

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

Stakeholder Report Back: What We Heard

Table of Contents

- Project Overview 2
 - Main Streets..... 2
 - About the Project 2
- Engagement Overview 3
 - Previous Engagement..... 4
 - Open House and Online Feedback 4
- What We Heard 5
- Next Steps..... 6
- Summary of Input 7
 - Vision, Goals and Objectives 7
 - The West End 14
 - The Core..... 20
 - The East End 29
 - Raised Cycle Track..... 39
 - Road Use and Demographics 43
 - Open House Evaluation 44



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Project Overview

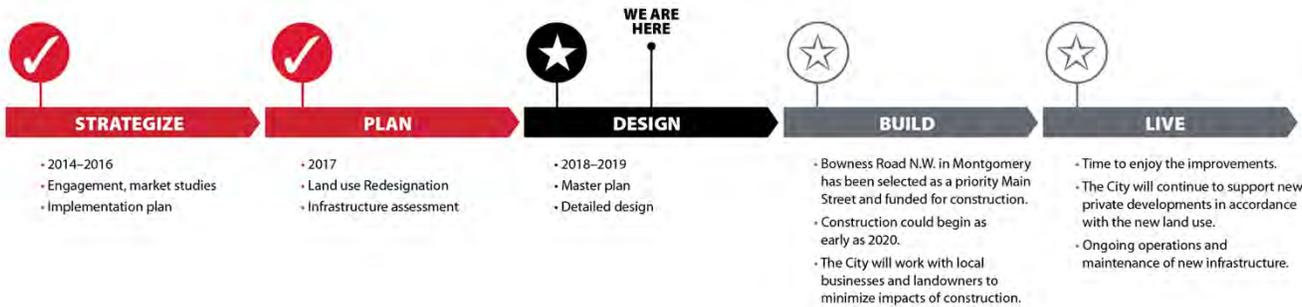
Main Streets

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



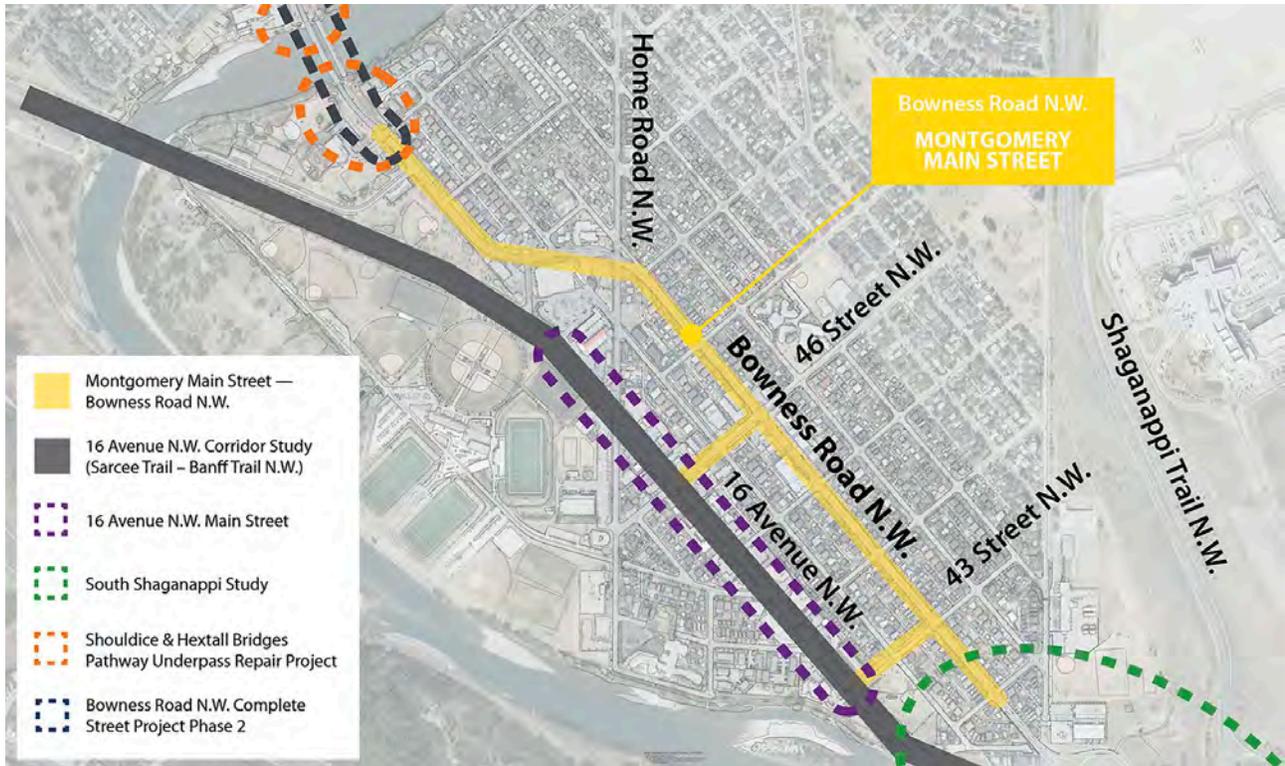
About the Project

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;
- Cyclists and pedestrian circulation;
- Street trees and vegetation;
- Utilities and infrastructure;
- Sidewalk materials, site furnishings, signage and lighting; and
- Street programming, patios and parklets.



Engagement Overview

The public engagement process for the project will result in a Streetscape Master Plan. A Streetscape Master Plan is a high-level summary of the design concept. The design may be refined during detailed design, when the design concept 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 several 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

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

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

Open House and Online Feedback

The public was invited to a drop-in open house on Wednesday, March 13, 2019 from 5:00 p.m. to 8:00 p.m. at the Montgomery Community Association to share their thoughts on preliminary concepts and options for Bowness Road N.W. Approximately 115 people attended, and nine 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 support for different options.

The 115 attendees were comprised of:

- 96 Montgomery residents
- 11 residents of other communities including Varsity, Parkdale, Briar Hill and Marda Loop
- Five Montgomery business owners
- Three Bowness residents

The preliminary concepts and options were posted online and feedback was accepted from March 13 to 28, 2019, and 29 people provided feedback.



What We Heard

Vision, Goals and Objectives

Does the overall baseline design (the West End, Core and East End) achieve the project objectives?

- *Social and Healthy Lifestyle* – 45% said it strongly achieves and 45% said somewhat achieves
- *Mobility and Function* – 50% said it strongly achieves and 46% said somewhat achieves
- *Character and Identity* – 40% said it strongly achieves, 37% said somewhat achieves and 23% felt it did not achieve
- *Economic* – 52% said it strongly achieves and 44% said somewhat achieves

The West End

Level of support for the baseline design in the West End: 85% support or strongly support

Preferred option for intersection treatment at 49 Street N.W.: 100% prefer the protected intersection

The Core

Level of support for the baseline design in the Core: 82% support or strongly support

All respondents supported the design or were neutral. Several people mentioned they approve of the bicycle facilities and a few said separated facilities would be even better. Others liked the design because it narrows the road and will slow traffic.

A couple of people said pedestrian crossings in this area still need improvement.

Preferred option for 46 Street N.W.: 79% preferred parallel parking and a separated bike lane over angled parking, parallel parking and a multi-use pathway

Parking in the Core: 46 Street N.W. to 45 Street N.W.: Responses were evenly distributed among the three options resulting in no clear preference

The East End

Level of support for the baseline design in the East End: 88% support or strongly support

Preferred option for 43 Street N.W.: The most preferred option (Option 4 – 52%) was widening the roadway to create parking pockets and a painted bicycle lane, and the least preferred option (Option 2 – 10%) was consolidating parking to the west side with people driving and cycling sharing the road.

People who preferred Option 4 said it was because it meets the needs of all users safely, and because it includes trees which are desired and improve the aesthetic.

People that didn't like Option 2 said it was because the shared space between people driving and biking is unsafe.

Preferred option for retaining wall between 45 Street N.W. and 44 Street N.W.: The most preferred option (Option 3 - 57%) for improving retaining wall aesthetics was trees and landscaping. Respondents like the visual screening and separation between the sidewalk and traffic.

Art panels or mural (Option 1) was the runner-up with 37% of respondents saying they preferred it because it is low maintenance, more durable and cleaner.

Raised cycle track

Level of support for raised cycle track: 79% support or strongly support

People that supported the raised cycle track said it was safer because it provided separation between people driving and people cycling.

People that did not support the raised cycle track were generally not supportive of bike facilities on Bowness Road N.W. suggesting they should be on an alternative street or that they are not needed because of the close proximity of the Bow River Pathway

General

Is there an adequate supply of parking in the area? 69% said yes

Age of respondents: most respondents were between the ages of 25 and 54

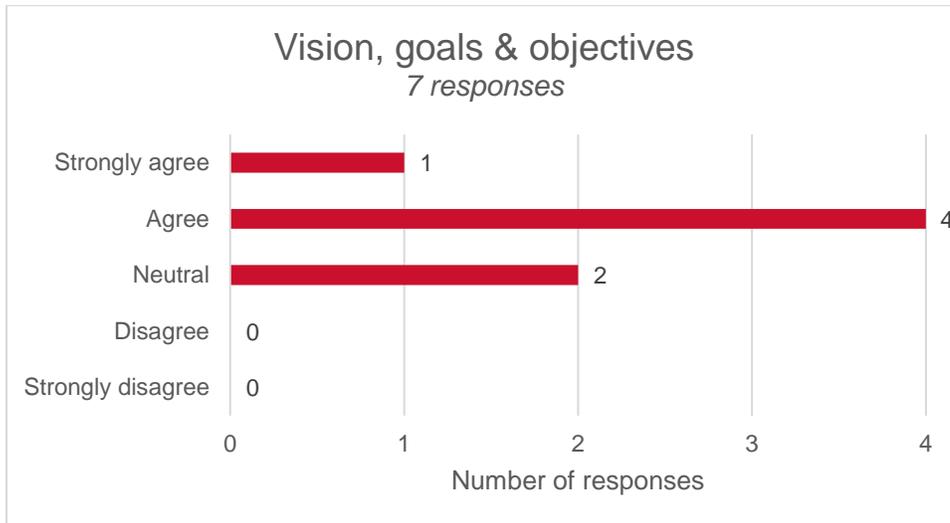
Next Steps

The input received during the Explore phase will be used to refine the baseline designs, along with technical analysis, site conditions and applicable policies and standards. The final concept will be shared with the community later in 2019. Construction could begin in 2020.

Summary of Input

Vision, Goals and Objectives

The Vision, Goals and Objectives reflect the community’s aspirations and priorities as shared in the first round of engagement. (This question was only asked on open house feedback forms.)



