

Project overview

16 Avenue N.W. has a dual nature as both a major city-wide transportation corridor and as a community Main Street that has successfully nurtured a local commercial core in Montgomery for decades.



The 16 Avenue N.W. corridor from Sarcee Trail to Crowchild Trail requires a coherent planning effort due to the widely variable nature of the corridor today, with differing road classifications, land use, posted speed limits, number of lanes, accommodation of transit and active modes, and levels of planning and construction in recent years. Provision of additional capacity and ultimate build-out of the roadway to three core lanes in each direction is expected to fulfill 16 Avenue N.W.’s role as a primary transportation and goods movement corridor, and to support area growth.

Within Montgomery along 16 Avenue N.W., a streetscape master plan will incorporate what is most important today and in the future about the main street experience with a focus on social and healthy lifestyles, mobility and functionality, character and identity, and economic vitality.

The City will work with stakeholders and the public to gather feedback to develop design concepts, success criteria, a recommended corridor plan for 16 Avenue N.W. between Sarcee Trail and Crowchild Trail, and a Streetscape Master Plan for 16 Avenue N.W. in the community of Montgomery.

As both the timing and location of these two studies are so close together, The City is seeking key stakeholder and public input for the two projects through a joint engagement process.

Engagement overview

Engagement for the Future of 16 Avenue N.W. is organized into three phases – each tied to key milestones in the development of the corridor and streetscape plans.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

1. **Discover:** Discover opportunities, challenges, priorities, and success criteria for the study area with stakeholders and the public
2. **Explore:** Explore design concepts with stakeholders and the public
3. **Reveal:** Present preferred plan to stakeholders and the public

For the Reveal phase of engagement, online opportunities for input were offered from Apr. 12 – May 2, 2021 at engage.calgary.ca, The City’s online engagement portal. The portal received 4696 page views and received 194 contributions of feedback online in this timeframe. The City also hosted a virtual open house on April 17, 2021 that was attended by approximately 47 participants. At this virtual open house, citizens viewed a presentation, and were able to submit questions and comments directly to the project team.

Project Timeline

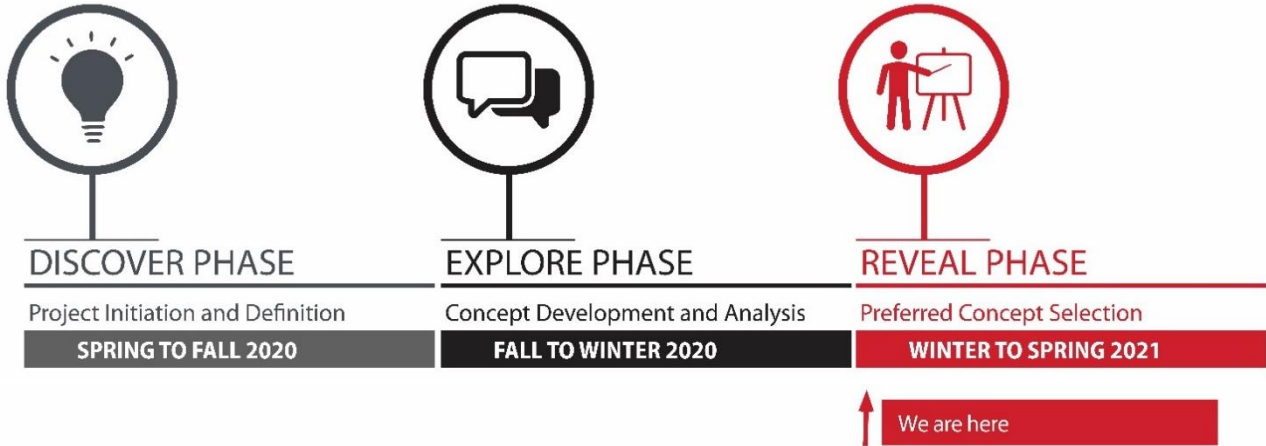


Image: Project Timeline

What we asked

For each of the West, Main Street and East segments of the project area, we asked the following questions:

Short-term Recommended Plan

1. Is there anything the project team should know about the short-term recommended plan from your perspective?

Medium-term Recommended Plan/ Long-term Recommended Plan

1. How well do you feel the recommended medium-term/ long-term plan meets the following project principles? Well | Somewhat well | Somewhat not well | Does not meet the principle



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.
 - b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.
 - c) Economic vitality: Boost economic vitality by encouraging redevelopment opportunities, promoting investment, and bringing more people to destinations along 16 Avenue N.W. (Asked only in the Main Street Segment)
 - d) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.
2. Is there anything else the project team should know about the medium-term/ long-term plan from your perspective

What we heard

The key themes we heard during the public engagement throughout the Reveal phase included:

Short-term plan (Focus on safety)

- Participants liked the left-turn improvements (e.g. turn bays or dedicated signals) onto or off of 16 Avenue to make it easier for residents to enter or leave the community.
- An area of concern was changing the access at Montgomery Avenue to be right-in right-out only. There was a suggestion to consider peak hour left-turn restrictions.
- Traffic on Home Road remains an area of concern for community residents. The dedicated signal on 16 Avenue is seen by some to encourage cut-through traffic.
- Participant sentiment was mixed on reducing the speed limit; some applauded the speed limit changes identified in the plan while others wanted to see different locations for the speed changes to start or stop. Others did not want to see any reductions in posted speed.
- Participants' sentiment was also mixed on the dual, signalized turn on the ramp from northbound Bowness Road to westbound 16 Avenue. Some liked the idea – others were not convinced that it would be an improvement.
- There was concern that not enough is done to improve pathways or sidewalks in the short-term.

