



The Future of 16 Avenue Frequently Asked Questions

About the project

Why is The City conducting this project?

The City of Calgary is conducting this project to determine the future transportation vision for 16 Avenue N.W. between Crowchild Trail and Sarcee Trail, and the streetscape master plan for the Montgomery Main Street from Home Road to 43 Street.

As established communities grow and change, infrastructure improvements are needed to support that change. Together, these plans demonstrate how we are investing in our existing communities in the short-, medium- and long-term so they have the right infrastructure to grow and be successful for people who live there now and in the future.

What is a transportation corridor study?

It typically looks 10 to 30 years into the future to determine the amount of space (i.e. right-of-way) that will be needed to accommodate all transportation needs (e.g. width of road, median, sidewalks, etc.).

What is a Main Street?

Calgary's Main Streets are places where citizens come together. They are places where we want to go, we enjoy, and we coalesce as a community. The transformation of our Main Streets will occur jointly through public and private investment, and will empower citizens to travel less and live more by providing the things we need right in our own communities. Main Streets are resilient, adaptable and attractive public spaces that:

- Celebrate the character of the community;
- Encourage diversity of local business; and
- Create a vibrant destination.

What is the timeline for the project?

This project is scheduled to be completed by summer 2021. We are currently in the final phase of the project, **Phase 3: Reveal**, and are presenting the short-, medium- and long-term recommended plans for the project area.

What are the next steps?

The input received during **Phase 3: Reveal**, 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.

When will the project be constructed?

Through this project, we have identified short-, medium- and long-term recommended plans. The short-term recommended plan focuses on safety improvements along 16 Avenue.

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Implementation is expected to begin this summer in conjunction with a previously planned paving project and will be funded through existing City programs and budgets.

The medium- and long-term recommended plans are unfunded at this time with no fixed dates for construction. 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.

How has public feedback been used in this project?

In **Phase 1: Discovery**, we invited Calgarians to join us at an open house and participate in an online survey to garner feedback on opportunities, challenges, priorities, and success criteria to consider when developing concept options. We collated the feedback we received, conducted technical analysis and developed concept options that best met the project's goals and what we heard from Calgarians.

In **Phase 2: Explore**, we asked Calgarians to evaluate the concept options against the project's goals. We then used the evaluation, along with technical review, to develop short-, medium- and long-term recommended plans for 16 Avenue N.W.

In **Phase 3: Reveal**, the input we receive from Calgarians will help us refine and finalize the recommended plans. What We Heard reports are available for each phase at <http://engage.calgary.ca/futureof16AvenueNW>

About the recommended plans

How is pedestrian accessibility addressed along 16 Avenue N.W.?

New connections for people who walk and wheel are provided along and across 16 Avenue including:

- a continuous east-west pathway on the north side of 16 Avenue from Sarcee Trail to Crowchild Trail;
- three new pedestrian overpasses:
 - West of Sarcee Trail, between Bowness Road and the Trinity Hills Development;
 - West of the Canadian Pacific (CP) rail bridge, between Bowness Road and Wilson Gardens; and
 - West of 29 Street, between University Heights/Stadium Shopping Centre and the Calgary Cancer Centre.
- upgraded pathways along Bowness Road, Shaganappi Trail, 29 Street and University Drive; and



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- enhanced, streetscaped connections along Home Road, 46 Street and 43 Street to fully connect Bowness Road, 16 Avenue and the Bow River pathway in Montgomery.

The pedestrian experience will also be improved through public realm enhancements such as planted boulevards, a healthy tree canopy, wider sidewalks and pathways, and consistent lighting along 16 Avenue in Montgomery.

How is transit enhanced along 16 Avenue N.W.?

In the long-term recommended plan, 16 Avenue is widened to six lanes. This provides the flexibility to designate one of the travel lanes for High Occupancy Vehicles (HOV), including transit. Priority access will be provided for transit, including the MAX Orange service east of West Campus Boulevard.

Upgrades to transit stops and amenities are also identified throughout all the recommended plans.