Please tell us why:

Verbatim comments
Agree
I believe the City of Calgary has listened to the community in regards of making the streets more accessible, adding green spaces
Neutral
The raised cycle track option is beautiful. That is not the main design. Throughout the 5 year process the community continually raised that we have multiple access points - pool - Home Rd - to regional pathways. To see a proposal that looks like Bowness's cycle/road does not feel like input was heard.
The issue of 48 Street & Bowness Road not addressed.

Does the overall baseline design (the West End, Core and East End) achieve the project objectives of Social and Healthy Lifestyle? (29 responses: 7 feedback forms, 17 online, 5 dots on display board)



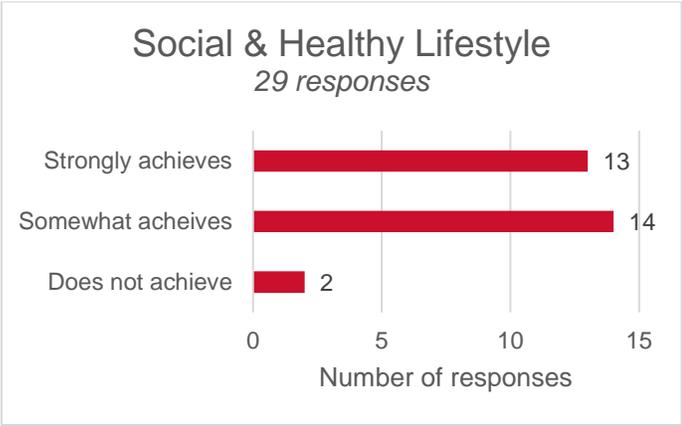
SOCIAL AND HEALTHY LIFESTYLE

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:

Verbatim comments
Strongly achieves
Strong promotion of safety, active modes
Creating family-friendly spaces that are easily accessible will increase the amount of people using public spaces which will increase safety and create a sense of community
This is a great change for the area, makes the area less of a freeway
Allows for improved walking and a better sense of community. Narrows an incredibly wide street. Plan must ensure pedestrian crossing signal at 45 St
Somewhat achieves
<ul style="list-style-type: none"> It will also come down to business coming in Easy in/out of Montgomery of bike & walk & driving Easy quick/safe access to river pathway walking/biking More cafes, maybe a pub, and more restaurants, maybe a brewery?, good ice cream shop
I'm okay sounding like a broken record - raised cycle track is the option that makes sense.
It will help support it but we also need buildings to be built which will come in due course
I don't think any of the changes promote opportunities for gathering and social interaction. I think objective 2 is mostly met.
Resolve confusion between Bowness and Montgomery
WILL BE CONTINUE THE SAME PROBLEM WITH TRANSIT FLOW....AVOIDING SOCIAL INTERACTION
Does not achieve
Plan to make peds & bikes to share sidewalk is crazy

Does the overall baseline design (the West End, Core and East End) achieve the project objectives of Mobility and Function? (26 responses: 6 feedback forms, 16 online, 4 dots on display board)



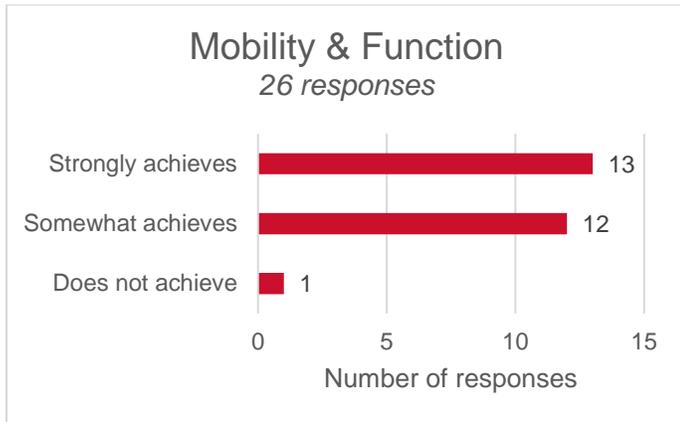
MOBILITY AND FUNCTIONALITY

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:

Verbatim comments
Strongly achieves
Increasing walkability of areas promotes accessibility for more people to encourage more people to use the space and may also reduce vehicle traffic on the roads if people don't have to rely on vehicles to get there
Being a community close to downtown, parks and pathway systems allows community members the flexibility to use alternative modes of transportation. I would also add that this should emphasize designs that promote safety and minimize vehicle-cyclist-pedestrian conflicts.
does all 3 in balance
I wish there was a walkover and bike over at 43rd and 16th to access the river easier. I'd like to see more bike racks/security in the plan. Often I don't take my bike because there is nowhere to safely leave it.
Somewhat achieves
As above.
Must have pedestrian crossing signals at 45 St and I don't see that explicitly in design
Constant change in designs causes confusion (Bike vs car vs bus vs walkers).
Physical barriers would allow small children to use the bike lanes.
Addition of bike lanes is great. Worried still about pedestrian access and safety

BECAUSE IS NOT WIDER ENOUGH THE STREETS., AND PARKING SPOTS HAS TO BE IN ANGLE.../////

Does not achieve

- Same as above.
- We have a real issue everyday getting onto Bowness Rd from 47th Street in busy traffic. There is no solution for this on the plan.

Believe the mobility issues addressed when I see it

Does the overall baseline design (the West End, Core and East End) achieve the project objectives of Character and Identity? (30 responses: 6 feedback forms, 16 online, 8 dots on display board)

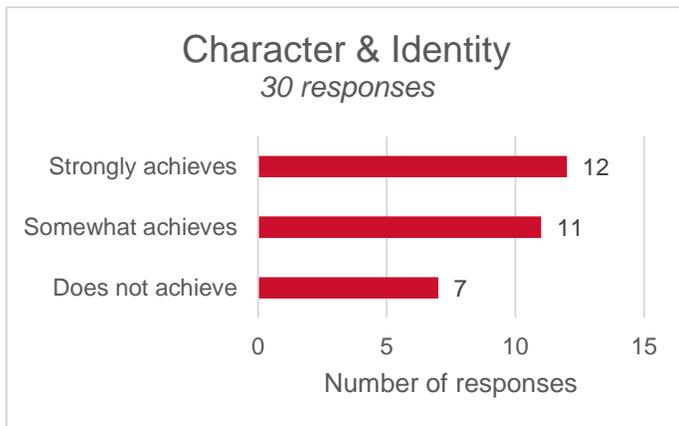


CHARACTER AND IDENTITY

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:

Most of the comments provided were from those that felt the design only somewhat achieved or did not achieve the Character and Identity Objectives, saying it is difficult to identify elements of character and identify in the plan.

Verbatim comments

Strongly achieves

The community currently lacks charm that could make it a more memorable destination and community. This should easily be improved upon by addition of landscaping and art to brand the community's history and identity.

Bike lanes are great

Somewhat achieves

Will there be local YYC artist murals?

Verbatim comments
Requires more work to compete/or be more like other desirable main streets.
As above because a raised cycle track is attractive and functional for more than just cyclist.
We're never going to be Inglewood or Marda Loop. But this will definitely raise the profile of Montgomery
I'm not sure what there is for community identity. Not much history to worry about
Change name of Bowness to be named after "Montgomery " road. Throughout this community. Bring back some of the older names with special signage in main street Montgomery! Bring in Banner signs or large archways inside core.
Hard to tell right now
VISITORS? DON'T HAVE ENOUGH SPACE TO PARK AND WALK... IF YOU GIVE ME ACHANCE I CAN REMODELATE THE ENTIRE AREA...BIGER WIDER ATLEAST 1.5 METER EVERY SIDE...AND ANGLE PARKING
Does not achieve
In my view these are improvements to just bring the main street to par. It's a sad looking road currently. This is also just a start. New businesses, restaurants and increased people traffic will make this more into a unique place.
You didn't provide anything that showed character <ul style="list-style-type: none"> • no options • where's the furniture, benches, lighting?
We asked for wider sidewalks to increase street activity <ul style="list-style-type: none"> • move the bikes to the regional pathway
Trying to increase walking traffic to businesses Wide sidewalks
There's beautiful bike paths along the water
F
Epic fail!!
Nor specified
Depending on the options I think obj 8 is met. I don't think that anything in this design features history or unique character. I hope that's incorporated in the details. For example, I don't feel like the current Montgomery sign represents the small town/historic look

Does the overall baseline design (the West End, Core and East End) achieve the project objectives of Economic Vitality? (25 responses: 6 feedback forms, 17 online, 2 dots on display board)

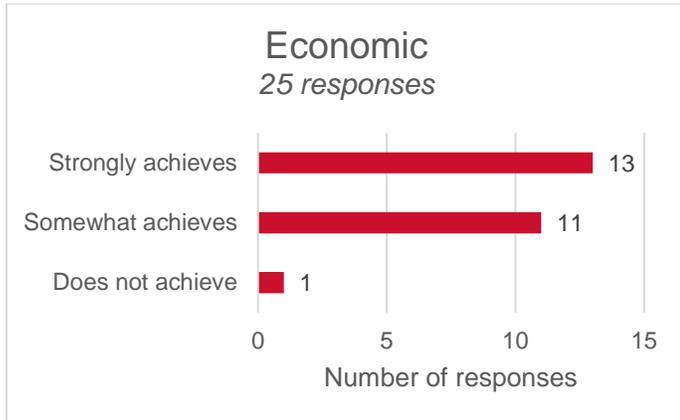


ECONOMIC

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:

Most people agreed beautification and investment in the street will attract new business.

Verbatim comments
Strongly achieves
Any beautification will have a positive impact as this section of Bowness has long been neglected.
Encouraging new businesses into the community to help bring more life and character
I hope that city investment and redesign in the community will attract new businesses to complement and satisfy the increase in members in the community from new residential developments, which ultimately makes the community more desirable to live in and visit.
This would make the area a true destination
Street businesses need traffic to survive. The parking set-up at the strip mall is really bad, improvements will make it more desirable to shop/visit. City can only do so much, build it and they (private sector) will come.
Somewhat achieves
Comes down to business coming in. We have no use for the businesses currently on the side of notable (and the other side is really sketchy we never go.)
Parking must be improved. Angled parking such as Bowness would be better. The parking and non-existent sidewalk in The Core on north side of Bowness Rd is a huge impediment to increasing economics in area.