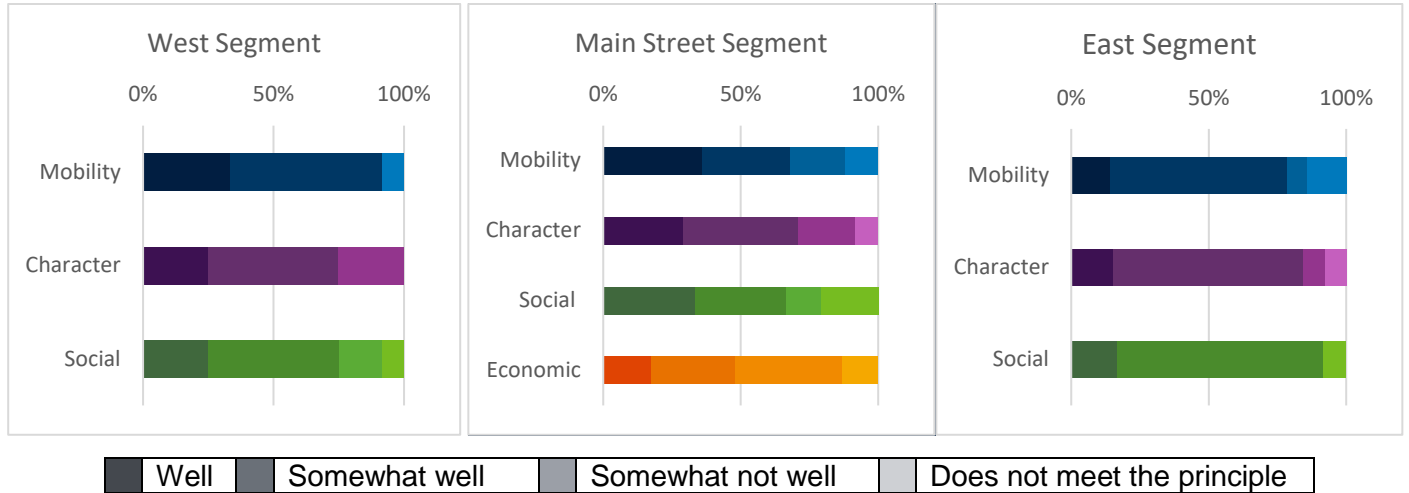


The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

Medium-term plan (Focus on public realm and connectivity)

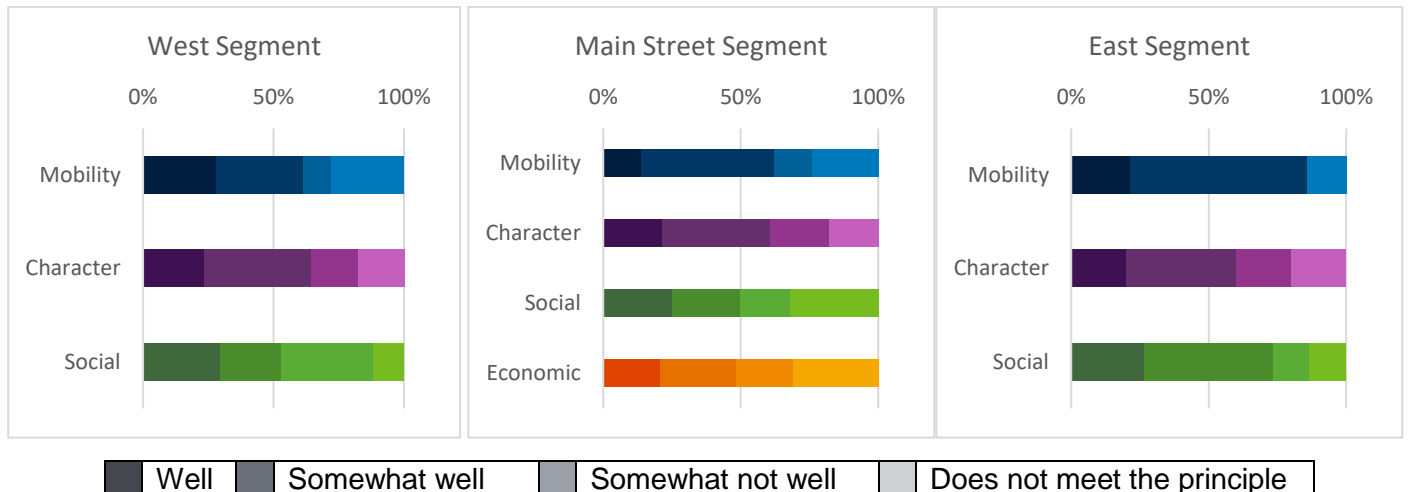
Overall, participants felt the medium-term plan meets the project principles.



- Participants were enthusiastic about the improvements to, and enhanced connectivity of, pathways and sidewalks as well as the added trees and plantings.
- Some participants were concerned that there are too many driveways that cross the multi-use pathway; others were concerned that reduced accesses would not support businesses in the area.
- There is some interest in seeing dedicated wheeling infrastructure to separate people who walk from people who wheel.
- Participants expressed a desire to see planting of trees, continuous pathways and installation of one or more pedestrian passes moved from the medium-term plan to the short-term.

Long-term plan (Focus on completing the corridor)

Overall, participants felt the long-term plan meets the project principles.





The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- Participants were enthusiastic about the improvements to, and enhanced connectivity of, pathways and sidewalks as well as the added trees and plantings.
- Participant sentiment was mixed on the number of lanes in the long-term plan:
 - Participants liked improved flow of traffic for ease of getting to their desired destinations and focusing cut-through traffic onto 16 Avenue rather than community streets.
 - Others worry that a wider road is too car-centric, which could discourage pedestrians and residents from using or crossing 16 Avenue, and also disconnects the communities from each other.
- For businesses who rely on the travelling public, access by vehicle is important and some concerns were expressed about business accesses moving to side streets in the long-term plan

For a more detailed summary of the input that was provided, see the [Summary of Input](#) section on page 6. For a verbatim listing of all the input that was provided, see the [Verbatim Responses](#) section on page 12.

Next steps

Your input, along with additional technical review, will help refine and finalize the recommended plans. The transportation corridor study recommendations will be presented to Council for approval in June/July 2021. The streetscape master plan for the Montgomery Main Street will be presented to Senior City of Calgary Management for approval.

Short-term recommendations will be implemented using existing City programs and budgets. We anticipate implementation to begin in summer 2021 in conjunction with a previously planned paving project.

The medium- and long-term recommended plans are unfunded at this time with no fixed dates for construction. If approved, recommendations from the project will enable changes to 16 Avenue to be prioritized for funding. Medium-term recommendations may be implemented in the next five to ten years, with the long-term recommendations being implemented beyond 20 years



Summary of input – what we heard

WEST SEGMENT

1. Is there anything the project team should know about the short-term plan from your perspective
 - Sentiment was mixed on reducing the speed limit. Some participants liked the idea, others felt it should remain at a higher speed.
 - There was a desire to see improvements to pathways and pedestrian overpasses planned for the medium-term advanced to the short-term.
 - Participants wanted to see left-turn enhancements to ease congestion near 49 Street N.W.

2. How well do you feel the recommended medium-term plan meets the following project principles?
 - a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.
 - b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.
 - c) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

How well do you feel the recommended <u>medium-term</u> plan meets the following project principles?				
	Well	Somewhat well	Somewhat not well	Does not meet the principle
Mobility and functionality	4	7	0	1
Character and identity	3	6	3	0
Social and healthy lifestyle	3	6	2	1

3. Is there anything else the project team should know about the medium-term plan from your perspective?
 - Pedestrian bridges and pathway improvements were well-received.
 - Reduced merge angle from Sarcee Trail to eastbound 16 Avenue N.W. was well-received.

