones are not used
Stop spending money and raising property taxes during in this weak economy. This is nice to have, not need to have. Give us tax relief first. Pave the roads, forget the rest. Bike lanes are a waste of money; they go unused.
Why can't you just leave the flow as it is? Isn't there already enough traffic and waiting in traffic on Calgary roads?
Parking issues not addressed
Again....you have ignored this is a major thoroughfare joining Parkdale with Bowness and the flow the people returning from downtown to Bowness. If you want to reduce the speed limit in areas, fine but don't create bottle necks by reducing lanes to one at major intersections.
There only needs to be a bike lane on one side of the road. I travel this route every day and if there are any accidents the new design does not allow traffic to move.
Takes away commercial parking, no place for staff of businesses to park
This project as proposed creates a big slow down on a major commuter road. Slower speed limits and 4 way stops are not a good idea. Keep the speed limit at a 50kph, and use traffic lights instead of 4 way stops, then keep the lights defaulted to green in east west direction
A new 4 way stop will be a nightmare. Now we get to hear vehicles stopping and starting all day and all night. This will just back up traffic
Bowness Rd NW through Montgomery is a MAJOR commuter thoroughfare for residents going to/from Bowness & Varsity. Proposals which slow down the traffic are unacceptable, especially the creation of 4 way stop intersections. You are inconveniencing many for the benefit of few!!
a destruction of flow of traffic to further discourage business in downtown Calgary - where people are already devastated - a direct assault against workers who still have a job downtown. an attack on anyone with a vehicle -
Bottle neck for traffic getting to and from work !! Come on Guys STOP THE WAR ON CARS - I don't give a dam about bicycle lanes. We are not a City where they can be use 365 only about 5 months of the Year - Tax the bicycle users - License them - get them to pay a road tax
Reducing the width of the street endangers drivers, pedestrians, and cyclists. Calgary drivers do not understand bikes and cyclists do not obey rules. We already have enough water main problems without a full scale road redevelopment project. Go away.
The current plan for car mobility and traffic flow is horrendous. Many residents drive, Bowness rd is too busy for multiple stop signs (especially at rush hour), extended curbs are awful because they reduce the ability for a car to go around another turning car. Horrible plan!!!!

There is already connectivity to parks and Bow River. Adding a bike lane to 43rd St is not going to work. The street is already narrow for parking and two way traffic - where does the space come from? Also four way stops at both 46th and 43rd Streets? a bit too close together
Increase congestion on Bowness road. A major artery with a four way stop really
Traffic is being disrupted on Bowness road long before 16 Ave is being adjusted to handle the increased throughput. There clearly has been little to no consideration of residents living West of Montgomery
coming from Bowness/Montgomery, adding stop signs and turn signals will only slow the commute and disadvantage the community which markets itself as a neighbourhood with a quick commute. Please do not add stop signs or extra lights. The flow is great as it is
Why do we need bike lanes on an already small road when there is a path straight to downtown a block away?
Please protect the community. Commuters can use 16th Ave!
Like the stop signs, slowing speeders is good
New pavement on Bowness Rd? How long until new pavement is moguled with trenches again?
Not specified
no thought about the effects this will have on traffic, this entire plan will only increase congestion, and escalate episodes of road rage, the plan is a disaster waiting to happen
Connectivity ends at 16 Ave and ends at Shag. "silo" design
Pedestrian-friendly changes are much appreciated.
Narrowing of 46th Street will make it safer for walking
There already is Montgomery Rd. on E end of Bonyview Mnr.

Does the design achieve the project objectives of Character and Identity?