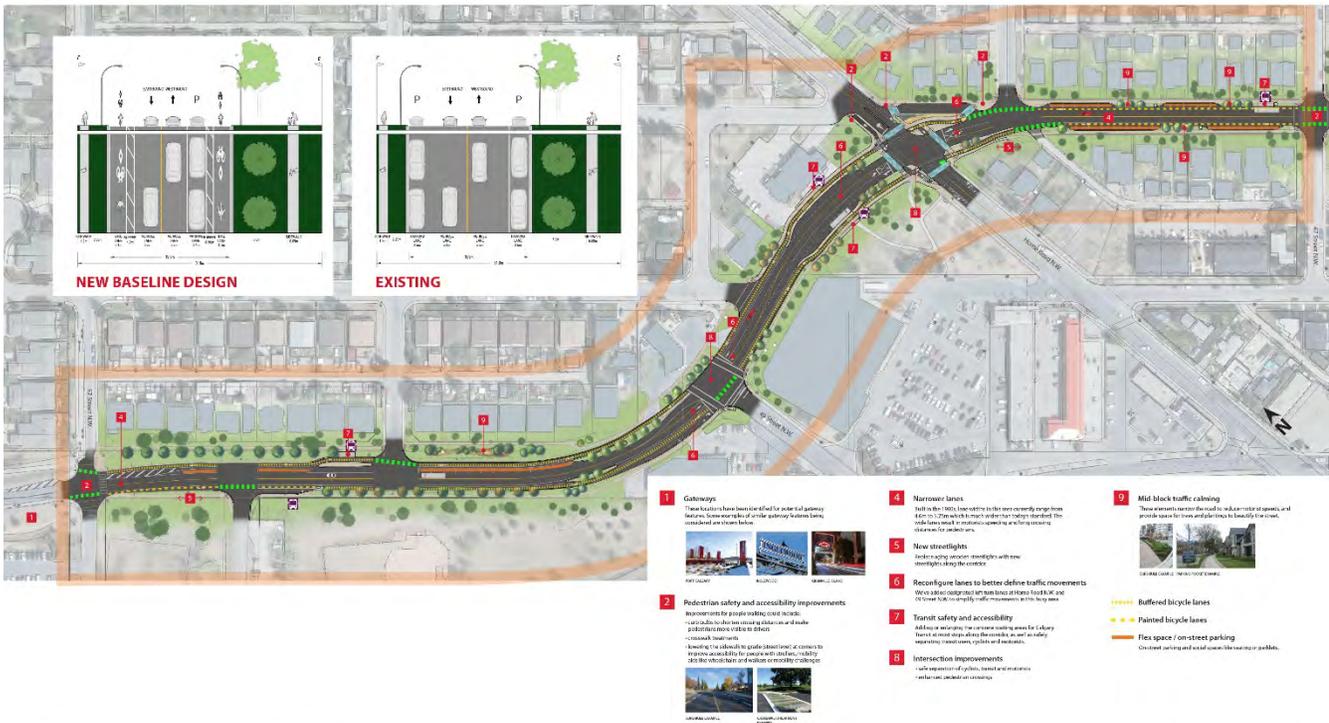
Verbatim comments

Streetscape and multiuser zoning will help bring in new shops and living. Walkable and stoppable options for visitors.

I'm excited about the changes! I love the businesses we already have in the strip mall and I want them to continue to do well, but I also really want the empty spots to be filled. I hope this will help, but I think the building also needs a facelift very badly

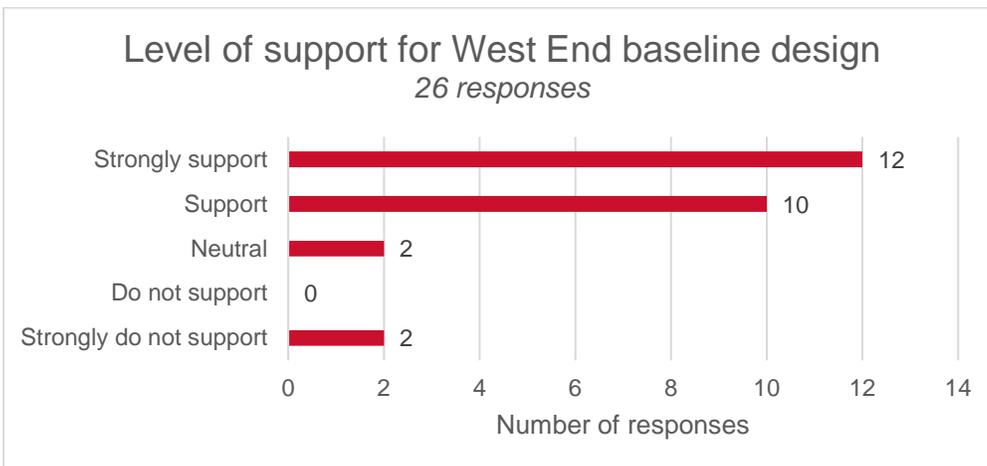
Hard to tell how the design will accomplish these things, although I'm optimistic

WHO'S GOING TO INVEST WHEN IS NOT ROOM TO PARK?...CALGARY BY THE ELBOW RIVER HAVE A BIG AND EXTRAORDINARY POTENCIAL TO INVEST ALONG THE RIVER., JUST GIVE ME A CHANCE TO REDEVELOPMENT...THANKS



Please note: All proposed improvements are preliminary only and subject to further decision to meet safety and requirements.

Please indicate your level of support for the baseline design in the West End: (26 responses: 7 feedback forms, 19 online)



Please tell us what you think of the baseline design:

The majority of responses supported the proposed design in the West End because it accommodates all modes and will slow traffic.

Verbatim comments
Strongly support
Good options to promote active modes and increase safety in the community
Great use of existing right-of-way to accommodate cycling and pedestrian infrastructure. Intersection treatment looks really good, and increases safety and predictability for motorists, cyclists, and pedestrians.
I would also add that high density bus stops, e.g. intersection of bowness rd and home rd, have bus shelters, to accommodate large amounts of people. Love the clear separation of cyclists from cars. It would be nice if the buffer zone btwn parked cars and bike lane could be treed
Great start! Wide roads are smartly re-done. Nightmare to bike or sometimes walk down "main street" so this is a step in the right direction. Can't accommodate all but this covers most. And increased traffic will help businesses and slow down traffic by making this a destination.
I hope the city can deliver on all those trees. They would be great. Also great to see protected cycle lanes.
A physical barrier rather than a buffer for bikes would be valuable. Bike connectivity to other locations is essential.
Glad to see cycle tracks and traffic calming
this clarifies and restricts the "invisible" double eastbound lane that people often create well before the marked area approaching 49 St
Support
With raised cycle track - there is enough space to easily do this.
Would prefer no parking on bowness rd
I support the traffic calming initiatives and bicycle lanes to provide more transportation options and reduce speeding of motorists.
Use more park and city green space for better (multiuser) intersections and separate bike paths that are good for all users (walking and strollers too). Like city pathways. Connect all the highlights of Montgomery with bike sized paths when you can. Destination for those thatbik
Seems to have addressed some issues with intersections at Bowness & 48th and Bowness & Home Rd. Note: poor visibility when pulling onto Bowness from 48th St is NOT due to parking on east side of intersection but due to stop sign at bottom of 48th being too far back (bc of 18th)
Neutral
<ul style="list-style-type: none">• Roundabout Home Road/Bowness Road• Separate bike lane from the road, it looks like there is space

Verbatim comments

- Worried about proximity of parking and bike lane (danger when somebody opens their door to get out of their car and don't see the cyclists)

[personally identifying information removed] I THINK NEEDS TO BE MORE WIDER THE STREETS., AND IS BAD LOCATIONS FOR BUS STOPS, I CAN REDESIGN ALL THE ENTIRE AREA AT PARKDALE BLVD NW FROM SHAGANNAPY TO CROWCHILD..AND BOWNESS NEED TO BE WIDER AS WELL,THX

Strongly do not support

Home Road, 48 Street & Bowness Road not addressed. No bike lanes on Bowness Road past Home Road.

Please spend this money on fixing the Westbrook lrt station crime hub. Unusable atm. Basically a homeless shelter.



Intersection treatment at 49 Street N.W.

Overall, which option do you prefer? (20 responses: 7 feedback forms, 13 online)

OPTION 1: BASELINE DESIGN

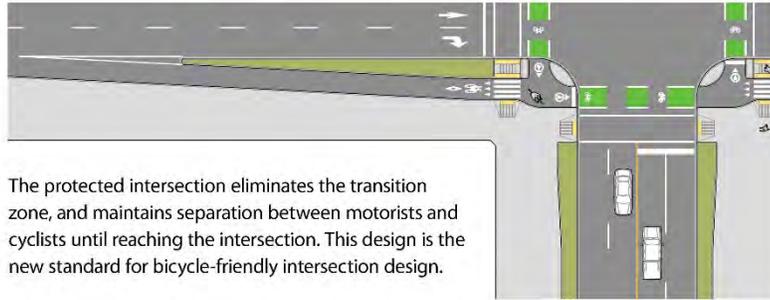


Unprotected bicycle lane through right-turn transitional zone



Example of unprotected intersection

OPTION 2: PROTECTED

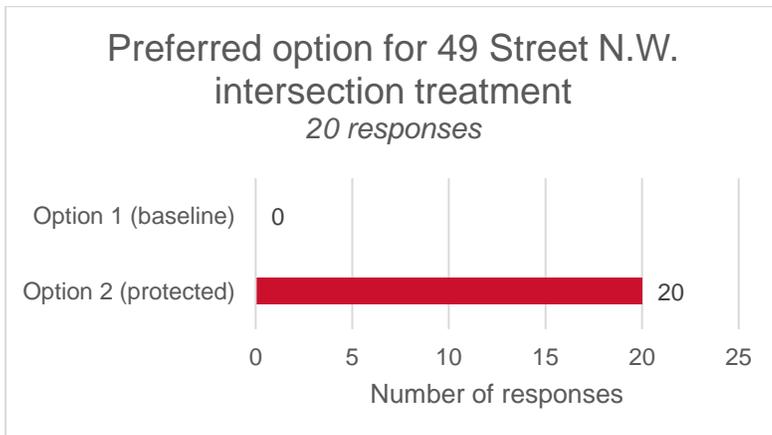


The protected intersection eliminates the transition zone, and maintains separation between motorists and cyclists until reaching the intersection. This design is the new standard for bicycle-friendly intersection design.

Intersection with protected bicycle lanes



Example of a protected intersection in Vancouver



Please tell us why you prefer that option:

People overwhelmingly preferred the protected intersection because it is safer, some adding it reduces conflicts between people cycling and people driving.

A few comments on the display boards at the open house suggested the river pathway was sufficient for people cycling.