4. How well do you feel the recommended long-term plan meets the following project principles?
 - a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.
- c) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

How well do you feel the recommended <u>long-term</u> plan meets the following project principles?				
	Well	Somewhat well	Somewhat not well	Does not meet the principle
Mobility and functionality	5	6	2	5
Character and identity	4	7	3	3
Social and healthy lifestyle	5	4	6	2

5. Is there anything else the project team should know about the long-term plan from your perspective?

- Some participants liked the wider road for more efficient travel to local and regional destinations., Other participants worried that the plan was too car-centric and that a wide road would continue to divide the communities.

MAIN STREET SEGMENT

1. Is there anything the project team should know about the short-term plan from your perspective?

- Participants expressed concern about left-turns at the intersection of Home Road and 16 Avenue N.W. Some participants are glad to see this addressed in the short-term plan; others felt that a dedicated left-turn off of 16 Avenue onto northbound Home Road would encourage cut-through traffic in the community
- Participants liked the addition of a signal at 43 Street, expressing that it would help to slow traffic coming into the neighbourhood, and make crossing this intersection easier.
- Some participants expressed concern that left-turns would not be allowed at Montgomery Avenue off of 16 Avenue N.W. as this would reduce access for residents to the community in this location.

2. How well do you feel the recommended medium-term plan meets the following project principles?

- a. Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.
- b. Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- c. Economic vitality: Boost economic vitality by encouraging redevelopment opportunities, promoting investment and bringing more people to destinations along 16 Avenue N.W.
- d. Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

How well do you feel the recommended <u>medium-term</u> plan meets the following project principles?				
	Well	Somewhat well	Somewhat not well	Does not meet the principle
Mobility and functionality	9	8	5	3
Character and identity	7	10	5	2
Social and healthy lifestyle	4	7	9	3
Economic vitality	8	8	3	5

3. Is there anything else the project team should know about the medium-term plan from your perspective?

- Participants expressed a desire to see dedicated left-turn lanes on 46 Street once the new signals are installed.
- Participants like the addition of trees along 16 Avenue and in the gateway areas, wider sidewalks, sense of safety, enhanced crossings, and were enthusiastic about the design prioritizing people over cars.
- Some participants felt the plan still prioritized vehicle travel.
- Some concerns were expressed about how to access businesses if driveway access is removed from 16 Avenue

4. How well do you feel the recommended long-term plan meets the following project principles?

- a. Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.
- b. Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.
- c. Economic vitality: Boost economic vitality by encouraging redevelopment opportunities, promoting investment and bringing more people to destinations along 16 Avenue N.W.
- d. Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

How well do you feel the recommended <u>long-term</u> plan meets the following project principles?				
	Well	Somewhat well	Somewhat not well	Does not meet the principle
Mobility and functionality	9	8	5	3
Character and identity	7	10	5	2
Social and healthy lifestyle	4	7	9	3
Economic vitality	8	8	3	5

5. Is there anything else the project team should know about the long-term plan from your perspective?

- Participant sentiment was mixed on the number of lanes in the long-term.
 - Some felt that six lanes would help traffic flow between regional destinations and reduce traffic off community roads.
 - Others were concerned that six lanes would create a feeling of dividing the community and increase crossing distances.
- There was some interest expressed in having the bus rapid transit route in the area travel on 16 Avenue in Montgomery to provide rapid access to the hospital.

EAST SEGMENT

1. Is there anything the project team should know about the short-term plan from your perspective?

- Participants were hesitant about the dual turn traffic signal at Bowness Road and 16 Avenue. Some liked the addition, others expressed concern that it might increase congestion during peak hours.
- Participants did not want to see the speed limit reduced in this area.

2. How well do you feel the recommended medium-term plan meets the following project principles?

- a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.
- b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.
- c) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

How well do you feel the recommended <u>medium-term</u> plan meets the following project principles?				
	Well	Somewhat well	Somewhat not well	Does not meet the principle
Mobility and functionality	2	9	1	2
Character and identity	2	9	1	1
Social and healthy lifestyle	2	9	0	1

3. Is there anything else the project team should know about the medium-term plan from your perspective?

- Participants liked the addition of pathway connections in the area but expressed a desire to see dedicated infrastructure for bicycle traffic.
- There was concern that the crossing of the multi-use pathway at Shaganappi Trail N.W. would be unsafe if it isn't an overpass.

4. How well do you feel the recommended long-term plan meets the following project principles?

- d) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.
- e) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.
- f) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

How well do you feel the recommended <u>long-term</u> plan meets the following project principles?				
	Well	Somewhat well	Somewhat not well	Does not meet the principle
Mobility and functionality	3	9	0	2
Character and identity	3	6	3	3
Social and healthy lifestyle	4	7	2	2

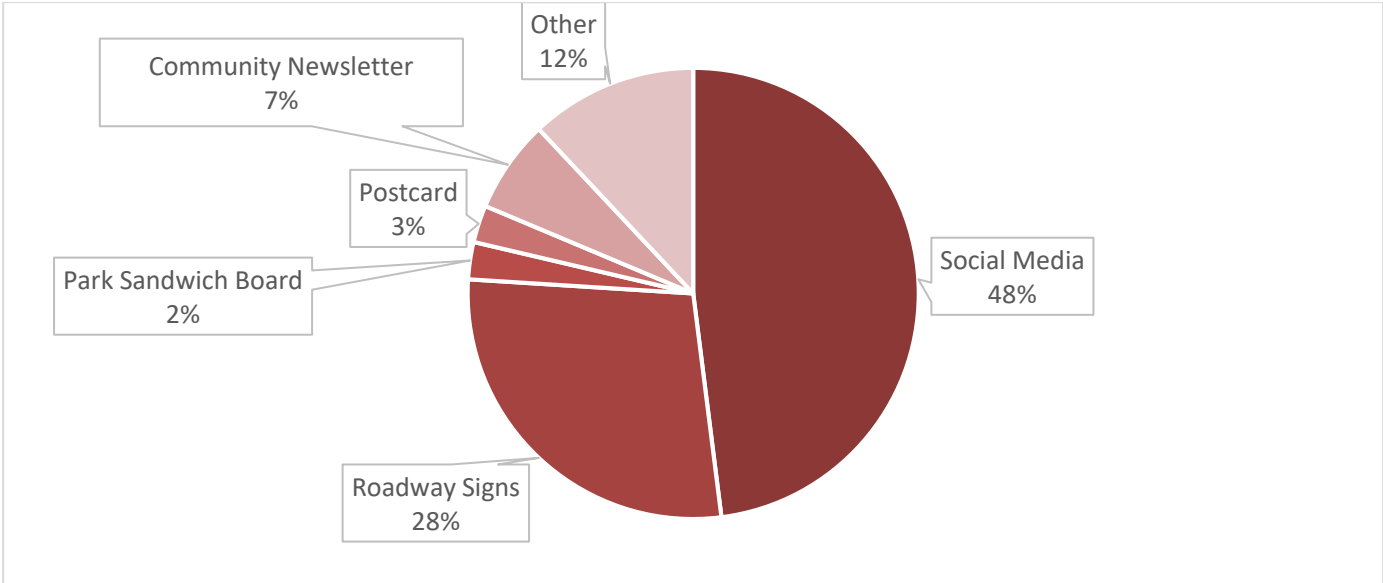
5. Is there anything else the project team should know about the long-term plan from your perspective?