Verbatim comments
Strongly achieves
The geography that can organically congregate people is the 3rd place & an essential physical structure to nurture the interactions that support community building.
Great job overall!
The design will reinvent Montgomery and encourage businesses and pedestrian traffic throughout the area.
Would like to see more trees and I hope the trees we use can grow to create a large canopy
The design is unique for Calgary in terms of the street cross section.
I love the look of the street and the new designs for the crosswalks, signs etc.
Gives the road some character and variation instead of just being for moving cars

I like the design of the road. It makes it feel more like a community boulevard, with a slower pace.
Landscaping, new sidewalks - hopefully a lower speed limit
Our taxes are too high now!
Somewhat achieves
Will have to look closer at the details.
More trees would be nice. Developers need to be held accountable when they cut down old trees. It's disappointing to see. And I say this as a member of a young family who lives in a new development!
Hard to tell as the art work and streetscaping ideas are not clearly defined. Appreciate the addition of more trees.
Absolutely the wrong way to spend money in the current tax climate
Increases usability for residents but does nothing to bring on visitors to the area. No additional destinations to bring visitors. Some additional floral and trees is welcome but does not enhance the neighborhood enough to draw in additional visitors.
The electrical poles need to be buried underground along the home road to improve mobility and accessibility.
unsure if any components embrace or are reflective of history
Some new trees and bushes would be nice along this road.
Before money is spent on making everything beautiful lets make sure everything is being looked after that currently exists - Money should be spent on upkeep of current infrastructure before adding trees etc. that will need looking after.
Since the goal of Montgomery residents clearly ignores everyone else in the city, I'm sure they'll be very happy with it.
Increase landscaping screening for residents and parks starting at Bridge. Traffic volume and associated noise from bridge and Bowness road is a major issue. Look into sound attenuation for buses. Resurface bridge to quieter surface suitable for urban location.
People assume that this part of Montgomery, past Home Road, is Bowness
Absolutely needs to look different from Bowness. Montgomery embraces modern and contemporary aesthetics (Bowness has the historical look). History does not define our identity - we've stated this several times! just keep the small town/community feel & slow down traffic
History is not the design aesthetic for Montgomery; perhaps you're thinking of Bowness. Strongly support the Urban Forest idea
It seems as though you're only adding "token" trees. I don't think there are enough trees or greenery to achieve objective 8.
Does not achieve

Again as a business in this area why is Facebook how I am hearing about this redesign
Pave the roads, forget the rest. Bike lanes are a waste of money; they go unused. Reduce all property taxes now.
Bowness Road is just that a Road nothing but we don't need trees and bike lanes and less room for bicycles.
Parking issues not addressed
It allows better pedestrian flow through the neighborhood but there is nothing to establish a unique sense of place or experiences. It is the same as anywhere else but with even more run down commercial buildings
Stupid waste of money
not needed! i know you need to keep your jobs but this is ridiculous waste of tax payer's money Take the money and put it towards the essentials like the firefighters and police cut backs prove to us you ALL take a bike to work everyday during 9 months of Calgary weather!!!!
Bottle neck for traffic getting to and from work !! Come on Guys STOP THE WAR ON CARS - I don't give a dam about bicycle lanes. We are not a City where they can be use 365 only about 5 months of the Year - Tax the bicycle users - License them - get them to pay a road tax
Again, gentrifying the neighborhood will make it impossible to continue to afford living here. The character and identity of this place is people, not bike lanes, narrow streets, and trees.
Who did you consult? This is a disaster
It will be add more character to the community and attract people if there were more places to socialize in the area. Life a coffee shop.
We need more trees!
The east end of Bowness road could use more trees to filter noise from 16 Ave.
More trees! Please. Developers in this area have cut down the trees with all new houses.
Needs more trees!
Developers are cutting down all of our trees. The shrubs in your design are not as impactful. Please add trees instead of shrubs.
Not specified
no thought about the effects this will have on traffic, this entire plan will only increase congestion, and escalate episodes of road rage, the plan is a disaster waiting to happen

Does the design achieve the project objectives of Economic Vitality?