Option 1

Verbatim comments
Concerned with speed of vehicles going NBR out of community - trying to go EBT @ 49 St
If more experienced cyclists prefer staying on street, Opt 1 - not convoluted

Verbatim comments
The crossing between cars turning right and bikes going in the middle looks very unsafe

Option 2

Verbatim comments
Safer for cyclists given the speed of cars going past
Much safer. Less conflict.
Raised cycle track.
Will add a level of security to the rider
Provides better protection for cyclists, as well as making their movement more predictable for motorists and pedestrians.
Love option 2 for safety. Majority of drivers are barely focused on the road with other vehicles, let alone adding cyclists to the mix. Option 1 I feel would lead to vehicle-cyclists conflicts and potentially accidents. We want to promote a safe and bike friendly community.
Humans are prone to mistakes, please provide barriers to prevent this
This is an awkward intersection that requires more attention on separating cars and cyclists. Would it be possible to carve a bike lane through the park?
Slows down drivers turning right, protects cyclists
Opt2 allows for bikes and pedestrian yielding. Only problem is speed limit on bikes (bike lites?) otherwise may be choked intersection, with no turns occurring.
This looks much safer, this appeals to me as both a driver and a cyclist.
Safest.
I would love to feel comfortable biking on my neighbourhood. Only option 2 would work for me. It's also the new standard.
Safety of cyclists
OK with accommodating bikes but need more education & enforcement of how bikes interface with pedestrians and motor vehicles
decreases vehicle-cyclist conflicts & accidents
cyclists should/would be better encouraged to use off-road bike paths
Please please not more bike lanes (1)

Verbatim comments
Tries to help the bike/car conflict. Yield to both cyclists & pedestrians.
Use bike path at the Bow River
Seems like a lot of money being spent on bikes when there's a regional pathway 2 blocks away
As a cyclist the river path is safer and nicer. Encourage traffic to go there!
Less conflict
We are a winter climate 8 months a year. No more bike lanes.
No
It encourages cycling by providing a safer turn off Bowness Rd
Much safer. Less conflict.
Safety

Calgary Options: Intersection Treatment at 49 Street N.W.

The project team is evaluating options for integrating bicycle facilities at major intersections. The baseline design shows the typical approach used throughout the city. There is a high level of conflict between users.

OPTION 1: BASELINE DESIGN

Please use a sticky note to share why you like or don't like OPTION 1

Example of unprotected intersection

OPTION 2: PROTECTED

The protected intersection eliminates the transition zone, and maintains separation between motorists and cyclists until reaching the intersection. This design is the new standard for bicycle-friendly intersection design.

Intersection with protected bicycle lanes

Example of a protected intersection in Vancouver

Calgary.ca/mainstreets

Important connections to the Bow River

Sticky Notes for Option 1:

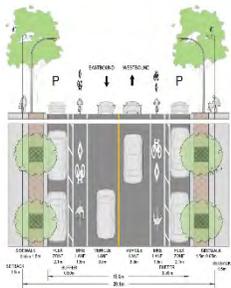
- Dislike the baseline. The design of the intersection is not safe for cyclists.
- Concerned with speed of vehicles moving N/SR side of down -> trying to go up N/SR or W/SR
- If more protected options outside of protected zone, please consider.

Sticky Notes for Option 2:

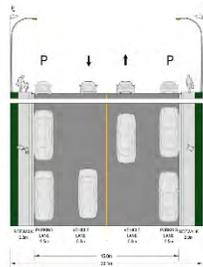
- Like the baseline. -> why?
- As a cyclist the river path is safer and nicer. Encourage traffic to go there!
- Like the baseline. Less conflict.
- Like the baseline. If changes go by putting a large lane off Bowness Rd.
- use bike Path at the Bow River
- Dislike the baseline. It's a lot of money being spent on bike lanes when there is a regional pathway 2 blocks away.
- We are winter climate 8 months a year. No more bike lanes.
- NO
- Please. Please. NO MORE BIKE LANES.
- Like the baseline. Start to help the budget. Our goal is to help local + paid!
- Dislike the baseline. CIRCULAR SIGNAGE/ROAD TO BE USED DISOCCUPY TO BIKE PATHS.



The Core



NEW BASELINE DESIGN



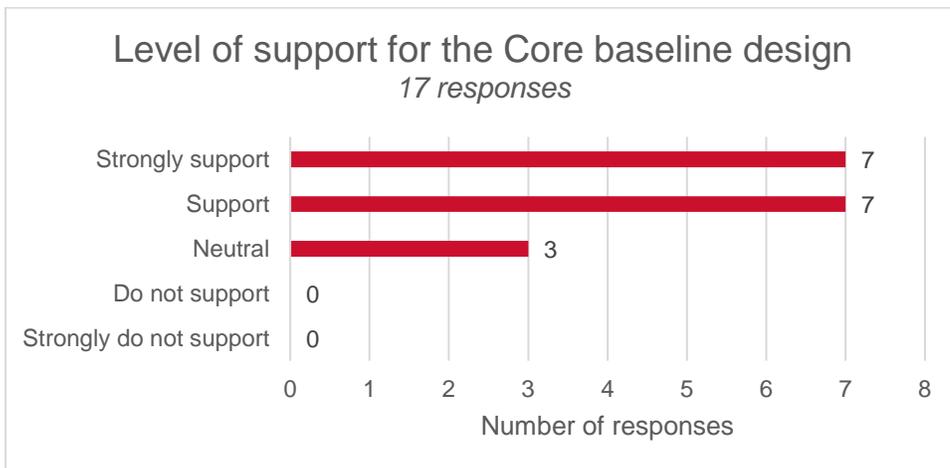
EXISTING

- 2 Pedestrian safety and accessibility improvements**
 Improvement for people walking could include:
 - wider sidewalks to create more space for walking and make pedestrian crossings safer for drivers
 - crosswalk improvements
 - lower the the sidewalk to grade (to not build at curbs to improve accessibility for people with mobility challenges with the streetlights not making or making challenges)
- 3 Wider sidewalk**
 with extra sidewalk in front of the help mall using the cobble.
- 4 Narrower lanes**
 Built in the 1960s, lane widths in this area generally range from 4.0m to 4.5m which is much wider than today's standard. The wider lanes result in increased speeding and long crossing distances for pedestrians.
- 5 New streetlights**
 Pedestrian safety and accessibility with new streetlights along the boulevard.
- 7 Transit safety and accessibility**
 Adding or changing the signals waiting space for Calgary transit at major cross streets, for example, as well as safety warning street signs, lights and materials.
- 8 Intersection improvements**
 safe re-orientation of lights, transit and pedestrian crossings and pedestrian crossings.
- 9 Mid-block traffic calming**
 These elements narrow the road to slow down traffic speeds and provide space for use of pedestrian crossings.

- 6 Buffered bicycle lanes**
- 8 Painted bicycle lanes**
- 9 Blue space for on-street parking**
 On street parking at 10' intervals.

Please note: All proposed improvements are preliminary only and subject to further decision in order to meet safety and requirements.

Please indicate your level of support for the proposed baseline design in the Core: (17 responses: 8 feedback forms, 11 online)



Please tell us what you think of the baseline design:

All respondents supported the design or were neutral. Several people mentioned they approve of the bicycle facilities and a few said separated facilities would be even better. Others liked the design because it narrows the road and will slow traffic.

A couple of people said pedestrian crossings in this area still need improvement.

Verbatim comments
Strongly support
More density, more shops/commercial, more greenery
The crossing on 47 St needs to be secure; by adding or modifying the crossings. I have seen too many close calls because of people driving and not paying attention.
I like the baseline design as it will narrow the lanes and allow for designated cycling. Any design must ensure pedestrian crossing signals at 45 St as this is extremely dangerous. Please look at retaining existing strip mall on north side instead of allowing 6 story building
I like that this is going to make the area more bicycle and pedestrian friendly and safer. I really want traffic to be slowed down.
Glad to see cycle tracks and trees
Please improve this area (with some of the optional improvements). Parking and aesthetics are big issues
Support
45 St @ Bowness Rd needs a solar crosswalk (with strobe lights at curb, not overhead sign). It draws your eyes to curb and make spotting pedestrians easier.
I like the narrowing of the travel lanes, but would prefer if the bike lanes were to be shifted between the on-street parking and the sidewalk. That way cyclists wouldn't be at risk of being clipped by moving vehicles or forced into the vehicle lane by a door opening.
would be nice to see more greenery. also consider the dangerous step to public sidewalk on the Notable building.
The designs look good and from a business perspective we want to know if the legal address will stay the same- we assume so. we have put a lot of money into our logos on vehicles that show the legal address of Bowness Road.
I support the traffic calming, improved crosswalks and bicycle lanes to improve transportation options and reduce motorist speeds.
Bike lanes should be separated to achieve safety and accessibility.
Neutral
I like the offset parking.
No bike lanes along this part of Bowness Road. More parking.

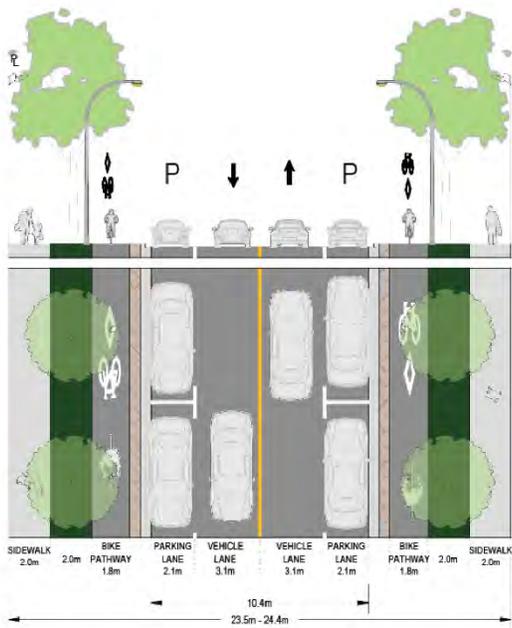
Verbatim comments

I think Parking protection for bike lanes please instead of baseline. Priorities should be people shopping by walking and biking and with kids. Not as much for cars. Park and walk to core. More cross walks and slow traffic down. Gates at either end to close of main for events.

Connecting to the Bow River: 46 Street N.W.