- Participants liked the improvements to pathways and trees but were concerned the road expansion may negatively impact nearby communities and the connections between them

- Participants reiterated the need for dedicated infrastructure for bicycle traffic as this is a busy corridor for commuting by bicycle.
- Participants appreciated the improvements to the Shaganappi Trail interchange in the plan

COMMUNICATION

How did you hear about the project?





The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard

May 2021

Verbatim comments

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

Please note all the comments below are printed as received. The comments are organized by the questions asked. Comments are unedited as to spelling, grammar, use of contractions, etc. Comments are edited to remove profanity, insulting or abusive language, personally identifying information or to identify an illegible word; where this occurs, it is indicated using square brackets, for example, "[omitted]."

WEST SEGEMENT (Sarcee Trail to 49 Street N.W.)

Short-term recommended plan

1. Is there anything the project team should know about the short-term recommended plan from your perspective?
 - 50km/hr is too slow. Should remain 70km/hr
 - Do not support extending 50 km zone further west. Does not seem justified - certainly not a current issue.
 - Don't reduce speed limit to 50km/hr - should remain at 70km/hr
 - Get some left turn signals in to ease congestion for traffic turning up home. DQ turn is dangerous for 30 past years
 - I find it increasingly difficult to get in and out of our community of Montgomery. The Home Rd / 16 Ave intersection is extremely difficult - it needs left hand turn lanes in all directions.
 - I think the medium term plan for the continuous, multi-use pathway provided on north side of 16 Avenue N.W. to connect area communities should be move into the short term. This is a relatively minor cost and will aid in walking/cycling through this area.
 - I think the plan is an improvement to the current state.
 - It would be nice to accelerate at least one pedestrian bridge (Wilson Gardens?) to facilitate E-W connectivity for bicycles out of Medicine Hill towards downtown
 - Lower the speed limit where the lanes get narrow and the road beings to "feels" slower, dropping the speed to 50 before there will just "create" speeding. Perhaps consider a 60 zone starting at Sarcee to Home Rd to make the speed limit drop less abrupt
 - None of these changes make sense at all. 16th avenue is the transcanada and should not be treated as a collector road. Medians and slower speed due not make sense You are prioritizing a few hundred people over many thousands.
 - Please increase the speed limit back to 80 prior to Shouldice Park.
 - Please put a speed camera here
 - Seems like an improvement to safety.
 - The grand boulevard of trees should go in with the short term plan. The aesthetic look / style of the pedestrian bridges is so crucial (quite often ugly /inconvenient/dangerous feeling).
 - The pedestrian and cycling realm is incredibly inadequate and does not align with the City's commitments to active transportation



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- What about the traffic increase in the community of Montgomery.

Medium-term recommended plan

6. How well do you feel the recommended medium-term plan meets the following project principles?

g) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.

Well	Somewhat well	Somewhat not well	Does not meet the principle
4	7	0	1

h) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.

Well	Somewhat well	Somewhat not well	Does not meet the principle
3	6	3	0

i) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

Well	Somewhat well	Somewhat not well	Does not meet the principle
3	6	2	1

7. Is there anything else the project team should know about the medium-term plan from your perspective?

- accelerate bicycle infrastructure in this plan to short term or early in medium term
- Glad you are improving the merge lane from Sarcee to 16th Ave. As traffic increases this will be safer. Like the pedestrian bridges.
- I think these improvements will be very beneficial. it will improve connectivity for pedestrians and bikes.
- Love reduction in speed limits and anything to discourage commuters speeding thru Bowness Rd and residential area - encourage commuters to use 16 Avenue.
- Need a multi-purpose pathway/bridge across 16th Ave to Medicine Hills/Wilson Gardens,
- Please move one of the pedestrian bridge projects over 16th Ave. to the short-term.
- Raised pedestrian overpasses are a barrier. 16 Ave will continue to segregate the two areas on either side.
- Regarding question (1)(b), the question is not relevant to this section of road as the primary purpose here is that of connector. The bike bridge paralleling the LRT is useless without an extension of the regional path along the tracks to Edworthy



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- Section/Perspective views would really help sell your vision.
- The pedestrian bridges will be expensive. Are the area developers helping to pay for them?
- Do not prioritize Montgomery over the rest of the city. 3 lanes make sense. 3 lanes at 50 km/hour with medians do not.
- Connect proposed pathway on north side 16th Avenue east of Bow River to existing pathways. Narrow pathway on Bow River bridge will have poor function, safety & comfort. Ensure all crossings and intersections are designed as multi-use.

Long-term recommended plan

1. How well do you feel the recommended long-term plan meets the following project principles?
 - a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.

Well	Somewhat well	Somewhat not well	Does not meet the principle
5	6	2	5

- b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.

Well	Somewhat well	Somewhat not well	Does not meet the principle
4	7	3	3

- c) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

Well	Somewhat well	Somewhat not well	Does not meet the principle
5	4	6	2

2. Is there anything else the project team should know about the long-term plan from your perspective?
 - "Naturalized low maintenance plantings" is so vague, I have no idea how much or where or what (wildflowers? shrubs? aspen stands? all of them?)
 - (1)(b) the road is a 'connector', not at a "memorable experience"
 - Don't reduce speed limit to 50km/hr - should remain at 70km/hr
 - Don't see the 29th Ave connection on the long term plan. Hope pathway at Bowness traffic circle is in a tunnel or will cause gridlock during high traffic given Calgarian's continued difficulties with merging. Multi-purpose overpass of 16th Ave?



- Love expansion of 16 ave to 3 lanes both way. Love anything to encourage commuters to use 16 ave and stop using Montgomery Bowness Rd as thru way. Would like electric buses to reduce noise pollution.
- Need improved access in and out of Montgomery - very hard to turn left to get into or get out of our community.
- Not really liking the small traffic circle on Sarcee. How will you keep people from getting confused? It is a maze already. Traffic will flow but how safe will it be?
- Speed limit should be maintained at 80 until Shouldice Park, and outer lanes dedicated to Calgary Transit at peak times.
- That overpass is way too big
- This is a car-oriented design, which will continue to promote wasteful spending, pollution, noise and general poor health
- Too many car lanes
- When Wilson Gardens gets developed, consider extending 68 Street NW in the community to give it all modes access to Bowness/shopping area. Also consider pathway across bow river on the south side of 16th/bridges for the community.
- while the new interchange at 16th and sarcee is a huge change, the improved pedestrian and bike access will be a huge bonus to the community.
- Widening from 4 to 6 lanes on 16 Av goes against a healthy lifestyle, sociability, a sense of place and a quality experience for anyone moving or visiting the area.
- Recognize that wider roads will encourage more traffic and enable sprawl. All pathway crossings and intersections should be multi-use and provide a framework for safe & convenient bicycle travel through the intersection.
- I'm concerned that 1 lane dedicated only to HOV/transit will be inefficiently utilized relative to the amount of traffic seen overall on this section of 16th ave. I feel like the majority of this traffic is single occupancy vehicles during peak usage.