Verbatim comments
Strongly achieves
The security of meeting the servicing needs of a community within the community builds a inherent economic redundancy that enables people to purchase what they need where they live & hopefully over time to live where they work. Peace!
Great job overall!
This is a win-win. Although a significant investment by The City, increased tax revenue will more than offset the investment.
This will attract lots of people to the area and help businesses thrive
Huge improvement for Montgomery
The introduction of angled parking is a great idea.
Making the inner city livable and not a major thoroughfare create more economic opportunities, more attractive commercial properties, and increases property value in the area.
Mistakenly assumed comments were specific to each segment. Yes, by providing a welcoming human-scaled street along the corridor, economic benefits & a livable community are encouraged!
When I tell people I live in Montgomery it seems like very few people are aware it exists or is a separate community from Bowness. Hopefully this will change that.
Makes street welcoming to pedestrians and cyclists which builds community
By making the road narrower, and nicer it should encourage more development along the heart of the road.
The appeal of Montgomery will increase if the strip mall houses different shops than a vacuum repair shop, an empty "car dealer", and has a coffee shop!
Somewhat achieves
Better North/south access from the Bow River and from 16th Ave is required. This project is almost entirely a revamp of Bowness Road which is good, but a lot of people are coming from the North or south and little is being done in that regard.
The diagonal parking offered on 46 St is fantastic.
Increased parking is a value add
Proposed changes will make community more attractive to buyers and businesses but these changes won't attract people to come to visit it as a destination. This depends on the resulting affects on new businesses and home developments going in.
have better bus stops with lighting. especially near Bowness park. in dark its scary

Street improvements will help with the economy if residential areas are changed to commercial. This will promote opportunities for investment and give destinations to visitors. Visitors will then have a reason to explore and experience the vibrant community we are try to establish
There's not really much economic that I see on this section, though access to business and amenities appears to be preserved.
If you are removing a lot of parking, popular restaurants like Notables will suffer.
I don't see how it would add economic value.
Development is needed to attract redevelopment. It falls short from building a new building for business between 46 and 45 on Bowness rd. and it create traffic congestion issues which will decrease the desirability for traffic flow. Ughhh. My comments apply for all sections
Bowness Rd needs to return to that of a community road for local access, bikes and pedestrians. Suggest working with google maps to stop route selection that cuts through community. Traffic noise, volume and speed are BIG issues. Move commuter traffic to 16 Avenue!
Does not achieve
Pave the roads, forget the rest. Bike lanes are a waste of money; they go unused. Reduce all property taxes now.
How does creating more gridlock promote investment?
People will move here anyway if they want to be in this location, just look at what has gone on over the past 10-15 years
If parking is not improved, none of your goals can be fully successful. Very disappointed.
The Bowness road & home road intersection heavily collects traffic & pedestrians. Single residential dwellings in this area need to be replaced to commercial buildings to boost the currently existing businesses in this area.
Road paved 3 years ago, does not need redoing. Waste of money, Bowness fine the way it is. No pet project in Bowness.
Businesses are going to lose clients due to [profanity removed] concept for parking. No need for bike lanes as they will cut down on the parking spots
Bowness Rd NW through Montgomery is a MAJOR commuter thoroughfare for residents going to/from Bowness & Varsity. Proposals which slow down the traffic are unacceptable, especially the creation of 4 way stop intersections. You are inconveniencing many for the benefit of few!!
you are destroying economy - for the sake of some dream and keeping your jobs We do not want these changes - and your sneaky little polls on line DO NOT SPEAK FOR EVERYONE!!!! DO A PLEBASITE!
Bottle neck for traffic getting to and from work!! Come on Guys STOP THE WAR ON CARS - I don't give a dam about bicycle lanes. We are not a City where they can be use 365 only about 5 months of the Year - Tax the bicycle users - License them - get them to pay a road tax
We all see what's happening on 17th with years of construction forcing businesses to close. Do not destroy our community.

How does Montgomery become a destination when you are minimizing the streets? Most people still have to drive to and from work, shopping, daycare, etc. All available parking is taken up by people going to businesses on 16th Ave & you want take away more - what about residents?

Money thrown at bikes and four way stops increasing congestion really???

A lot of money will be spent creating enormous hassle for commuters. Bowness road is quite slow moving during rush hour as well as 16 Ave. The city has done an extremely poor job of providing any efficient means for residents in the West to commute to downtown.

To boost the community economy, there should be more high density residential and commercial areas. The intersection (Bowness & home road) should be changed into high density residential or commercial use.

Not specified

More needs to be done to encourage redevelopment and investment. Taking away street parking does not help. Rezoning for more commercial and more destination offerings (eg parks, playgrounds) to promote a sense of community and a place where visitors will want to come.

no thought about the effects this will have on traffic, this entire plan will only increase congestion, and escalate episodes of road rage, the plan is a disaster waiting to happen

Need new curb & gutter on N. side of Bowness Rd.