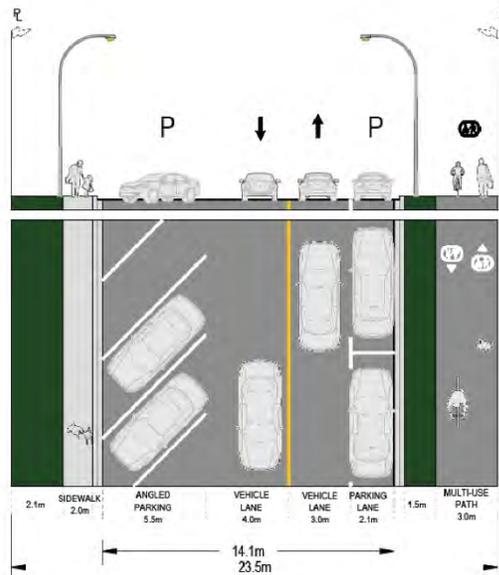
Overall, which option do you prefer? (19 responses: 8 feedback forms, 11 online, 2 dots on display board)

OPTION 1

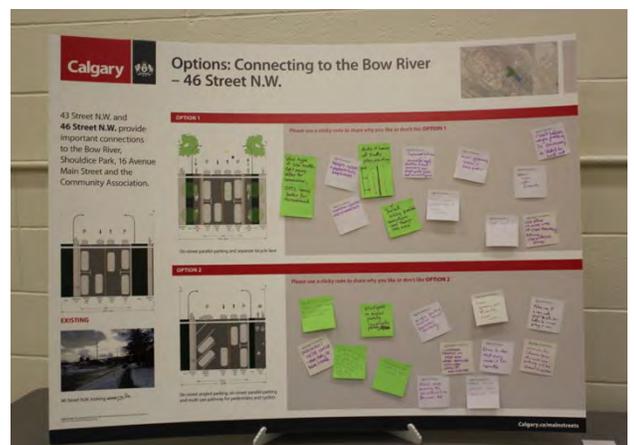
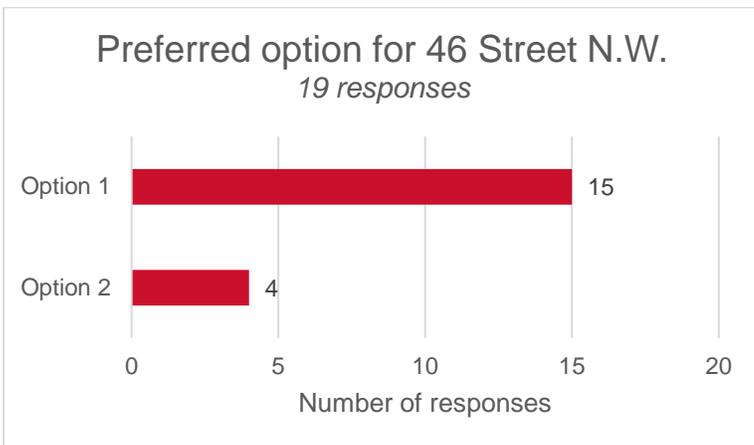


On-street parallel parking and separate bicycle lane

OPTION 2



On-street angled parking, on-street parallel parking and multi-use pathway for pedestrians and cyclists



Please tell us why you prefer that option:

People that preferred Option 1 said it was because the separated bike lanes are safer and they like the landscaping. Those that preferred Option 2 said it was because it seemed to provide more parking.

A few comments expressed concerns about backing out of the angled parking.

Option 1

Verbatim comments
Use of landscaping and dedicated cycle lanes
Safety. Less conflict.
Angle parking creates same challenges.
Better separation between cyclists and pedestrians
Separates all modes of transport
I like the angle parking of option 2 but Multiuse pathway is tricky.
so many bad drivers around. I'm sure the backing up will cause more problems and accidents. Maybe people can learn how to parallel park
The separate bicycle lane would provide a great connection to the school on 46 St. so that children can safely cycle to school.
Parking protected bike lanes!
Promotes multi-mode.
What type of bike traffic? Option 1 seems better for commuters, Option 2 seems better for recreational.
Keeps cyclists & pedestrians separate
Separates cyclists and pedestrians
Make 4 lanes of traffic plus parking
Separated bike lanes. No need for angled parking. I don't commonly see people park here and run out of space
Looks nice and appealing & more greenery
cars backing out of parking cause issues
More greenery, trees & bike paths
Less conflict
Seems more user friendly

Verbatim comments
I don't believe angled parking is necessary ie. sketchy to back out
Less space to move cars to during snow route bans (for residents)

Option 2

Verbatim comments
Backing up would be an issue specially in peak hours
Seems to allow for more parking spots where there are many businesses, specifically at Timbertown where there are often trucks doing pickups out front
Good for increased parking requirements of local business and pedestrian use
Pedestrian/cyclist conflict - more likely to have issues
Given the crosswalk is only on the one side I can see the benefit of Option 2 but I worry about confusion at 17 Ave
Blind spots on angled parking complicates parking
Increased number of parking spots is possible
Angle parking easier than parallel parking
Allows more parking for commercial on Bowness Rd
<ul style="list-style-type: none"> Increases traffic in area More vehicles with less space to maneuver
Cars backing out of parking cause issues
Easier to clear up during winter if it's separated
Safer to get in/out than parallel parking
Makes us of a very wide street with low traffic to increase parking in area
What are the chances that the multi-use pathway will be cleared in winter

Option not specified

Verbatim comments
Why the bike lane?

Parking in the Core: 46 Street N.W. to 45 Street N.W.

Overall, which option do you prefer? (36 responses: 8 feedback forms, 15 online, 12 dots on display board)

OPTION 1



Angled parking closest to building face with driving lane behind

OPTION 2

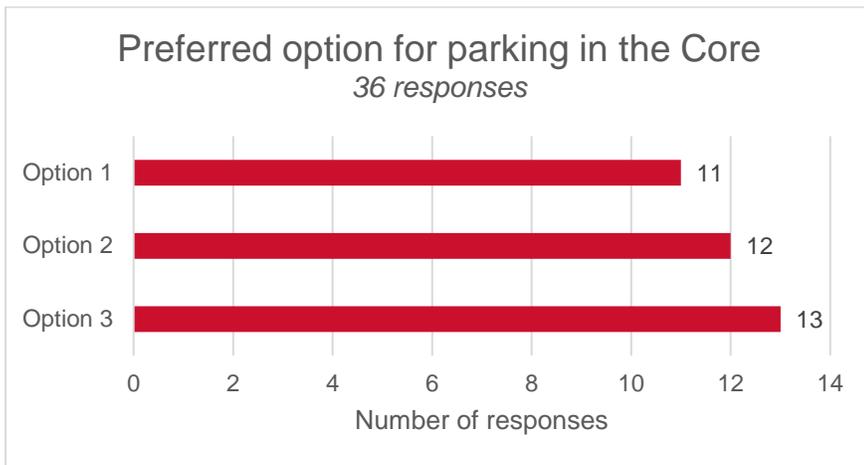


Driving lane closest to the building face with angled parking facing Bowness Road N.W.

OPTION 3



Sidewalk and landscaping closest to the building face with a bike lane protected by angled parking on Bowness Road N.W.



Please tell us why you prefer that option:

The reason cited most often for preferring Option 1 was safety, with some specifying less conflicts due to pedestrians not having to cross the bike lane to get to the businesses and others referring to the improved circulation in the parking lot.

Option 1

Verbatim comments
Safety
Best safety

Verbatim comments
Provide a better option to get in and get out of area
Seems safest
Having bike lane protected by angle parking means people will be walking across the bike lane to get to the businesses which could lead to pedestrian-cyclists conflicts. Option one minimizes conflicts between pedestrians and vehicles/bikes the most and appears to be the safest
Prefer the driving lane furthest away from sidewalk/pedestrians. Angled parking is a great idea to improve this parking lot.
Keeps parking close to buildings, avoiding conflicts between customers/staff walking to the buildings and motorists
Can this west end even be turned into additional parking? Used car property?
It seems safest traffic-wise
Safer!!
Safest. Most convenient for shoppers.
Safest.
Safer for everyone
This is best, but the potential for bike vs. car conflict is high. Use with Option 2 previous board
Safest option
It separates "parking" traffic from "flow through" driving traffic
Safest option
Having two sidewalks 1- along the road 2- in front of businesses = redundant. Poor use of space
Safer. Less conflict.
You are off the road and out of traffic to park & don't walk in front of cars (1)
Best use of space to separate parking/businesses from road and bike lanes (1)

Option 2

Verbatim comments
Maintaining consistent sidewalk along Bowness Road would make future development up to the sidewalk easier. Angled parking closer to Bowness road would provide a buffer for pedestrians from vehicles entering the plaza.
Good to see it separated
Safer when backing out. Less traffic.
Option 3 is nice but backing into that traffic is impossible. Option 2 is my preference because the sidewalk is beside parked cars vs moving traffic
I think this makes the nicest looking street. Its hard to tell from the images, but my main preference here is to reduce the sketchy feel of this parking lot and reduce crime and illegal activities. I mostly walk, bike or take transit to this mall. I want to feel safe.
All options are much much better than existing. This one has cars backing out towards the building (vs towards the bike path) and seems safer than backing directly into traffic. Cars have to cross the bike path but limited to 2 places.
You have to walk in front of traffic to get to businesses
I like this (except eliminate cycle lane)
Not as cluttered as option above. More space in front of shops.
Encourages more separation between commercial pedestrian traffic and vehicles
Again - 2 sidewalks = redundant. Poor use of limited space. Only need sidewalk in front of businesses
Safest way to back out.

Option 3

Verbatim comments
This is most important part of the draw for people to come here. Current conflicts where a sidewalk is behind slot parking is a high risk. Please consider less conflict with walkers and cars. Wider sidewalks in front of storefront for benches and parents with young kids can safe.
Easy access to park when pulling off of Bowness Road (Can we rename to Montgomery Blvd??), also greenery between storefront and parked vehicles which provides shade to storefront as it is a south facing retail space.
Safest
(Just south side) Parking protected bike lane!

Verbatim comments
Option 3 - only safe non-conflict parking option - wider sidewalk in front of stores - encourage shopping & socialize space
Has angled parking and sidewalk closest to building
Love the landscaping along the sidewalk at the businesses - pedestrian friendly, better for the businesses, pretty.
I like that cyclists are out of the way but I think too hard to backout into traffic with car
Has angled parking and sidewalk closest to building
People will back out into traffic. It's dangerous
People walking from vehicles must cross bike lanes
Best option. Works well in Bowness, for me.
Makes most sense
This puts cyclist closest to businesses and maybe more likely to stop
Vehicles still end up backing into oncoming traffic blindly
Can't see oncoming traffic. Hard to turn on to Bowness from 46 street, especially during peak hours! And lots of traffic from Bowness cutting into 16 Ave West
Parking on road is good but need to backout in into traffic
It creates delays in traffic when people back out.
People walking across bike lane to access businesses
Too busy to back into traffic

Options 2 and 3

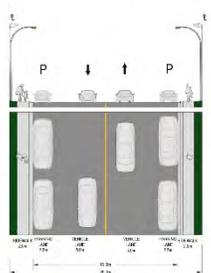
Verbatim comments
(not bike lane)