MAIN STREET SEGEMENT (49 Street to 43 Street N.W.)

Short-term recommended plan

1. Is there anything the project team should know about the short-term recommended plan from your perspective?
 - Adding more traffic to a very busy Home Road by installing a left-turning light at Eastbound 16th ave and Home Road is a poor idea. While this will facilitate turning, adding easier access to Home Road will create far more pedestrian issues along Home Rd
 - Consider making the BRT Bowness move to 16th Avenue when it gets upgraded to MAX status, and make it connect with Foothills Hospital.
 - Don't reduce speed limit to 50km/hr - should remain at 60km/hr throughout area



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard

May 2021

- Eliminating the ability to turn left onto Montgomery Ave while heading west on 16 Ave is a mistake. Instead why not a lefthand turning lane. A center median will cause unnecessary traffic throughout the neighborhood.
- Having off peak parking on 16 AVE NW is bad idea and perhaps unsafe. Nowhere on 16 AVE there is on street parking. Opening doors can be unsafe. It is an interprovincial highway. Could delay emergency vehicles getting to the hospitals. Please reconsider.
- I am so happy to see that a filter signal is going to be provided for the turn to Home Road. Its a very dangerous junction. PLEASE consider ensuring that there is a pedestrian crossing opposite the bottle bank
- I beleive the advance eastbound left turn signal at Home Road is the most important short-term item to me.
- I don't believe that any ease of access to Home Road (left turn signal on 16th), should be considered without significant safety upgrades to Home Road to both lower speed of traffic and improve pedestrian crossing safety.
- I like the traffic light at 43rd street. The short term plan looks good.
- I'm 100% behind the new traffic signal at 43rd St and 16th Ave. Westbound traffic needs to come into the Main St stretch at lower speeds. This is a significant crossing for residents (incl myself) to access the Bow River and south side of Montgomery.
- It will be a shame on planning officials not to recognize that a left turning lane from 16 Ave onto Montgomery Ave is the most important and crucial turn for residents living south of 16 Ave. Without this will create much daily commuting frustrations
- Liking the safety improvements and the advance turn signal at Home Road.
- Pedestrians and Bikers should be prioritized. We should be creating infrastructure that encourages walking and bikes and discourages driving.
- Please abandon small town thinking. 16th Ave should not be anyone's "Main Street". It's a major east-west traffic artery, not a shopping mall for a small community.
- Save money and multiple construction projects by scraping together money now to build the medium term plan, it's not far from the short term plan and might actually bring improvements to this road.
- The left turn signal at Home Rd, will make the cut-through traffic problem worse. Can we at least stop the eastbound left turns at 49th St?
- This is a good plan, the 50 km/h speed zone extensions should be prioritized due to frequent speeding of vehicles entering the community from the east
- This is a very good design that prioritizes people over cars, and allows businesses to thrive. Robust transit service and pathway connectivity to the north would allow people to access and use this space.
- This proposal does very little to improve the realm of active transportation and is not in alignment with the City's previous commitments.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- Traffic signal at 43rd Street must detect cyclists on the street on both sides of 16th Avenue as cyclists will be using street, not crosswalk. Traffic signal timing at Home Road should be revised as bike phase is too short & encourages non-compliance.
- We need better care of existing parks (George Gell) and greenspace along roadsides in the area that is full of garbage and shrubbery/trees in need of better care. Pavement on 17th from Home Road to 44th is in DIRE need of repaving.
- We would like to see rush-hour restrictions on left-turns along 16th Ave, especially as a new light will be added at 43rd, potentially adding to delays created by left-turning vehicles at peak traffic volumes.
- Why pretend this is a main street when clearly the rest of the plan is designed to funnel traffic as quickly as possible through Montgomery.

Medium-term recommended plan

1. How well do you feel the recommended medium-term plan meets the following project principles?
 - a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.

Well	Somewhat well	Somewhat not well	Does not meet the principle
9	8	5	3

- b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.

Well	Somewhat well	Somewhat not well	Does not meet the principle
7	10	5	2

- c) Economic vitality: Boost economic vitality by encouraging redevelopment opportunities, promoting investment and bringing more people to destinations along 16 Avenue N.W.

Well	Somewhat well	Somewhat not well	Does not meet the principle
4	7	9	3

- d) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

Well	Somewhat well	Somewhat not well	Does not meet the principle
8	8	3	5



2. Is there anything else the project team should know about the medium-term plan from your perspective?
- concerned about the number of vehicles turning left on 16 avenue. many block and backup traffic frequently. maybe install a dual-turning lane in the middle? also concerned for crosswalks over a 3-lane road. crosswalks only allowed at signal intersections
 - Don't reduce speed limit to 50km/hr - should remain at 60km/hr
 - I admire the intention of adding a wider dedicated pathway, but removing the tree barrier while retaining the wide road increases the chance of speeding and provides little protection for pedestrians/cyclists. The road should be narrower.
 - I like the gateway items. This is such a high volume vehicle focused stretch that social impacts will be very difficult and social impacts should be focused more on Bowness Rd.
 - I like: traffic light at 49th st; narrowing of the cross streets to enter and exit 16th ave; improved streetscaping to add greenery to make 16th look nicer; the double crosswalk and bike lane at 43rd. Don't like path behind GGell Park at all! Goes nowhere
 - I worry about ongoing parking issues in the area, as residential densification continues. We also need better maintenance and clean up of parks & pathway areas. Creating improved spaces isn't enough - need to prioritize maintenance of what we already have
 - Intersections and crossings must ensure a clear framework for bicycle travel and provide seamless & logical connections to on-street bike facilities. Instead of adding MUP's where bike lane exist (i.e. Home Road), why not upgrade to protected bike lanes?
 - It is important to preserve the left turning bays at 46th Avenue even once the signal lights are put in, you will create a bottleneck if you don't and people are forced to turn out of one of the two driving lanes.
 - Like the addition of greenery, sense of place, safety, improvements to the MUPs & sidewalks. What do businesses think about driveway access?
 - No left turn lights on home road or any road into Montgomery are needed.No left on home road would benefit the community, a 6 lane highway and you still need to use home road as a freeway.A ramp from shagganapi south to 16 ave west bound is needed .U DIST
 - The cut-through traffic problem on Home Rd and 52 St is still the #1 issue and needs to be resolved. Traffic on 32 Ave should be restricted to emergency and transit.
 - The multi-use paths cross over lots of driveway access points. In the final design, the path should remain level and a consistent surface material. Do not make each driveway a dip on the multi use path that transitions from asphalt to concrete each time.
 - This doesn't improve flow from the west (mountain parks) into the center of the city as it makes it harder to get through here. Is there a different road we should be using to get into our communities further along down Memorial?
 - This is a good design that prioritizes people over cars. Good transit service and pathway connectivity to the north will allow people to access this space.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- This is really terrible. The main street scheme on this road needs to be scrapped asap. My only hope, given the nature of the City of Calgary staffers, is that a lack of funds can curtail the [omitted] decisions being made.
- This plan is about moving as much vehicular traffic as possible and pretending to mitigate the impact by using a lot of green on the plan.
- You need dedicated left turn lanes at the new 46 street signal lights, you will bottleneck the road if you don't put them in, I can see on your map that there is space for such lanes.