Community map

There has been a lot of land use planning and transportation planning activity in Montgomery, and that work will continue in the near future.

Are there any other areas in Montgomery that citizens feel need attention from the City?

We'll share our findings with other Business Units.



Confirm zoning @ Safeway park

The fence between the bike path under the bridge and the environmental reserve land along the river was not rebuilt after the flood. This is leading to damage to vegetation and trees by the public, which is a concern with respect to shore erosion.

City buses, especially the articulating BRT buses, create some of the worst, most penetrating noise. These larger buses were introduced to Bowness Road with no attempt to mitigate the noise they produce.

16 Ave between Foothills Hospital and Sarcee Rd needs to be widened to 3 lanes each way, and the Shaganappi/16 Ave interchange needs to be rebuilt to encourage use of 16 Ave. A merge lane for west bound traffic on 16 Ave from Shaganappi might help.

Fix Hextall Bridge rehab

SHOULDICE & HEXTALL BRIDGES PATHWAY UNDERPASS REPAIR PROJECT

I would like to see a restaurant/patio at the historic site of the Shouldice mansion and entrance to Bowmont Park (similar to the River Café on Princes Island)

Ex Connection to university district (+1)

Connect Bowness Rd to 16 Ave here so traffic uses 16 Ave (+2)

Vehicle speeds too high on 44 St from 22 Ave to 18 Ave - stop signs (and 46 St) (+1)

Speed bumps on Mackay Rd NW. TOO fast cars & bikes (+1)

- Montgomery Main Street — Bowness Road N.W.
- 16 Avenue N.W. Corridor Study (Sarcee Trail – Corwchild Trail N.W.)
- Bicycle Lane
- Cycle Track
- Signed Bike Route
- Shared Lane
- Pathway
- Main Streets Land Use

Overpass to University District from Montgomery

Pedestrian or commuter?

Stop signs at 46 & 43 St would be a huge problem for Bowness residents who commute downtown through Bowness Rd!

You should not install stop signs E-bound and W-bound at 46 and 43 St on Bowness Rd.

Bowness residents and Tuscany/Scenic Acres residents use Bowness as main thoroughfare to downtown. Keep it flowing & speed

Stop your commute and move closer in!

Is there any way to stop developers from cutting all the trees down before building new? (+4)

As a Montgomery resident, I do not want Bowness Road to be a thoroughfare to Bowness, Tuscany and Scenic Acres (+5)

No stop signs Bowness Rd & 43 & 46 St

This completely ignores 17 Ave residents. There will be too many traffic problems in a residential area.

Overpasses needed over 16th and Bowness (+1)

TRAFFIC BARRICADES. No to 16th Ave Access!!

Overpasses safer for pedestrians. And good flow for drivers

Use barricades to cut off 16 Ave

Bike path from 93 St to river pathway needs an overpass at 16th Ave. High priority. (+3)

SOUTH SHAGANAPPI STUDY (2018)

Widen 16 Ave to make it for those commuters

Would like to see some roads blocked off from 16th Ave & Bowness Rd completely. Only designated entry

Thank you for adding the bike lane green poles at Home Rd & 16th Ave It has made that intersection much safer.

Widening sidewalks? We have a hard time shoveling snow & chopping ice on the sidewalks now. Especially at the bus stop where people walk back & forth packing the snow down. Aren't our taxes high enough now? Or are all these dogooders on AISH?

Bowness Road east of 41 St - concerns with noise, wants to know more about timing of short-term improvements at interchange

Utility tie-in for new infills has wrecked the existing roadway - concerns with existing road structure and the up/down bumps in road

Montgomery residents shouldn't compromise living conditions to provide fast commuting to other areas residents (+4)

Four way stops are excellent. Push traffic to 16 Ave

Love the stop signs

Need good lighting especially by transit shelters

Transit shelters should be completely clear/glass (see through) on all walls for security - concerns with safety of staff waiting at stops

Small bushes are too small. Large trees are more impactful (+1)

Disagree. Speeders need to be slowed down & pedestrians protected

Traffic calming - circle or speed bumps on 19th Ave & near Terrace Rd (+2)

