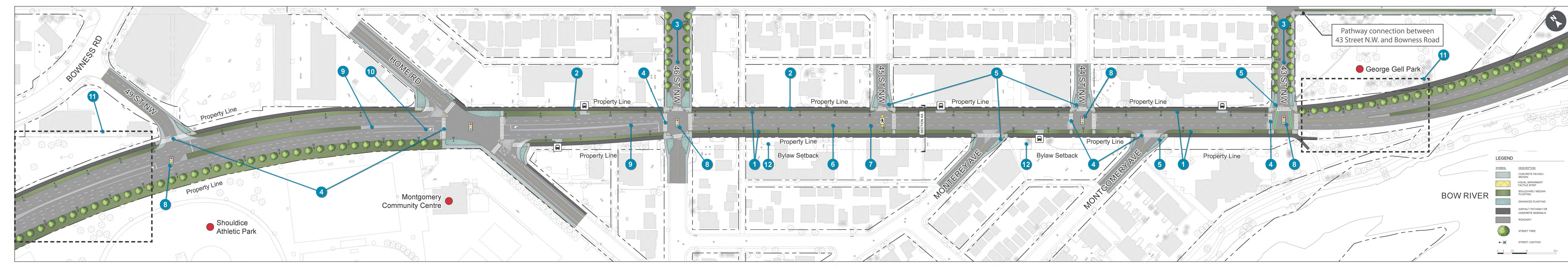
Calgary Main Street Segment – Long-Term Concept Option 1



Retain four lanes on 16 Avenue N.W. with limited or no use of setback area between property lines and existing buildings



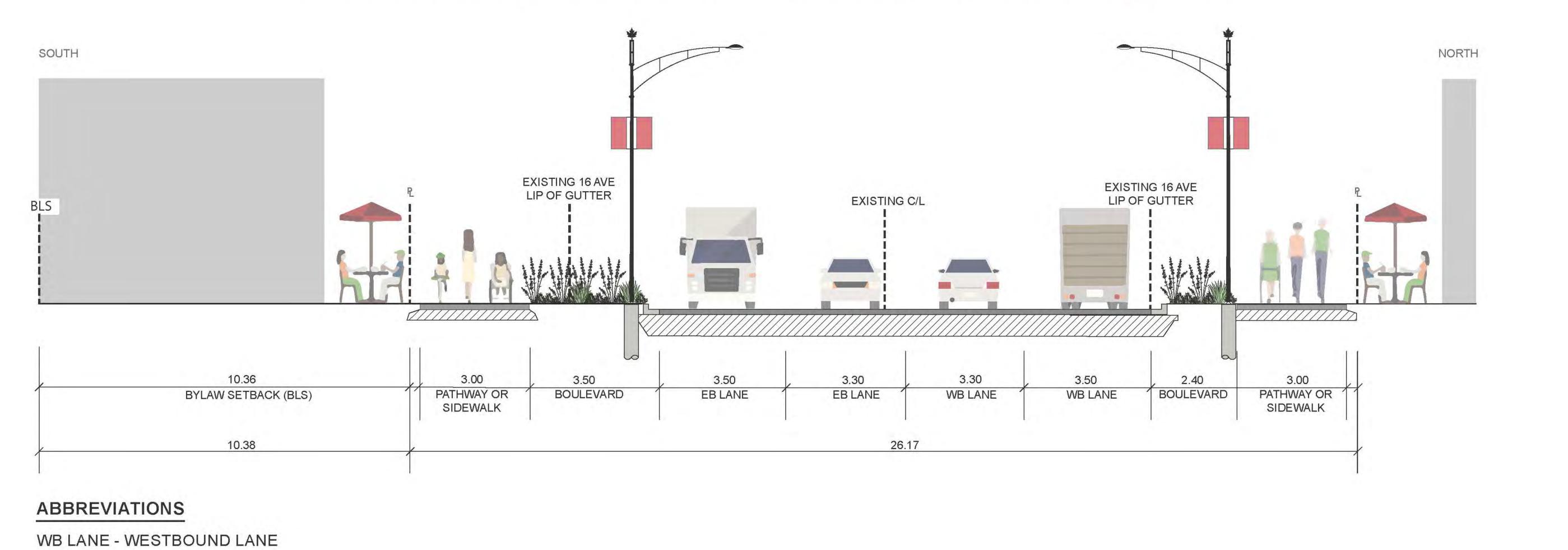
Benefits:

- Maintains current width and community character of 16 Avenue N.W. through Montgomery
- Maintains existing lot depth on south side of 16 Avenue N.W. east of 46 Street N.W.
- Limited or no property impacts allows highest redevelopment opportunity of existing parcels
- Shortest pedestrian crossing distance of the three Main Streets concept options
- 3.0m pathway or sidewalk on both sides of 16 Avenue N.W.
- Lowest cost to implement of the three Main Street concept options

Trade-Offs:

- New trees cannot be accommodated in the north or south boulevard due to utility conflicts
- No new street parking
- No median between Home Road N.W. and 43 Street N.W. to provide access management which may warrant closure of local street and business accesses
- Less efficient transit and traffic operations will constrain future growth in N.W. Calgary and result in significant peakhour congestion compared to Main Street concept option 3

Main Street Option 1, east of 46 Street N.W., looking west



Design Features

Social and Healthy Lifestyle

- 1) Plant greenery and add lighting in north and south boulevards
- 2 Separate people who walk and wheel from vehicles on a wider pathway or sidewalk with a landscaped boulevard
- 3 Enhance connections to Bowness Road N.W. on 43 and 46 Streets N.W.

Mobility and Functionality

- 4 Enhance pavement markings at crosswalks to improve visibility
- Construct curb extensions on side streets with planting
- 6 Narrower vehicle lanes to encourage slower vehicle speeds
- 7 Retain four lanes of vehicle travel

- 8 Install new traffic signals at pedestrian crossings and local street accesses
- 9 Separate left-turn bays with a median west of 46 Street N.W.
- 10 New protected left turn at Home Road N.W.

Character and Identity

111 Create visual transition to Montgomery in gateway zone with trees, street furniture, displays or other elements

Economic Vitality

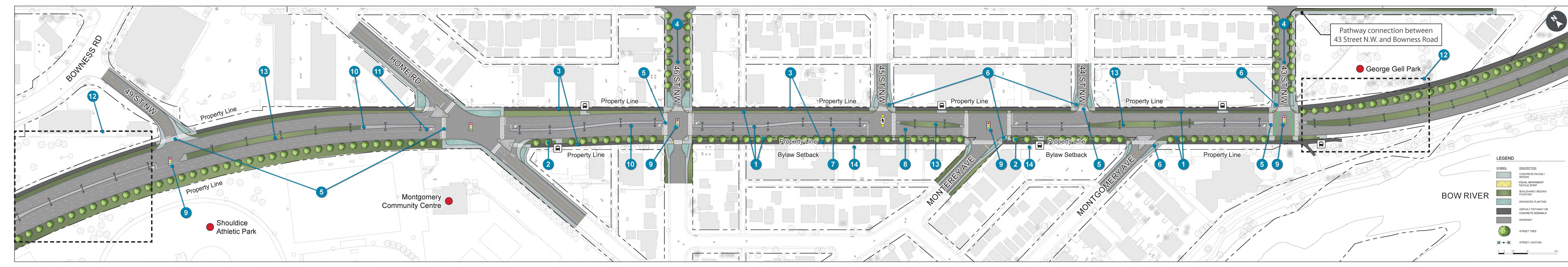
12 Limited or no use of setback areas between the property line and the existing buildings

Main Street Segment - Long-Term Concept Option 2

Location Map



Retain four lanes on 16 Avenue N.W. with partial use of setback area between property line and existing buildings to accommodate a median and enhanced public realm