Long-term recommended plan

1. How well do you feel the recommended long-term plan meets the following project principles?

a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.

Well	Somewhat well	Somewhat not well	Does not meet the principle
4	14	4	7

b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.

Well	Somewhat well	Somewhat not well	Does not meet the principle
6	11	6	5

c) Economic vitality: Boost economic vitality by encouraging redevelopment opportunities, promoting investment and bringing more people to destinations along 16 Avenue N.W.

Well	Somewhat well	Somewhat not well	Does not meet the principle
6	8	6	9

d) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

Well	Somewhat well	Somewhat not well	Does not meet the principle
7	7	5	9

2. Is there anything else the project team should know about the long-term plan from your perspective?

- 16th ave Edmonton Tr to 19th Street should be the model. Close off 44 to 46 street at the alley north of 16th and eliminate crossings at 44th and 45th.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard

May 2021

- 16th Ave is busy all day long, putting off peak parallel parking on 16th is not just bad for traffic flow, its dangerous and will result in accidents. Put the parking somewhere else, this road will carry 80,000 vehicles per day and can't accommodate it.
- Adding 2 lanes destroys any chance of this area becoming a good main street. Guarantee the 3rd lane to be a bus lane or at most HOV/bus, and drop it upon entry to the main street section. 25m width roads aren't conducive to comfortable pedestrian spaces.
- Blocking all left turn access from eastboard 16th north, other than 46 and 43 may cause problems but I do like that they have traffic lights. That could balance off blocking the other streets.
- business parking access should be easy right from the 16 avenue. no need divider on the road in main street. city no need to make bike lane along 16 avenue there is already by the bow river. dont waste tax payers money.
- Calgary is known for being spread out and having wide roads. A lot of people heading to Banff pass through the city which boosts local economy. Please do not make it harder for people to use 16 AVE NW and pass through the city.
- Clean up the homeless and drugs!! Cheap motels should not be in city centre
- Don't reduce speed limit to 50km/hr - should remain at 60km/hr
- Having Bowness BRT go down 16th Avenue, and head towards Foothills Hospital to give West Calgary direct rapid transit access to the hospital. Also would go down multi lane road more suited for rapid transit.
- Hesitant of extra traffic lanes, sidewalk widening, after seeing the 16th ave "improvements" further East (SAIT). I'm worried that a similar approach will result in the same unwalkable, undesirable, travel experience (by any modality) as heading East.
- I believe that by closing access to business via there driveway's you will negatively affect them long term
- If this is going to result in increased property taxes for residents of Montgomery (like the main streets project did), I vehemently oppose. The city can't even maintain what we already have.
- Lengthened crossing distances will make crossing more challenging. Expanded roadway will induce additional traffic, potentially impacting liveability of community and vibrancy of street.
- Please ensure traffic signals are coordinated to ensure optimal flow, and that lane additions are developed in conjunction with Calgary Transit if used for HOV.
- Quit ruining Montgomery. No turn lights. No left allowed on Home road needed. Ramp on Shagganapi south to 16 west would help. No consideration on community at all. 6 lanes are fine, just keep transporters out of our back yard. You could do much better.
- Reducing setbacks and increasing traffic flow will reduce this from a great street to one that people will not want to spend time on
- Same as before. The cycle lane is not protected on these wide high-speed roads. Does not promote a close community feel; still feels like a bypass road that is part of a highway.



- Signalized crosswalks should only activate if somebody hits the button, the "automatic" ones stop traffic and 90% time nobody even crosses. On street parking is extremely unsafe on such a busy road. 16 Ave needs the advanced green at all signal lights.
- The need for additional lanes should be carefully assessed given changes in mobility modes expected in the future and also better alternate corridors for this traffic
- The timing and diamond design of the Shag interchange is disappointing and will not resolve the cut-through traffic problem, even when it happens in 20+ years. 32 Ave needs to be restricted now.
- This is a small neighborhood main street. I don't believe 16th being dual purpose of both traffic/good movements, and being a main street is best served here. Give more consideration to tunneling through traffic to maximize main street potential at grade.
- Too many car lanes
- What to the businesses think about access? Will parking be forced to side streets?
- Why pretend this is a main street when clearly the rest of the plan is designed to funnel traffic as quickly as possible through Montgomery.
- Yeah, the main street plan is terrible in most cases. This is a prime example. You guys should be fired for the ways you waste money. 16th is fine as it is. Stop robbing taxpayers.

EAST SEGEMENT (43 Street to Crowchild Trail N.W.)

Short-term recommended plan

1. Is there anything the project team should know about the short-term recommended plan from your perspective?
 - Bowness BRT when it's upgraded to MAX status should reroute to Foothills Hospital MAX stop. Will provide West Calgary direct access to hospital.
 - Get rid of the loop ramp all together and make traffic going west on Bowness road turn left to get onto 16 Ave, then it can have space to merge without a signal light
 - I doubt the city really listens to the public, this consultation is window dressing
 - I like the traffic light to help traffic merge from westbound bowness rd to westbound 16th ave. Not sure the change in the ramp from shaganappi to bowness rd onto eastbound 16th is necessary. Might just cause problems on bowness road with increased cars
 - I think the merge onto 16th Avenue from Bowness Road is working well and I am concerned that putting in place traffic lights and reducing speed will DECREASE efficiency. You are solving an imaginary problem, why?
 - No
 - Not a fan of the extension of the 50km speed limit. In my experience that stretch of road is a quieter and faster stretch to clear traffic a bit between foothills and montgomery.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- Please don't add the traffic light on 16th into Bowness. I worry this will create delays for traffic at peak times.
- Still unsure about the dual right turn from Bowness Rd to westbound 16th and how this will work. I gather that it has accidents. Will it hold up the westbound traffic on 16th?
- The extension of the 50 km/hour speed limit is unnecessary. This does not seem to be a high collision area so not sure if there is some other underlying reason
- The modest improvement at 29 St should include protection and segregation for different modes.
- the most critical component of this corridor should be an overpass on 16th ave and 29th street. How is this missed?