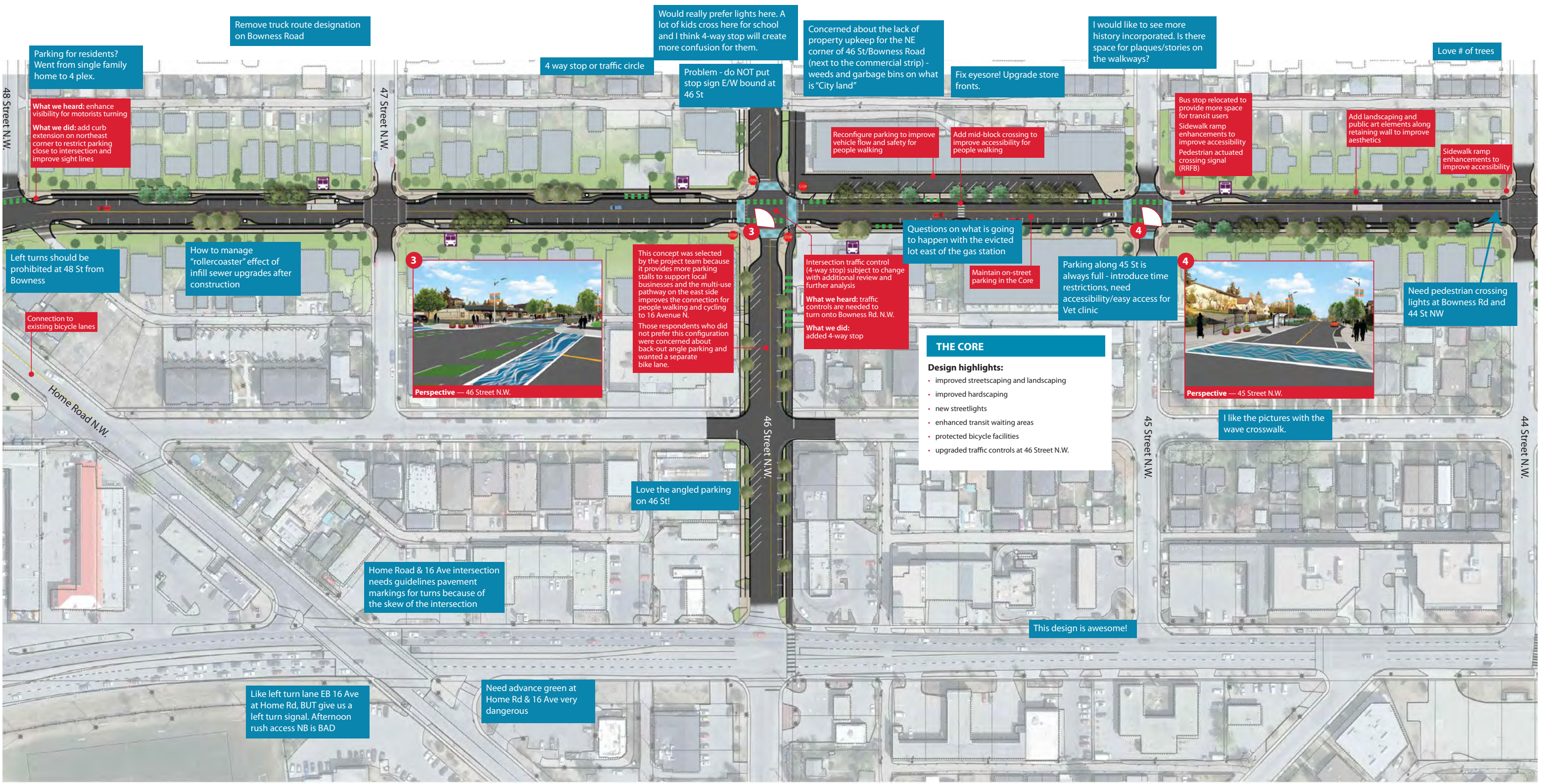
Bowness Road N.W. (Montgomery) Streetscape Master Plan: **Reveal**

Roll Plot Feedback



Legend

■ Comments received on roll plot at open house



Parking for residents? Went from single family home to 4 plex.