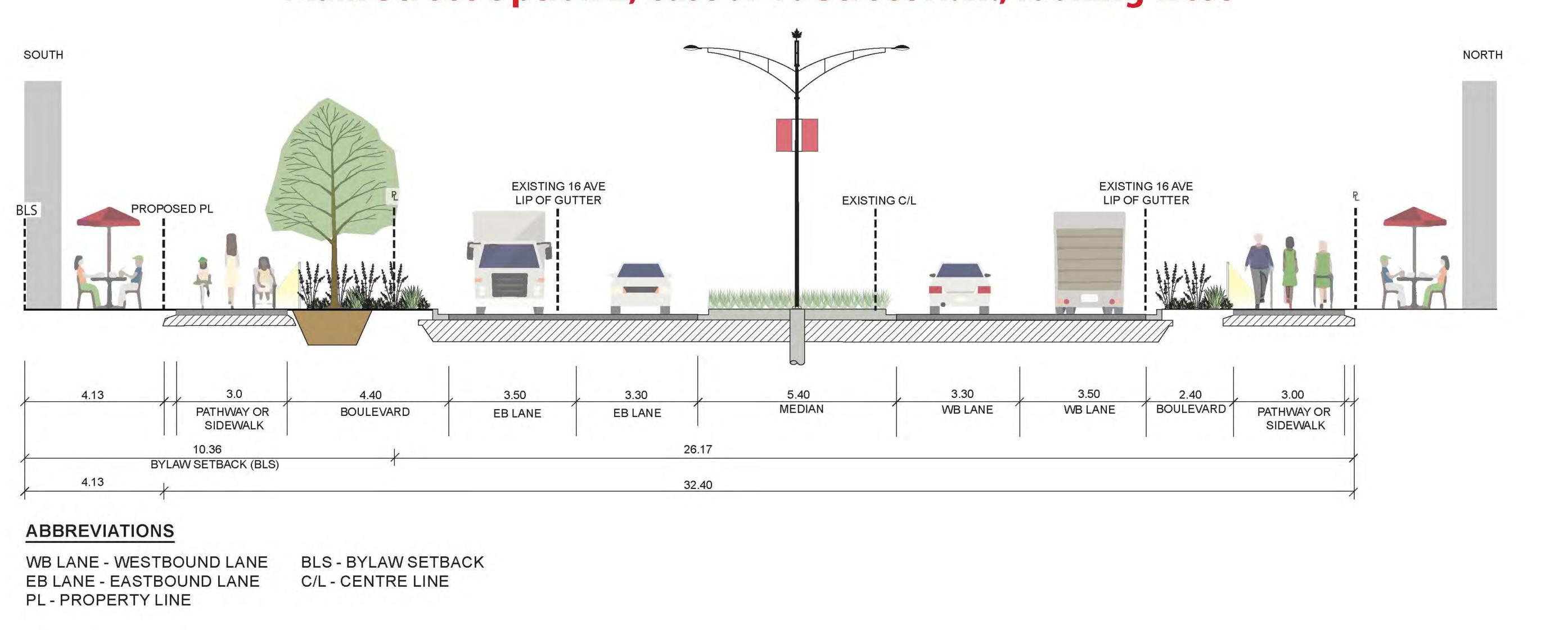
Benefits:

- Maintains current width and community character of 16 Avenue N.W. through Montgomery
- Trees in boulevard on south side of 16 Avenue N.W.
- Planted boulevard on north side of 16 Avenue N.W. and in median where possible
- Shorter pedestrian crossings than six-lane concept option 3
- 3.0 m pathway or sidewalk on both sides of 16 Avenue N.W.
- Median allows for left-turn bays and right-in, rightout access to and from local streets and businesses

Trade-Offs:

- New trees cannot be accommodated in the north boulevard due to utility conflicts
- Property impacts on the south side of 16 Avenue N.W.
- Reduced lot depth on the south side of 16 Avenue N.W. from use of setback could limit future redevelopment options for the lot
- No new street parking
- Less efficient transit and traffic operations will constrain future growth in N.W. Calgary and result in significant peak-hour congestion compared to Main Street concept option 3
- Higher cost to implement than concept option 1, and lower cost than concept option 3

Main Street Option 2, east of 46 Street N.W., looking west



Design Features

Social and Healthy Lifestyle

- Plant greenery and add lighting in north and south boulevards and medians
- 2 Plant trees on south boulevard
- 3 Separate people who walk and wheel from vehicles on a wider pathway or sidewalk with a landscaped boulevard
- 43 and 46 Streets N.W.

Mobility and Functionality

- 5 Enhance pavement markings at crosswalks to improve visibility
- 6 Construct curb extensions on side streets with planting
- 7 Narrower vehicle lanes to encourage slower vehicle speeds

- 8 Retain four lanes of vehicle travel
- Install new traffic signals at pedestrian crossings and local street accesses
- 10 Separate left-turn bays with medians
- 111 New protected eastbound left turn at Home Road N.W.

Character and Identity

- Create visual transition to Montgomery in gateway zone with trees, street furniture, banners, displays or other elements
- 13 Provide opportunity in medians for community banners or other displays

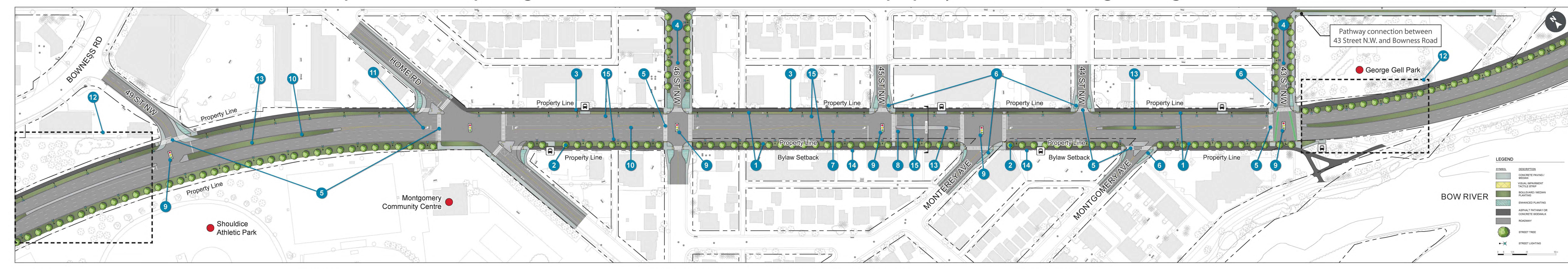
Economic Vitality

Some use of setback areas south of the property line on the south side of 16 Avenue N.W.