Medium-term recommended plan

1. How well do you feel the recommended medium-term plan meets the following project principles?

a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.

Well	Somewhat well	Somewhat not well	Does not meet the principle
2	9	1	2

b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.

Well	Somewhat well	Somewhat not well	Does not meet the principle
2	9	1	1

c) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.

Well	Somewhat well	Somewhat not well	Does not meet the principle
2	9	0	1

2. Is there anything else the project team should know about the medium-term plan from your perspective?

- An overpass at 16th ave and 29th street should really be part of this scope.
- Don't reduce speed limit to 50km/hr - should remain at 70km/hr
- Not sure how safe the crossing will be for the MUP at Shaganappi Tr. Not enough detail to see how it works.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
May 2021

- Please ensure that there is adequate separation between cyclists and pedestrians. A shared use path will not be adequate as its too bust with commuting cyclists traveling too and from downtown
- Please make this area better than it is right now thanks
- really like all the new pathways. I walk in those areas now and pathways would make it safer. Not sure I like removing all the crosswalks at 29th and 16th and replacing it with the overpass... can't cross 16th on east side of 29th now
- Really need to think about great designs to make sure all pathway crossings and intersections work for cycling. Also need to really consider where multi-use pathways are appropriate vs. dedicated bike facilities.
- The pathway on the north side of 16 Ave is a great idea, really important pathway links. However not having a pathway bridge over Shaginappi will be bad for traffic flow and dangerous for people crossing the roadway.
- The pedestrian overpass near 29 St is a terrible idea. It prioritizes moving cars over people. A better at-grade crossing with shortened distance, pedestrian/bike scramble and refuge islands is far better.
- We would like to see pathway improvements over University Dr. along 16th Ave implemented in the medium term, rather than the long-term. Please also make community entry points along the 16th Ave. pathway. Also implement queue jumps for BRT at Bowness RD.

Long-term recommended plan

1. How well do you feel the recommended long-term plan meets the following project principles?
 - a) Mobility and functionality: Improve 16 Avenue N.W. for those who walk, wheel, drive, and take transit to safely connect people to community and city-wide destinations.

Well	Somewhat well	Somewhat not well	Does not meet the principle
1	3	9	0

- b) Character and identity: Establish a sense of place and offer memorable experiences for both residences and visitors.

Well	Somewhat well	Somewhat not well	Does not meet the principle
3	6	3	3

- c) Social and healthy lifestyle: Positively impact the social environment by enhancing connections that encourage healthy lifestyles, support biodiversity, and provide access to parks and pathways.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard
 May 2021

Well	Somewhat well	Somewhat not well	Does not meet the principle
4	7	2	2

- Is there anything else the project team should know about the long-term plan from your perspective
 - Bowness BRT should connect with the Foothills Hospital when it's upgraded to MAX status via 16th. Then continue east to go to McMahon Stadium stop, south on Crowchild Trail to get to Kensington Road, and resume current route to downtown.
 - Do NOT like widening 16th avenue by GGell park and infringing on the houses there. I don't think 3 lanes of traffic is necessary on 16th Traffic doesn't back up on 16. Don't like the bike path behind the park either but it's better than the widened road.
 - Don't reduce speed limit to 50km/hr - should remain at 70km/hr
 - For the Shaganappi interchange is it possible to build the on/off ramps in the medium term to eliminate the cloverleaf circles that are currently in place?
 - Hope the trees will grow to make it a more pleasant area. It is quite barren near 16th Ave. It also needs to be safe.
 - Irrespective of some good active travel improvements, I worry that this significant road expansion will negatively impact communities in the area and connections between them. Should be looking to mass transit to accommodate increased travel volumes.
 - Please ensure cyclist and pedestrians are separated. This is a bust commuter route . A shared pathway will be inadequate
 - Please implement the improvements along University Dr. and 16th to the medium term, and ensure queue jumps exist for transit priority along both 16th Ave. and Bowness Rd.
 - The new Crowchild and 16th ave overpass is alright. That is crucial infrastructure. Most other items are just a complete waste of money. Even the "engagement" questions here are garbage? Surely this isn't real engagement.
 - The Shaganappi interchange is a great improvement over what is there now. Currently I rarely travel on Crowchild so I didn't really look at that.
 - While the project will be very successful at moving people, the amount of infrastructure \$ spent on cars will be enormous, and not good value. The pathway improvements are required.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard

May 2021

Questions from Virtual Open House Session April 17, 2021

The following is a record of questions received by the project team from those who attended the online virtual open house event hosted on Microsoft Teams. Please note all the questions below are printed as received and are unedited as to spelling, grammar, use of contractions, etc. Questions are edited to remove profanity, insulting or abusive language, personally identifying information or to identify an illegible word; where this occurs, it is indicated using square brackets, for example, "[omitted]."

Questions were consolidated and an updated Frequently Asked Questions (FAQ) document was posted to the project Engage Portal page and sent in an e-mail update to those subscribed to receive project updates. The FAQ was also shared with the Montgomery Community Association and Business Improvement Area for distribution, at their discretion, to their memberships.

- That's way too many bicycle paths. This causing trouble to everyone in the area. People only ride bicycle 4 months out of the year at max. Why is such huge amount money is being spent on bicycle lanes? This is insane. there be no place to put snow in winter time. You guys are making roads congested. This needs to stop.
- Roads are getting congested because of bicycle lanes everywhere. Why are you causing trouble to all the other residents just so that few bicycle riders can ride few months out of the year?
- Why is plan to build more bicycle lanes, this making the area more congested, the amount of people ride bicycle is less than people who drive cars are bicycle can only be ridden few month out of the area, in winter times because of snow things are even more congested?
- Does "multi-use" designation include bicycles? Are your walkways adequate for this?
- It seems to me that Montgomery is becoming increasingly unsafe to drive in. The new sidewalks being installed on Bowness Road have made it a very narrow road. What is the purpose of these new walks? You are not answering the questions about extra traffic on Home Road.
- What percentage of parking on Bowness Road is being eliminated by streetscaping and bump out and road narrowing and also how is creating traffic jams on narrowed roads such as bowness road an improvement. Traffic backs up constantly now on Bowness road.
- There are never any bicycles on Bowness road especially in mostly cold weather but you sure did make it more difficult and congested for vehicles.
- I asked many Montgomery residents, They say they were not properly consulted about the Bowness road, bowness road is extremely narrowed because of bicycle paths , and people can't park in front of their own houses.
- Why is the plane to reduce the traffic on highway 16? it will be detrimental for local business economy who rely on highway traffic.
- Will you need to ask permission to the business if you plan to close their access?
- I wanted to thank you for clarifying for current business and landowners that changes to their entrances will not be done unless they sell their land or change businesses. And this way new property owners/business owners can be made aware of future changes.
- Why are you limiting business access in Montgomery when you haven't done this to the rest of 16th Avenue?