The East End



NEW BASELINE DESIGN



EXISTING

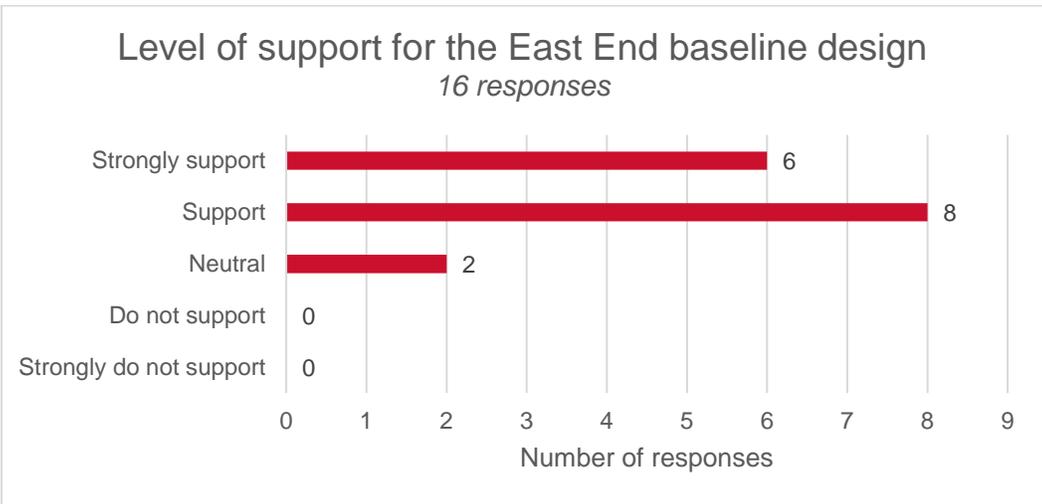
- 1 Gateways**
These locations have been identified for potential gateway treatments. Some examples of these gateway treatments being considered are shown below.
- 2 Pedestrian safety and accessibility improvements**
Improvements for people walking need to include:
- curb cuts to better integrate sidewalks and crosswalks
- additional crosswalks to drivers
- crosswalk enhancements
- ensuring the sidewalk is grade (street level) at corners to improve accessibility through width, texture, visibility, curb line, crosswalks and no-turn or accessibility features.
- 4 Narrower lanes**
Built in the 1960s, the width of this area's roadway range from 60m to 65m which is much wider than industry standards. The wider lanes result in higher speeds and longer crossing distances for pedestrians.
- 5 New streetlights**
Replace old to modern streetlights with new streetlights along the corridor.
- 7 Transit safety and accessibility**
Addressing pedestrian crossing waiting areas for Calgary Transit at street corners along the corridor, as well as adding additional transit lanes for the east end.
- 9 Mid-block traffic calming**
These elements reduce the speed to reduce accident severity, and provide visual cues and attention to identify the lanes.

- Buffered bicycle lanes
- Paired bicycle lanes
- Flex space / on-street parking
On-street parking and on-street parking

Please note: All proposed treatments are preliminary only and a subject to further decision in order to meet specific requirements.



Please indicate your level of support for the proposed baseline design in the East End: (16 responses: 6 feedback forms, 10 online)

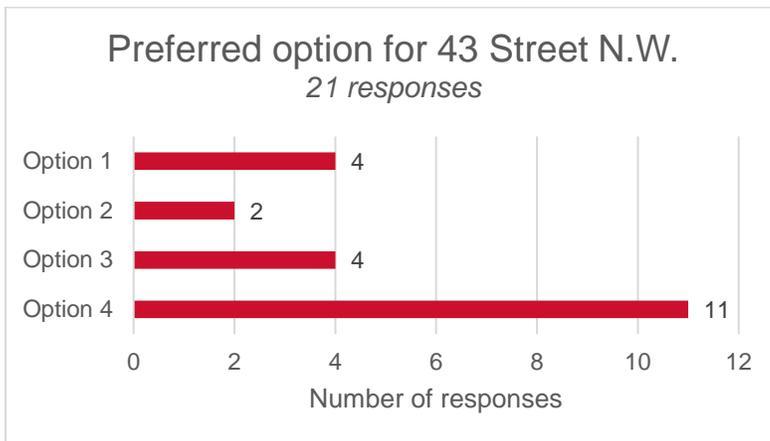
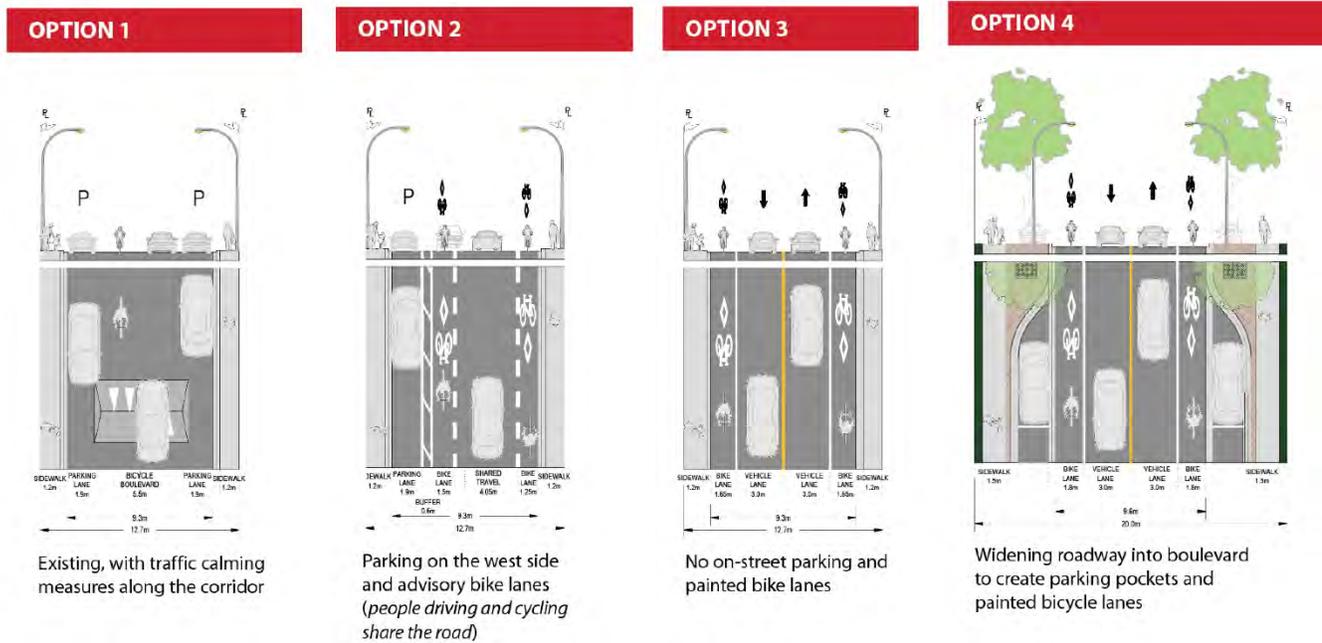


Please tell us what you think of the baseline design:

Verbatim comments
Strongly support
It would be great to see overhead crosswalk lights to increase visibility at night
The "parking pockets" seem like a great way to calm traffic and provide more space for street trees while preserving some parking for residents.
I live at [personally identifying information removed], I appreciate that walking, cycling, and driving needs are met by this design. However, it leaves no parking in front of my house and I was denied a visitor parking permit. I need access to visitor parking somewhere and I'm very concerned
Support
Again, like offset
My preference would be no parking on Bowness Rd but the parking pockets are a nice compromise with making the road more aesthetically pleasing and limiting parking. I support addition of bike lanes. Would recommend that they are painted green to make them stand out more.
Bike lanes should have a barrier to achieve safety and accessibility.
Tidying up parking hopefully making it easier to see onto Bowness Rd when turning left from residential streets. Extra curbs to slow traffic on Bowness Rd.
Neutral
Changing style along length is confusing and should be consistent with core. Weaving bikes, buses, car positioning is not consistent=conflict. Yes to banner sign. Parking restrictions on parking in these areas if you are to draw people to park and shop.
Level of support not specified
What does "baseline design" mean?

Connecting to the Bow River: 43 Street N.W.

Overall, which option do you prefer? (21 responses: 7 feedback forms, 12 online, 2 dots on display board)



Please tell us why you prefer that option:

Option 1

People that preferred Option 1 said it was because it slows traffic. Those that didn't like Option 1 said it was because it offered no change or improvement from what currently exists.

Verbatim comments
Without raised cycle track it doesn't feel like a good option.
Less 43 St traffic might mean less Bowness Rd traffic
I live on 43 street would like the traffic to slow down.
I also like option 2

Verbatim comments
I like the look of option 4 but I don't think traffic will slow down and I fear you will consume our green space for the parking. There are lots of little kids here they need the green space.
Doesn't change anything (other than slowing down)
I like that this might calm traffic in the area and prioritize cyclists
LIKE does not increase volume potential
Is traffic calming necessary? What are the stats to back?
No improvement
Doesn't improve anything. No greenery.
Anything that slows traffic!

Option 2

People that didn't like Option 2 said it was because it is unsafe because of the shared space between people driving and biking.

Verbatim comments
I see very few people that park along this street and there is additional parking next to the park thats not far away.
I live beside 43st and traffic calming is not most urgent. Roads needs to be better utilized/shared. Side parking is heaviest by the Day's Inn, not so much starting one street north and up. Please improve the sidewalks to ground level at the corners. Lots of strollers!
Don't like parked cars with bike lanes in middle of road
Seems to be only one lane of traffic. What happens with two opposite cars?
This is a busy road and cars in opposite directions will cause upsets
Better
Unsafe
This has been a disaster in Bowness. What would you do to make this work?
Best option.
Don't like as it takes parking away near the park and just leaves it in front of the houses
Best option. Now combine it with a pedestrian/bike overpass to the river pathway system.

Option 3

People that preferred Option 3 said they were okay with the parking removal because it's not needed on this street and this option improves comfort for people walking and cycling.

Verbatim comments
Best use of space providing comfortable access for cyclists and pedestrians
Option 4 would be a close runner up and probably more desirable for residents who require street parking. I personally would really love for no street parking to be allowed on Bowness Rd to accommodate safer and clearer distinction between bike and vehicle lanes.
It is the safest option.
Makes road safer
No parking
This is a street, not an avenue - parking should not be a high priority - people have front of house plus garage parking
Best option! Bike and pedestrian access enhanced. Yes!
This eliminates all options for street parking and the new park going in is going to be a great attraction
There is no street parking

Option 4

People who preferred Option 4 said it was because it meets the needs of all users safely, and because it includes trees which are desired and improve the aesthetic.