How are concerns about speeding on 16 Avenue N.W. addressed?

To help reduce travel speeds, the following features are identified in the recommended plans:

- narrower lane widths;
- on-street parking;
- additional traffic signals;
- curb extensions on residential street corners; and
- added trees.

In addition, the existing 50km/h speed zones are extended further west and east within Montgomery to create comfortable transition zones and to reduce travel speed within the community.

How are concerns about community short-cutting addressed?

Each of Calgary's roads plays a role in the transportation network. An outcome of the project was to develop a balanced, integrated plan that recognizes both the city-wide function of 16 Avenue N.W. and its role as a community Main Street in Montgomery. 16 Avenue, as a skeletal road, is meant to move people safely and efficiently, carry large amounts of vehicle traffic and move goods across the city. As an urban boulevard through Montgomery, it functions as a local and regional destination, prioritizing walking, wheeling and taking transit. Home Road, as a collector road, is meant to connect lower volume local streets to key destinations within the community and the larger transportation network.

Recommendations for the Montgomery Main Street focus access from 16 Avenue into the community at three key intersections: Home Road, 46 Street and 43 Street. All other residential streets such as Monterrey Avenue are limited to right-turns only. Parallel roads such as 17 Avenue can retain their more localized role and function.



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Together, these changes will discourage undesirable behavior such as short-cutting through the community and put the right traffic on the right roads.

Why is 16 Avenue N.W. recommended to be widened?

In the long-term recommended plan, 16 Avenue N.W. is widened to six travel lanes, with turn lanes at intersections.

It is one of only two continuous east-west corridors between downtown Calgary and Stoney Trail North, and is forecasted to accommodate a mix of local, regional and city-wide traffic growth in the future. In addition, it is the only major Bow River crossing in northwest Calgary between Crowchild Trail and Stoney Trail. Therefore, the Main Street Segment through Montgomery must accommodate overlapping east-west and north-south travel demands for connecting corridors such as Sarcee Trail, Shaganappi Trail and Memorial Drive. It also provides a primary access route for several key destinations including the University of Calgary, Foothills Medical Centre and the Alberta Children's Hospital.

Due its unique characteristics, this segment is identified in the [Calgary Transportation Plan](#) and its recent [Next 20](#) update as both a Primary Goods Movement and HOV corridor.

What other options were considered?

Early in the process, the project team completed an early evaluation for more than 15 different cross-section options for 16 Avenue N.W. The options ranged from four to eight lanes and included a wide variety of ideas including two-way left-turn lanes, reversible lanes, parking, HOV, transit, and several different median types. The screening-level evaluation considered broad compatibility of the options with City policy as well as the project principles and goals developed with the public in **Phase 1: Discovery**. This screening process is what resulted in the three concept options carried forward for evaluation in **Phase 2: Explore**.

About the Main Street Segment:

How is connectivity across 16 Avenue N.W. addressed in Montgomery?

North-south connections are enhanced with streetscaping and pathways along Home Road, 46 Street and 43 Street. These are intended to unify Bowness Road, 16 Avenue, Shouldice Park, and the Bow River pathway system, and provide a distinct community core for Montgomery with two complementary Main Streets. Existing pedestrian crossings of 16 Avenue are enhanced over time, beginning with a new traffic signal at 43 Street in 2021 and expanding to include a traffic signal at every pedestrian crossing when 16 Avenue is widened in the long-term.

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What types of development can be expected along 16 Avenue N.W.?

It can be difficult to predict the exact types of development that will occur over time. This decision is up to each property owner within the market context of the time. The current land-use zoning along 16 Avenue allows for a range of commercial uses, and a high-level market review completed during this project indicates that the most likely future uses are related to office, medical and travel services. These uses on 16 Avenue can be complementary to development on the nearby Bowness Road Montgomery Main Street, which together with 16 Avenue will provide a vibrant community core for Montgomery connected at Home Road, 46 Street and 43 Street.