What we heard: enhance visibility for motorists turning
What we did: add curb extension on northeast corner to restrict parking close to intersection and improve sight lines

Left turns should be prohibited at 48 St from Bowness

Connection to existing bicycle lanes

Home Road N.W.

Remove truck route designation on Bowness Road

How to manage "rollercoaster" effect of infill sewer upgrades after construction

4 way stop or traffic circle



This concept was selected by the project team because it provides more parking stalls to support local businesses and the multi-use pathway on the east side improves the connection for people walking and cycling to 16 Avenue N. Those respondents who did not prefer this configuration were concerned about back-out angle parking and wanted a separate bike lane.

Would really prefer lights here. A lot of kids cross here for school and I think 4-way stop will create more confusion for them.

Problem - do NOT put stop sign E/W bound at 46 St

46 Street N.W.

Love the angled parking on 46 St!

Home Road & 16 Ave intersection needs guidelines pavement markings for turns because of the skew of the intersection

Like left turn lane EB 16 Ave at Home Rd, BUT give us a left turn signal. Afternoon rush access NB is BAD

Need advance green at Home Rd & 16 Ave very dangerous

Concerned about the lack of property upkeep for the NE corner of 46 St/Bowness Road (next to the commercial strip) - weeds and garbage bins on what is "City land"

Reconfigure parking to improve vehicle flow and safety for people walking

Fix eyecore! Upgrade store fronts.

Intersection traffic control (4-way stop) subject to change with additional review and further analysis
What we heard: traffic controls are needed to turn onto Bowness Rd. N.W.
What we did: added 4-way stop

THE CORE

Design highlights:

- improved streetscaping and landscaping
- improved hardscaping
- new streetlights
- enhanced transit waiting areas
- protected bicycle facilities
- upgraded traffic controls at 46 Street N.W.

Questions on what is going to happen with the evicted lot east of the gas station

Maintain on-street parking in the Core

Parking along 45 St is always full - introduce time restrictions, need accessibility/easy access for Vet clinic

This design is awesome!

I would like to see more history incorporated. Is there space for plaques/stories on the walkways?

Bus stop relocated to provide more space for transit users
 Sidewalk ramp enhancements to improve accessibility
 Pedestrian actuated crossing signal (RRFB)



I like the pictures with the wave crosswalk.

Add landscaping and public art elements along retaining wall to improve aesthetics