Verbatim comments
Nicer aesthetic
Allows to keep parking, bike lanes and sidewalk. Safer.
If the City is going to invest in cycling infrastructure on Bowness Road, it needs to connect to other major routes, such as the Bow River Pathway. 43 street would be a great location for this connection.
The on street parking here is very important, but so is the bike way and pedestrian access. This option seems best for all. Also, I want this section to go back to non-permitted parking. I own 4404 Bowness Road NW. There is a bus stop and fire hydrant. I need visitor parking
Dedicated bike lanes in both directions because there is a lot of bike traffic here (whatever happened to the pedestrian/pathway bridge over 16 Ave nw that was once a priority?); still allows for some parking for nearby businesses, and ample space for police to do speed checks
Best option with greenery (trees & planters) (1)
Intrudes too much on residents properties

Verbatim comments
Allows for parking and retains bike lanes (1)
If you want people to go slow don't make the driving lane wider (2.75 to 3m). Trees are nice
I cycle down 43rd all the time and would love a separate lane
Too wide for 43 St
Makes street desirable to walk and ride down
Safest and keeps everybody happy. Bikes & parking
Offers some beautification and totally uses available space. Seems safest.
Looks nice. Meets parking needs. Safety
I like the greenery
Where's the furniture - street lights, benches
I like the trees
Best choice
Like it. Provides some parking and the bike lane
It allows for parking while encouraging bikers & walkers to use this route.
Looks great, meets everyone's needs. TREES! And some parking. Love bike lanes.

Option not specified

Verbatim comments
None, we need AAA separated cycle tracks

Retaining wall between 45 Street N.W. and 44 Street N.W.

Overall, which option do you prefer? (28 responses: 7 feedback forms, 16 online, 5 dots on display board)



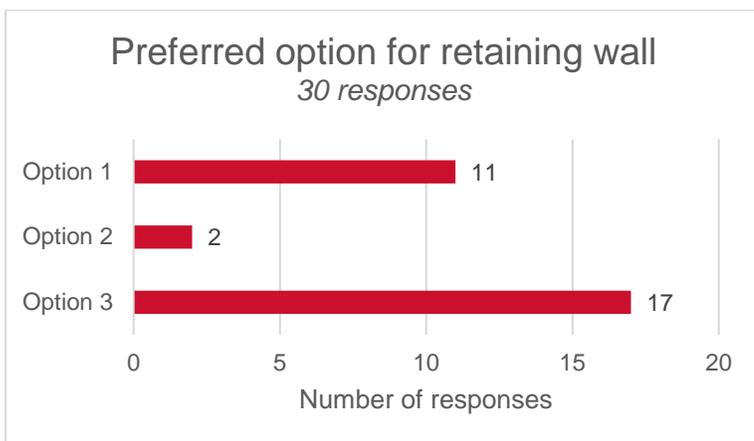
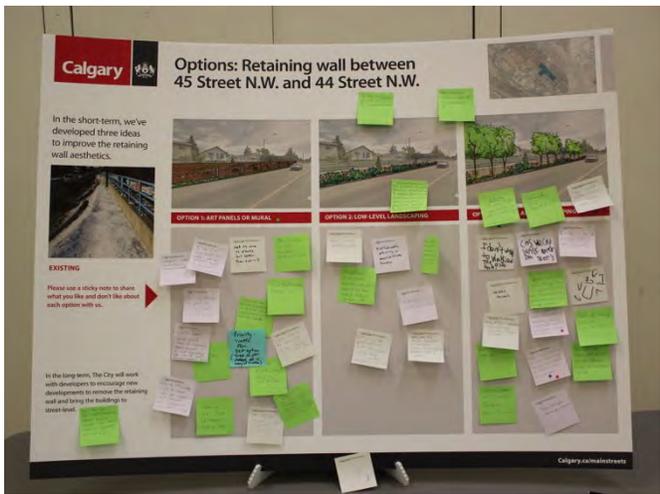
OPTION 1: ART PANELS OR MURAL



OPTION 2: LOW-LEVEL LANDSCAPING



OPTION 3: TREES AND LANDSCAPING



Please tell us why you prefer that option:

Option 1

People who preferred Option 1 said it was because it was lower maintenance, more durable and cleaner.

Some people who didn't prefer this option mentioned the panels could provide a less visible space that encourages undesirable behaviours.

Verbatim comments
Lower maintenance than plants
Clean, interesting, easy to maintain, inexpensive
Seems most appealing yet low-maintenance
As its only a short term fix, option 1 might be the most affordable and provide something to look at year round.
Option 3 would be second preference. I like the idea of mixing up the landscaping to include art. I think this is a more unique and interesting design that does not require maintenance.
More economical short-term option. Look to include trees and landscaping once the wall is removed.
As long as it's nice and not a distraction. Local yyc artist please. Maybe a community effort.
...so in the short/medium term don't spend too much public money on this!
Longevity, appreciate in all seasons, minimal maintenance
I love art, but could you add a lot of plants & do a combo? Or tall grasses
Lower maintenance than plants and can showcase local artists
IT WILL LAST. Plants won't make it through salt/gravel. Go with a product like iron to rust & become better with time.
This is attractive!
Depends on "art". I agree with comment: consult on design
Not as nice as plants but better than option 3
Looks nicest
Probably most expensive
Priority: traffic flow. Best option (trees might be in way of traffic)
Paint murals on the concrete retaining wall
Low maintenance. Upkeep low.
Safety behind the solid wall - risky activities could take place.
I like what the Beltline neighbourhood has done for murals. Maybe reach out to them for advice?
Clean. Interesting. Easy to maintain.

Verbatim comments
It creates spaces for hidden activities (peeing)
Not my favourite option but fence would work better if it had more relief rather than straight level top edge

Option 2

Several comments associated with Option 2 expressed concern about the plants surviving the winter.

Verbatim comments
Attractive; low landscaping creates an open, better lit place for pedestrian traffic and therefore safer. If the intent is to eventually bring houses down to street level, there will be no trees to uproot.
If this is temporary, go with what is the cheapest option! (1)
"Greenery" does not sound like a 12-month solution. Nice drawing of blooming flowers and deciduous trees with leaves seem to negate the reality of short growing season & winter!
Won't look as great in winter
This will only work in summer. Street chemicals, salt & snow will kill those plants 8 months of the year therefore NO
I worry the plants will die with the salt spray from winter, although I love how it looks
Aesthetically pleasing & doesn't block houses
In the winter this will be covered in snow - won't be visible.
If greens/easy landscaping
Works well for maybe 3 months of the year. Then it just collects street grime & snow.

Option 3

People that preferred Option 3 like trees as a natural element that provides visual screening and separation between traffic and the sidewalk. Some also said they chose Option 3 because it was the most attractive.

Verbatim comments
Natural beauty
Most attractive
Can see the path and is more natural
Trees are always a better option. Natural noise barrier and reduces CO2 emissions
More big trees are best. Also provides shade in the summer
Why not consider building a street level sidewalk beside a mural. The current path is difficult for strollers

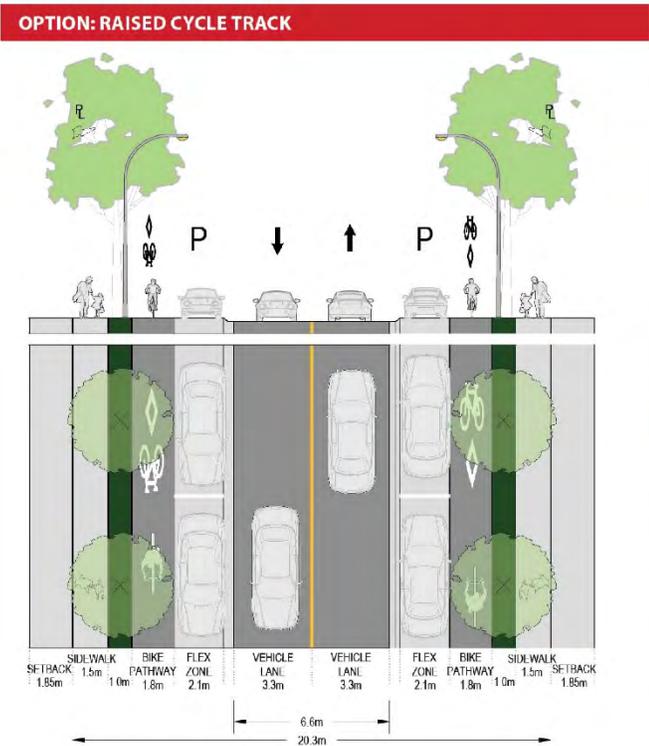
Verbatim comments
more green the better. creates a more visual separation barrier between the road and sidewalk. homes along that stretch will also gain privacy.
Please also replace the railing with one that looks nicer and goes with the rest of the street. I strongly dislike the art panels because as a frequent pedestrian I would feel trapped and unsafe with that wall and the narrow sidewalk.
Urban forest is important.
Trees, more trees. All of the options are an improvement but we've worked hard to preserve and replace mature trees in Montgomery (Neighbourwoods!). And it softens the aesthetic of that wall.
Trees could impede view for turning vehicle
Currently very dark at night
Adding globe lights important as well as greenery.
I don't want to walk on the blue rails
Because we can walk under the trees
Creates a barrier between traffic and sidewalk
Blocks houses
Agree with this setup, brings nice curb appeal with the trees, however during winter the salt might damage vegetation
Very season-dependent - what will this turn into in the winter?
More greenery, trees & plants but could you upgrade railing to newer, more modern (1)
Natural sound barrier. CO2 reduction
Combination of trees and art panels
The added greenery is very welcoming. The railing itself is overdue for an upgrade. (2)
Pretty: trees could work nicely but require care and attention i.e. long-term commitment by city
Salted snow will kill plants. Reverse plants then wall
Trees will help slow traffic down

Options 1 and 3

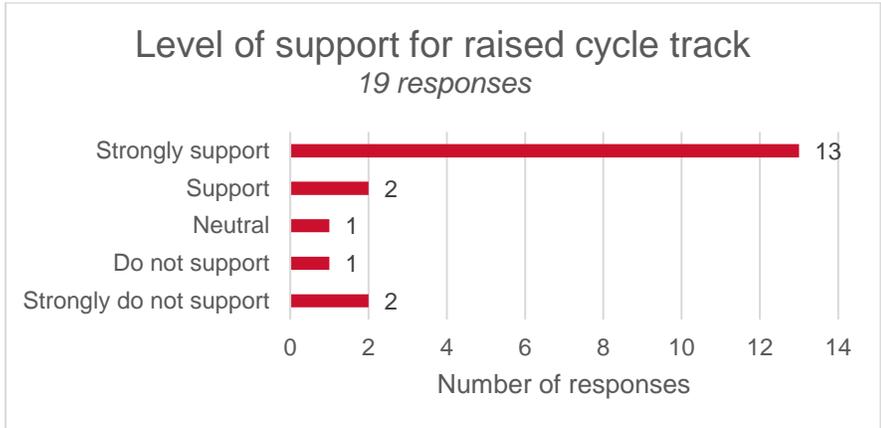
Verbatim comments
Art panels & some greenery or option 3

Raised Cycle Track

Please indicate your level of support for a raised cycle track. (19 responses: 7 forms, 12 online)



Examples of raised cycle tracks



Please tell us why or why not:

People that supported the raised cycle track said it was safer because it provided separation between people driving and people cycling.