Will widening 16 Avenue N.W. limit development opportunities?

Widening of 16 Avenue will reduce lot widths on the south side of the road, which does constrain the flexibility of these parcels. However, the sites remain viable for the types of development expected along 16 Avenue. Development of the properties along the corridor is possible and encouraged as part of the overall public and private investment for the 16 Avenue Main Street.

The City was considering an option to close off access to Home Road south of 16 Avenue N.W. Will this be going ahead?

An alternative intersection option to close access to Home Road south of 16 Avenue was presented for public feedback during **Phase 2: Explore**. In general, we heard that this option was not favored due to reduced accessibility and the risk of redirecting Shouldice Park traffic onto residential streets. Based on this feedback, the option did not move forward and the recommended plan continues to reflect full access to Home Road.

The City was considering an option to realign Montgomery Avenue. Will this be going ahead?

An alternative intersection option to realign Montgomery Avenue to connect to 16 Avenue with a 90-degree corner was presented for public feedback during **Phase 2: Explore**. In general, we heard that this option was not favored due to property impacts and the risk that people who drive may choose to use this residential street to access Shouldice Park. Based on this feedback, the option did not move forward and the recommended plan will retain the existing alignment of Montgomery Avenue with right-turns only in the long-term.

How are concerns regarding 49 Street N.W. addressed?

A number of changes to 49 Street are identified for implementation in the medium-term recommended plan including:

- adding a new traffic signal on 16 Avenue;
- constructing truck aprons on the corners of 49 Street to reduce the overall size of the intersection for other users;
- adding a new east-west pathway; and
- adding new trees and streetscaping.



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Was tunneling 16 Avenue N.W. under Montgomery explored?

An outcome of the project was to develop a balanced, integrated plan that recognizes both the city-wide function of 16 Avenue and its role as a community Main Street in Montgomery. Tunneling 16 Avenue under Montgomery is not a practical or cost-effective option, and as a traffic-flow solution it would be far beyond the actual needs of the corridor. The long-term recommended plan provides a flexible solution that can accommodate additional peak-hour traffic capacity in future, while also enhancing the corridor's connectivity and interface within Montgomery.

Can a new access be added from 16 Avenue N.W to Shouldice Park east of the Bow River bridge?

Primary access to Shouldice Park is retained via Home Road or Monserrat Drive. Adding a new access would create disruption to the park space and sports fields along 16 Avenue and increased traffic could reduce the use and enjoyment of this valued public park space by Calgarians.

Can the Main Street segment be extended further west to the Bow River bridge (the boundary of Montgomery)?

The intent of the streetscape master plan is to introduce transitional gateway features such as a grand boulevard of large trees, Montgomery-specific wayfinding and banners, and slower travel speeds several hundred meters east of the Bow River bridge, on the approach to 49 Street N.W. The exact location of the features will need to consider constraints such as the elevation difference between the street and Shouldice Park below. The City will engage the community about specific designs when the project is funded for construction in the future.

About the West Segment

Is access affected from westbound 16 Avenue N.W. to the service road on 29 Avenue N.W.?

Yes, access from westbound 16 Avenue to the service road on 29 Avenue near Sarcee Trail is recommended to be closed in the long-term, to maintain safe traffic flow along the corridor.

How is pedestrian access across 16 Avenue N.W. near Sarcee Trail addressed?

Two new pedestrian overpasses are recommended on either side of Sarcee Trail – one connecting Medicine Hill with Bowness near 73 Street N.W. and the other connecting Wilson Gardens to Bowness near the CPR tracks. These are currently unfunded. Once they are prioritized for funding, The City will engage the community about the exact location and type of overpass for construction in future.

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About the East Segment

Why isn't there more changes to the 16 Avenue N.W. and 29 Street N.W. intersection?

Upgrades to the 29 Street intersection were completed in 2018. The upgrades were planned to accommodate major developments in the area including the University Shopping Centre and Calgary Cancer Centre, and were intended at that time to reflect the permanent configuration of the intersection, with no additional future upgrades planned. The intent is to leverage and sustain the value of this infrastructure investment for years to come.