Main Street Segment - Long-Term Concept Option 3



Widen 16 Avenue N.W. to six lanes with off-peak hour street parking and full use of the setback areas between the property line and the existing buildings

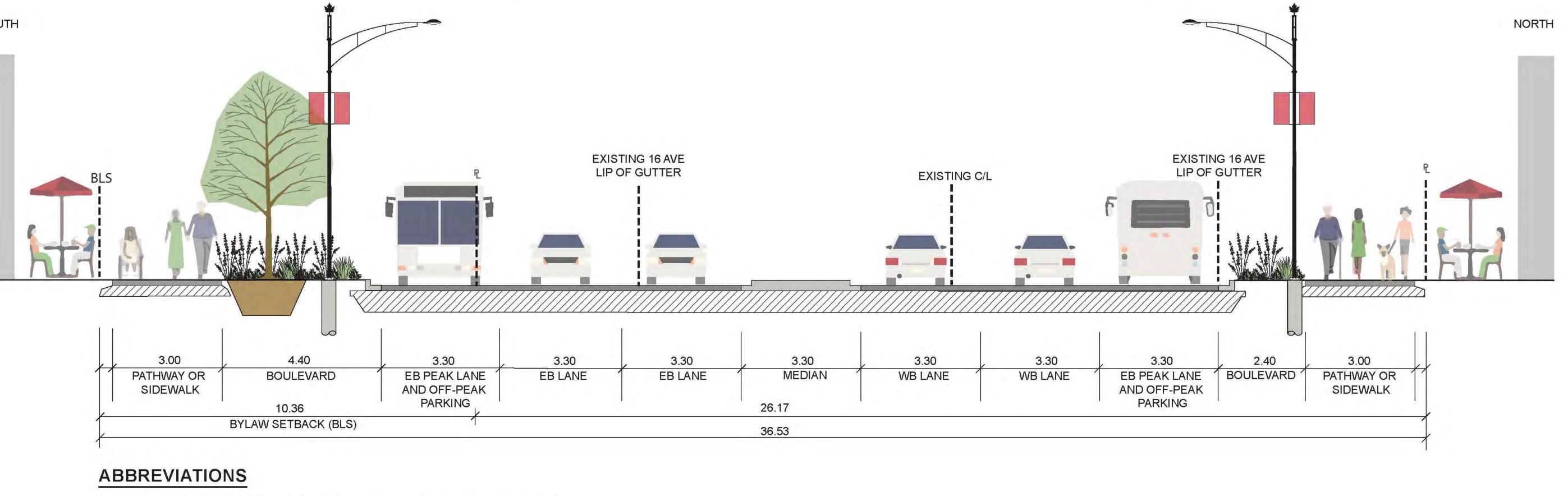


- Trees in boulevard on south side of 16 Avenue N.W.
- Planted boulevard on north side of 16 Avnenue N.W.
- 3.0 m pathway or sidewalk on both sides of 16 Avenue N.W.
- Median allows for left-turn bays and right-in, right-out access to and from some local streets
- On-street parking during off-peak hours
- Potential High Occupancy Vehicle (HOV) and or transit priority lanes during peak hours
- Improved transit and traffic operations compared four-lane concept options to support planned future development, city-wide network and forecasted traffic volumes

Trade-Offs

- Widening 16 Avenue N.W. creates greater separation of north and south sides of Montgomery
- New trees cannot be accommodated in the north boulevard due to utility conflicts
- Property impacts on the south side of 16 Avenue N.W.
- Reduced lot depth from use of setback could limit future redevelopment options on the south side of 16 Avenue N.W.
- Longer pedestrian crossings than four-lane concept options 1 and 2
- Highest cost to implement of the three Main Street concept options

Main Street Option 3, east of 46 Street N.W., looking west



EB LANE - EASTBOUND LANE C/L - CENTRE LINE

Design Features

Social and Healthy Lifestyle

- 1 Plant greenery and add lighting in north and south boulevards
- 2 Plant trees on south boulevard
- 3 Separate people who walk and wheel from vehicles on a wider 11 New protected eastbound left turn at Home Road N.W. pathway or sidewalk with a landscaped boulevard
- 4 Enhance connections to Bowness Road N.W. on 43 and 46 Streets N.W.