People that did not support raised cycle tracks were generally not supportive of bike facilities on Bowness Road N.W. suggesting they should be on an alternative street or that they are not needed because of the close proximity of the Bow River Pathway.

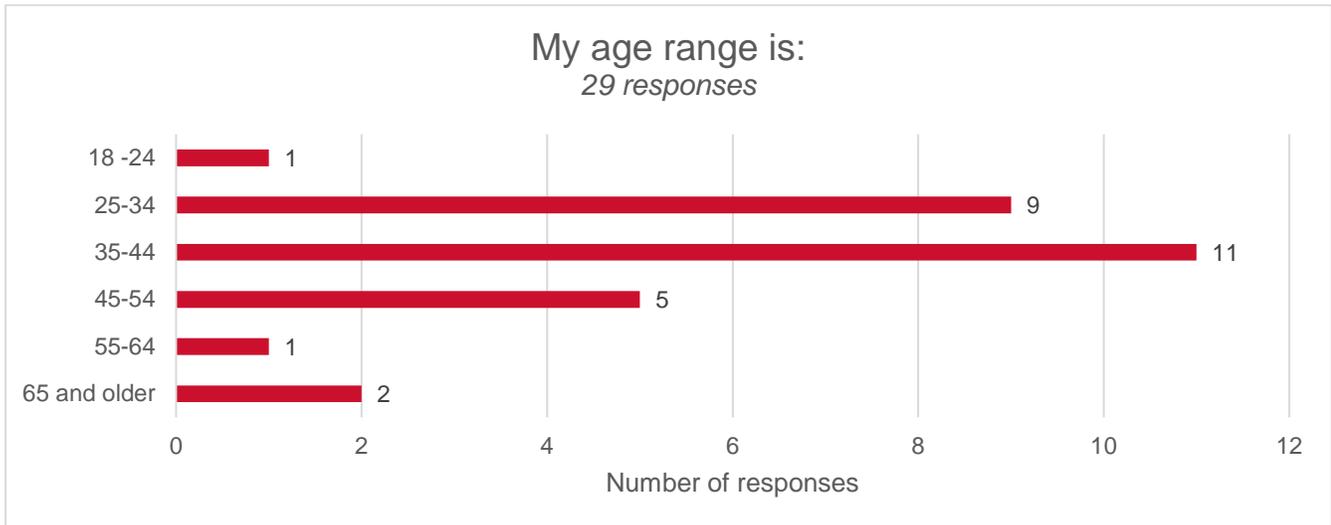
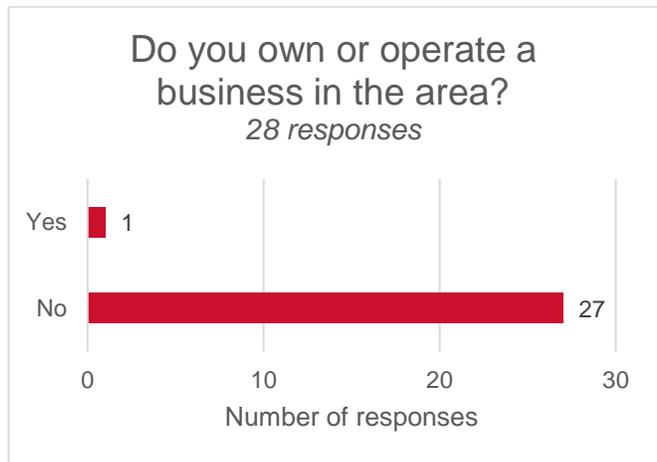
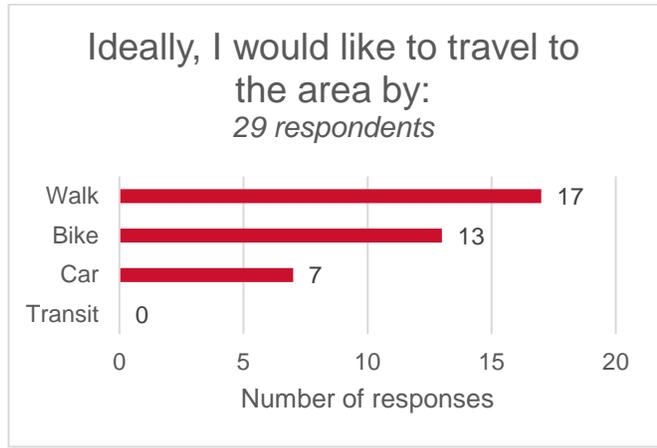
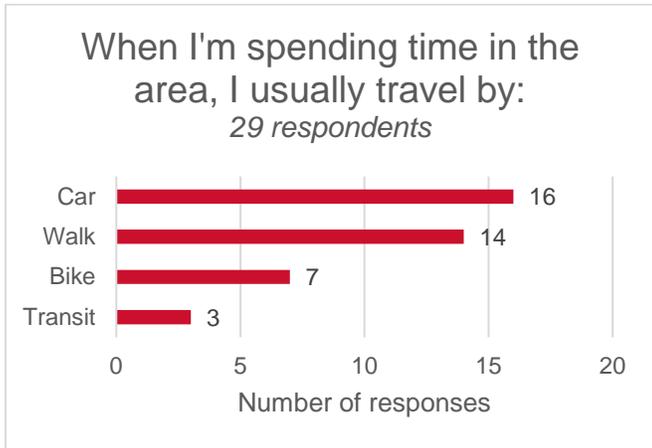
There were some questions and concerns about winter maintenance.

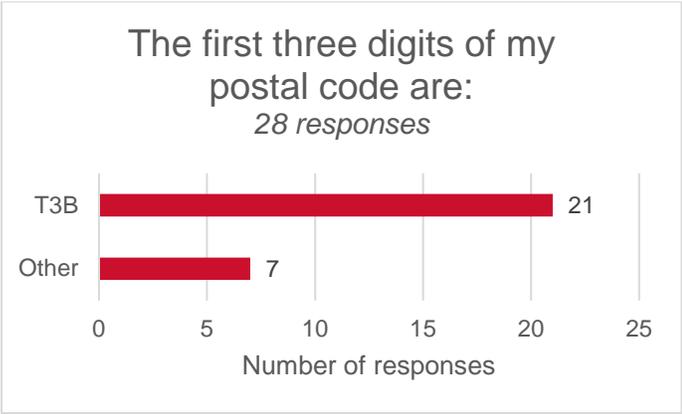
Verbatim comments
Strongly support
Protected area for cyclists
<p>This is the best idea I've seen.</p> <ul style="list-style-type: none"> • Functional - pedestrians and cyclist • Safe - separating pedestrians and cyclists from motorist • Beautiful - grass boulevards - eye catching
Increased safety due to clearer distinction between road and bike lane
Love. Please do this. It would be nice if the buffer zone between traffic and cyclists could have sidewalk for bus stops (like in the last picture) or green space to really enhance safety in separating vehicles and cyclists.
My main commute option and safe for my family bike outings
We ar a cycling family. We bike to work and love biking with our kids. One of my biggest fears is a collision with the kids and cars. They are also getting older and will ride on their own. A physical separation between bikers and cars is neede or there will be a severe accident.
These raised cycle tracks will be much safer for bicyclists and will allow for people of all ages and abilities to use the street
This is amazing, all the bike lanes should be like this. On 43rd Street as well please!
This is an easy way to create a safe space for vulnerable users.
Better bike and pedestrian safety, more aesthetically appealing, more green with trees
Support
Safety
But not a priority
Do not support
Keep up the great work maintaining city-wide infrastructure year-round. Especially the Bow River path. We don't need major cycle upgrades in Montgomery thanks to our proximity to the river.
Strongly do not support
Consider a track on 17 or 19 ave. There are connectors to the bike path from 46, home, and 35 roads. Let's not waste money on this when there could be more focus on the walkability of the community
Level of support not specified (display board sticky notes):
We want this to be a destination, not thru traffic, not thru bikes
Concerns with parking at same level as S/W & pedestrians

Verbatim comments
No bike lanes! Too much traffic. Bikes can use the Amazing River Pathway close by!
We're not against bike paths but how many does one community need. Put them on the side streets to take bikes to the regional pathway.
What happens when the snow builds up and cyclists go back on the road anyway? (Like on Shouldice Bridge)
Priority should be given to strong feeders to pathway system and really good interface between on-street cycling facility and paths system (Transportation Department & Parks/Rec Department need to work better together)
Safer and prettier - love tress option
Separated bike lanes, just make sure they get cleaned in winter! Far safer
This is a much better - cleaner - safer way to look after cyclists!
I live in Bowness. My commute requires going on Bowness Rd. Keep traffic moving! Not slowing it down.
I really like this. Safer for bikes. Keeps cars together. Keeps bikes separate. This is great!
When there are not bikes there's lots of room for pedestrians, strollers, etc
Unsure if bike lanes serve commuter riders or recreational. Want to encourage lower speed bike traffic near pedestrian areas.
Really like this! Very safe.
More user friendly (especially with a bike trailer and kids in the back)
Safety
Raised parking is not nice. Keep all cars on road. Multi-use path for pedestrians and bikes
Raised cycle tracks increase maintenance costs (re: snow clearing) Calgary is a winter city!
Beautiful & safe for kids
We have bikes on 52, Home Rod & regional pathway - don't need one on Bowness
Safety
Separated bike lanes provide safety, they also encourage families with children to ride. Built them & the cyclists will come!
Please make this happen.
Nice separation between traffic & pedestrians/bikes <ul style="list-style-type: none"> • go for grass!! NOT CONCRETE option

Verbatim comments
Allows for biking safely on Bowness Rd.
Great option, but don't go past 43rd going east. Push cyclists onto Bow river pathway from there.
I love this option! Great for slowing traffic and encouraging active modes.
Waste of \$\$\$. Us existing river paths and encourage cyclists that direction. No need to double up.
Make sure stop line on side street not set back too far.
Best use of walkable space. Visually open. Do this!! (Arrow pointing to image with trees)
Cycle speed & bell enforcement required for pedestrian safety How does snowplowing work here? <ul style="list-style-type: none"> • don't like the ""section"" graphic option • I prefer the green boulevard option with trees • Take out the bike marking & create a wide sidewalk for café furniture
If this had been the city's approached pedestrian/cycle - grass separating - this is safer and aesthetically beautiful
I like the nature looking barrier between bikes and cars
Looks wonderful in summer - but winter snow accommodations will be an issue.
It would be better to direct cyclists to the pathway along river.
Fully agree. Roads have so little space as is. Please keep to vehicles.
Provides parking. Just add trees. Forget grass.
Like this... but concerned about space at intersection if cars are trying to turn
Concerns with how snow will be plowed (windrows)

Road Use and Demographics





Open House Evaluation

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