Can a new turn bay be added for southbound traffic turning right from Uxbridge Drive to 16 Avenue N.W.?

A right turn bay from Uxbridge Drive to 16 Avenue was evaluated as part of the recent intersection upgrade project. Unfortunately, there are very tight property restrictions in that corner of the intersection, which meant that a right turn bay could not be added.

The noise wall along the University School sports field looks too low, can this be increased?

The City's noise policy does not provide noise protection for green spaces, sports fields, playgrounds, etc., unless needed to protect adjacent residential properties. The wall at this location was originally provided to ensure continuity of the entire noise wall and provide noise protection for adjacent homes. The current wall is not expected to be modified as no additional road widening is planned in this area.

How are concerns about traffic noise on 16 Avenue N.W. addressed?

In general, most of the proposed widening of 16 Avenue is adjacent to commercial properties or green space, where traffic noise attenuation is typically not provided. For the areas which are adjacent to residential properties, a noise assessment will be conducted prior to the time of future construction and provide noise attenuation measures where warranted.

What type of pedestrian crossing will be constructed across Shaganappi Trail north of the underpass?

Through the project, this crossing has been identified to provide connectivity for people who walk and wheel. However, no decisions have been made on the type of crossing. Further review will be conducted in the medium-term to understand technical constraints including type of crossing, location along Shaganappi Trail and alignment with the long-term plans for the Shaganappi Trail and 16 Avenue interchange.



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Property impacts

Do the recommended plans impact properties or businesses in Montgomery?

Widening 16 Avenue N.W. within Montgomery requires additional property on the south side of the corridor for two blocks between 46 Street N.W. and Montgomery Avenue. On some properties, the widening would affect the existing buildings on site. Affected property owners have been contacted directly by The City during the project, with the opportunity to review and discuss these potential impacts.

Do the recommended plans have any other property impacts?

There are no property impacts in the short-term recommended plan.

The medium-term recommended plan identifies possible impacts to access if a property undergoes redevelopment. As always, redevelopment happens in coordination with The City's Planning & Development (PD) department to ensure changes are aligned with the Land Use Bylaw and any related Council approved plans. [More information can be found here.](#)

The long-term recommended plan for 16 Avenue N.W. does include additional property impacts beyond the two blocks noted in Montgomery. At these locations the impact is generally limited to elevation changes, placement of sidewalks and pathways, or encroachment into landscaped areas. There are no expected impacts to existing buildings or primary site uses. Affected property owners have been contacted directly by The City during the project, with the opportunity to review and discuss these potential impacts.

Can my property be developed prior to widening 16 Avenue N.W.?

Yes, development of the properties along 16 Avenue is possible and encouraged as part of the overall public and private investment for the corridor. The City has had a Land Use Bylaw development setback in place on affected lots since the 1980s. Any new development can occur outside the setback, which ensures that new buildings and site amenities are not affected by future widening. Properties on the south side of 16 Avenue may also be able to provide interim on-street parking stalls, prior to full widening of the corridor. The City will work with each property owner to resolve site-specific interfaces through the typical development permit process.

Do the recommended plans affect property access to 16 Avenue N.W.?

There is no immediate change to existing access to 16 Avenue. As the corridor evolves and properties develop over time, the long-term plan would ideally see most property access to 16 Avenue be consolidated or relocated to the rear lanes. This will reduce the number of crossing points for people who walk and wheel along 16 Avenue and support development of buildings that directly face the corridor. Potentially affected property owners have been contacted directly



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by The City during the project, with the opportunity to review and discuss these potential future changes.

How does The City acquire property?

The City's intent in acquiring real estate for any purpose is to be both fair and reasonable with the property owner. The acquisition process and other frequently asked questions are addressed in the real estate acquisition process FAQ document available at:

<https://www.calgary.ca/content/dam/www/realestate/documents/acquisitions-process-faq.pdf>