Sidewalk ramp enhancements to improve accessibility

Need pedestrian crossing lights at Bowness Rd and 44 St NW

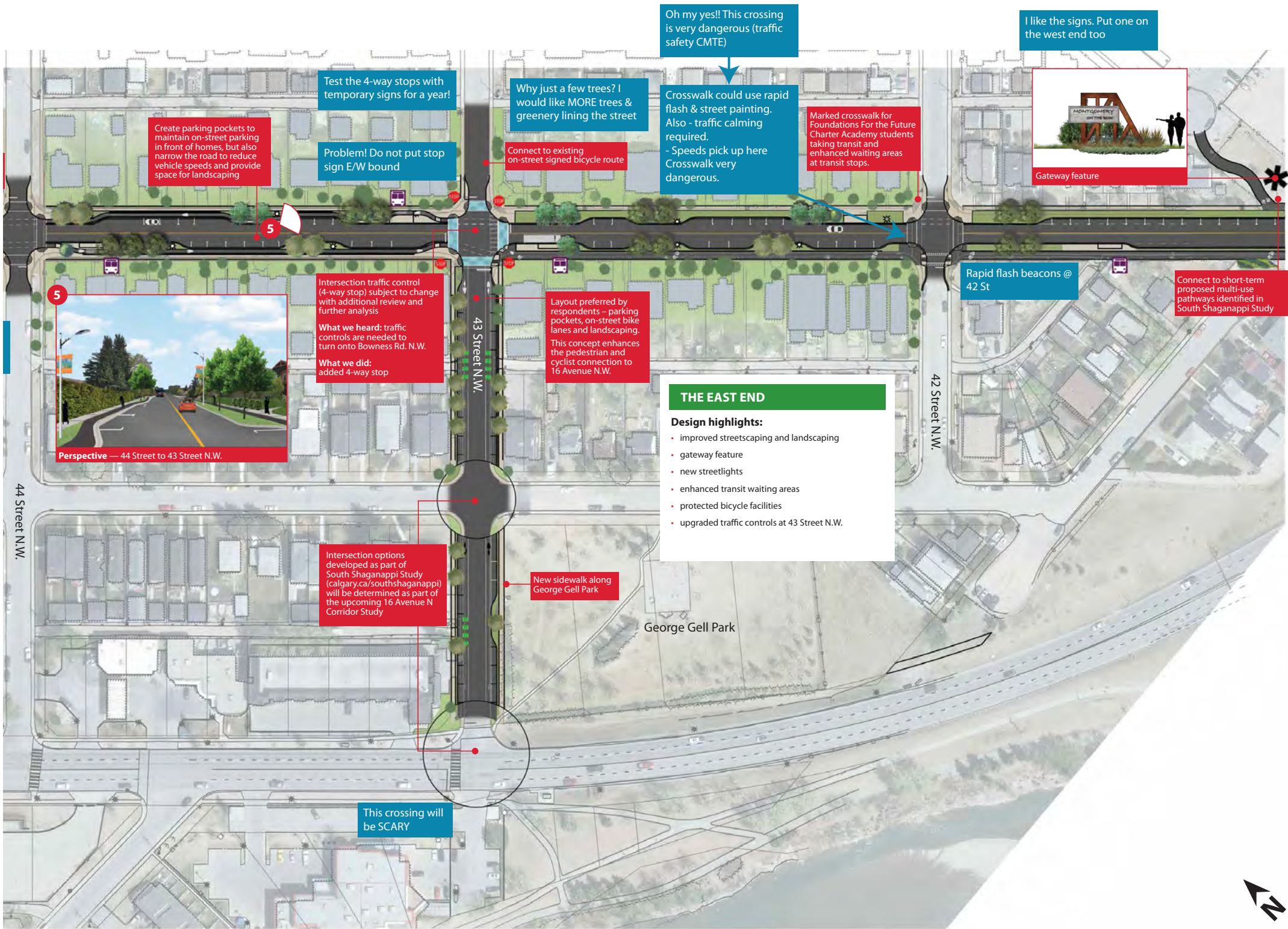
Love # of trees

44 Street N.W.

45 Street N.W.

48 Street N.W.

47 Street N.W.



Create parking pockets to maintain on-street parking in front of homes, but also narrow the road to reduce vehicle speeds and provide space for landscaping

Test the 4-way stops with temporary signs for a year!

Problem! Do not put stop sign E/W bound

Why just a few trees? I would like MORE trees & greenery lining the street

Connect to existing on-street signed bicycle route

Oh my yes!! This crossing is very dangerous (traffic safety CMTE)

Crosswalk could use rapid flash & street painting. Also - traffic calming required. - Speeds pick up here Crosswalk very dangerous.

Marked crosswalk for Foundations For the Future Charter Academy students taking transit and enhanced waiting areas at transit stops.

I like the signs. Put one on the west end too



Gateway feature



Perspective — 44 Street to 43 Street N.W.

Intersection traffic control (4-way stop) subject to change with additional review and further analysis
 What we heard: traffic controls are needed to turn onto Bowness Rd. N.W.
 What we did: added 4-way stop

Layout preferred by respondents – parking pockets, on-street bike lanes and landscaping. This concept enhances the pedestrian and cyclist connection to 16 Avenue N.W.

THE EAST END

Design highlights:

- improved streetscaping and landscaping
- gateway feature
- new streetlights
- enhanced transit waiting areas
- protected bicycle facilities
- upgraded traffic controls at 43 Street N.W.

Rapid flash beacons @ 42 St

Connect to short-term proposed multi-use pathways identified in South Shaganappi Study

Intersection options developed as part of South Shaganappi Study (calgary.ca/southshaganappi) will be determined as part of the upcoming 16 Avenue N Corridor Study

New sidewalk along George Gell Park

George Gell Park

This crossing will be SCARY