- Will the drive ways in the long term plan be eliminated then? If so, what will the access points to these businesses be? Alleys?
- Are semi-trailers and heavy trucks going to be banned from using this section of 16th Ave? There is heavy traffic of these at almost any time today and their presence certainly does not welcome enjoying walks and sitting on patios along the road as envisioned.
- Will additional lights on 16th then push more traffic onto Bowness Road? Please indicate for current scenario vs 20 years in future with the proposed increase in lanes.
- Any of the three options rely on many more traffic lights than what we have today. Have you analyzed the time increase needed to pass through Montgomery in order to reach vital locations such as Alberta Children's Hospital and Foothills Hospital from the west? How is the project going to solve the long lineups of vehicles in eastbound direction during rush hour, which are typical for this area today?
- that's awesome also - let people know they are in the community of "Montgomery"
- Excess traffic on Home Road has been a problem for 20 years. How will this be resolved?
- Thank you for this information, regarding the the turning lane on 16th Ave from Home Road, what is the projected increase in traffic on Home Road in the short term scenario? Home Road is already over capacity for a residential road and additional turning lane will increase this flow. Given focus of Phase 1 is safety what is the expected safety impact on Home Road?
- You keep talking about Safety. That's important. What are your plans for improving safety on Home Road, an already-extremely dangerous route. If there are thousands of additional people using this road due to a new left turning lane, will there be speed bumps added? will the speed limit be decreased? will the road be widened? This is extremely concerning for all members of the community, as we need to keep our families safe. Home Road is already a road that everyone is concerned about. This will make it 10 fold worse.
- Currently Home Rd is too narrow to accommodate the existing traffic. What plans are there to enhance the safety of Home Rd due to the increased traffic these plans will create?
- I am also concerned about increased traffic on Home Road. Dramatically increased density in university district will increase an already congested road. This seems like it will make short-cutting along home road worse.
- Has there been a recent count of the number of vehicles accessing Home Road per day? This amount will increase with a signal light at 16th. This goes through a narrow corridor which is becoming increasingly busy and congested at peak times.
- Does increased traffic on Home Road have negative effects? Safety. Kids crossing to get to school. Narrow west sidewalk. Bike lanes.
- I applaud the left signal at Home Rd if only because it's difficult to enter North Montgomery from EB 16 Ave during afternoon rush. If Home Rd is too congested, this should be dealt with as a separate issue. Residents living north of 16 Ave shouldn't be inconvenienced because of residents on one street. Just my opinion.



- Why is it that making the turn onto Home Road a safety decision when it makes Home Road less safe? How is this a fair choice? BTW my questions appear to be private. Not my intent but I cant sort out how to make them public.
- Has a full study been done on source / destination of traffic on Home Road? Instead of saying we think it is a local connector and are planning to fix in 20 years can you please indicate what impact a further short circuit of Home Road would cause. Has traffic calming measures been considered for Home Road (eg speed bumps) to prevent excess volumes and speed?
- Home Road is currently not safe. Narrow roads for cars shared with bikes. Narrow sidewalks that are unsafe to walk on. What short term plans are there to address this? Long term plans are too far away to address an already overdue issue
- I am very concerned of the safety of Home road for pedestrians, especially with the new gentrification of Montgomery, there are more children who need to use this road. What short term plans are there to address the safety of the people who use this very busy and unsafe road?
- Another question/comment about trade-offs in decisions... Yes a Home Road turn light would make access easier for community residents to get in but those of us who live near Home Road pay the price with our convenience. Home Road is the only way we access many of our homes and have long waits as it is with current volumes. Giving convenience to some takes it away from others.
- Has a pedestrian crossing at the intersection of Home Road and 32nd Ave ever been considered? Dozens of people each day park on 53rd ave and dangerously run across 32nd ave to access the ridge pathways.
- With the added traffic this will add to Home Road going from 16th ave to Shaganappi, I am considered about the safety of people crossing at 32 ave and Home road to get to the upper bow river pathway. Could a pedestrian stop traffic light be added there?
- To clarify my question about the pedestrian crossing at Home Rd and 32nd, because there is such high volume already on Home Rd. crossing it is exceedingly dangerous but dozens of people, family, cyclists, runners run across it daily.
- Having a long term interchange does not account for what will happen in Montgomery over the short/medium term timeframes (I think you said 20 years? how can we keep our families safe for the current generation?)
- Will there be a new interchange at Shaganappi Trail and 16th avenue to help with increased traffic and reduce cut through traffic in Montgomery?
- Do any of the plans for the main street segment include rezoning of existing commercial/residential zones for high density residential?
- Making the roads narrow causes extreme amount of trouble to traffic specially in winter times, when there is no place to stack the snow. Can you please consider keeping the roader wider and safer?
- Can we oppose to theses plans, if so, what is the procedure?
- what will happen to street parking on 46th in front of residential homes. Will there any place for visitors to park?
- you are making Montgomery a convenient place for other people to pass through but not to stop at.



The Future of 16 Avenue N.W. - Reveal Phase

Stakeholder Report Back: What We Heard

May 2021

- Do you not think that you are just making Montgomery a convenient corridor for other people to pass through to other areas? Are you not encouraging more traffic to pass through without stopping?
- and the Bow River pathway?
- Were any pedestrian bridges considered for the mainstreet segment?
- What happens when you expand 16th ave, The existing buildings to loose front portion. Will you buy the whole building or compensate for the loss? How many years will it take.
- With the completion of the ring road is there an opportunity to remove the Trans-Canada highway designation from 16 Avenue and reassign it to the ring road?
- Given the Ring Road and the rapid changes to transportation modes happening and predicted over the coming decade, what is the logic for adding more lanes to 16 Avenue?
- I live on Bowness Road on a corner. The extra sidewalk that I have to clear of snow is totally worth it because it gives me a sense of safety and a buffer from the busy road. I no longer worry about my kids playing in front of our house.
- When will the traffic signal at 43 Street be installed?
- How is snow removal accounted for with no shoulders. We saw this difficulty with Bowness Road this winter and it was not a very snowy winter this year I think.
- Will there be improved and efficient snow removal on Home Road if it becomes a main road there?
- What would the speed limit be once the lanes are narrowed?
- I thought your last info indicated that the merge lane from north bound Sarcee to east bound 16 th Ave was to be made safer in the short term, not the long term. This connection currently is unsafe.
- I may be misinterpreting the graphic but it appears there may be a traffic circle going in at 43rd and Bowness? If that's the case, I am curious how it will fit and if some of the work that's been done already will have to be "undone"?
- Does this take into account anticipated changes in mobility modes and patterns as accelerated by the pandemic?
- Making the street narrower to reduce pedestrian crossing makes the turning more difficult, will you consider not doing that?