Mobility and Functionality

- 5 Enhance pavement markings at crosswalks to
- improve visibility 6 Construct curb extensions on side streets with planting
- Narrower vehicle lanes to encourage slower vehicle speeds
- 8 Accommodate six lanes of vehicle travel

- 9 Install new traffic signals at pedestrian crossings and local
- 10 Separate left-turn bays with medians

Character and Identity

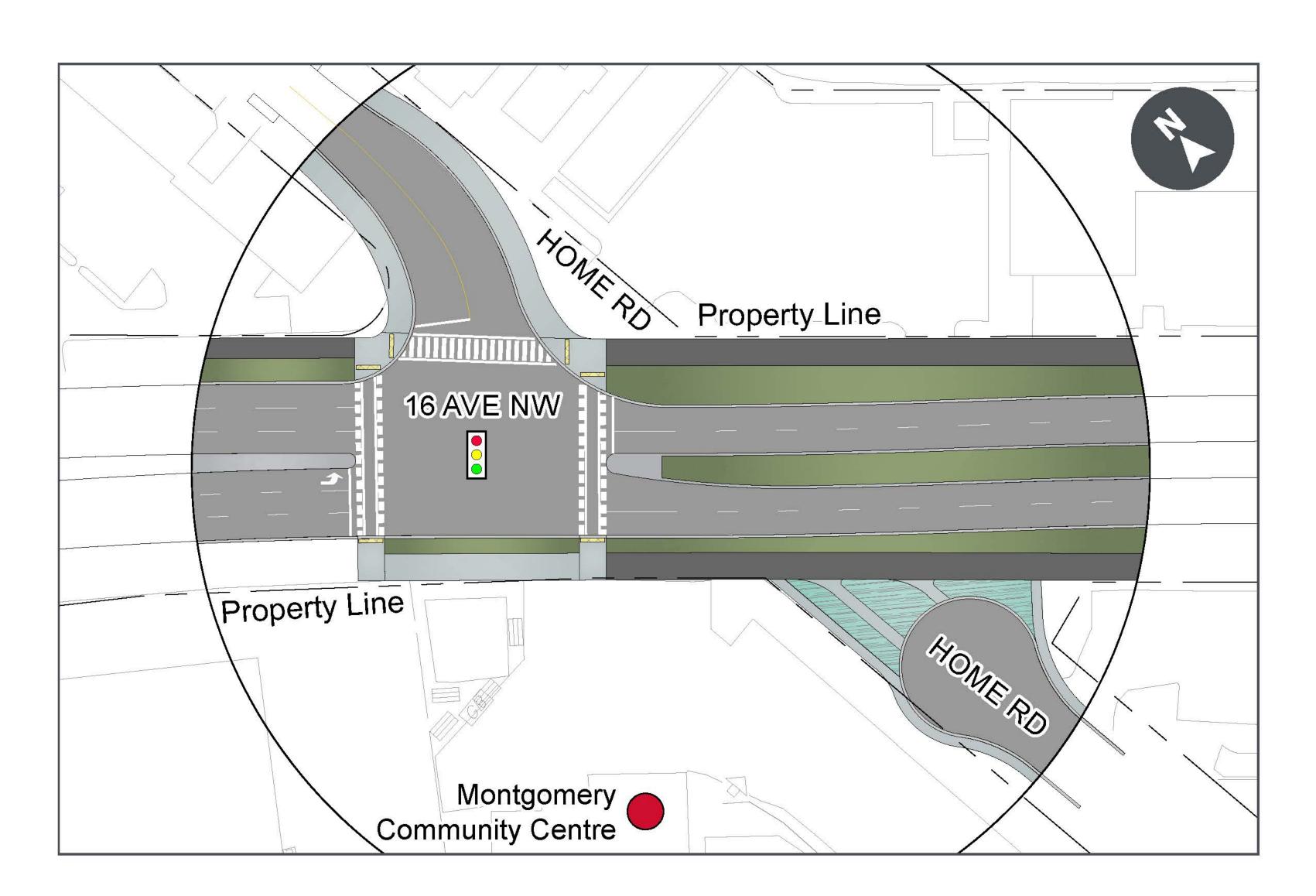
- 12 Create visual transition to Montgomery in gateway zone with trees, street furniture, banners, displays or other elements
- 13 Provide opportunity in medians for community banners or other displays

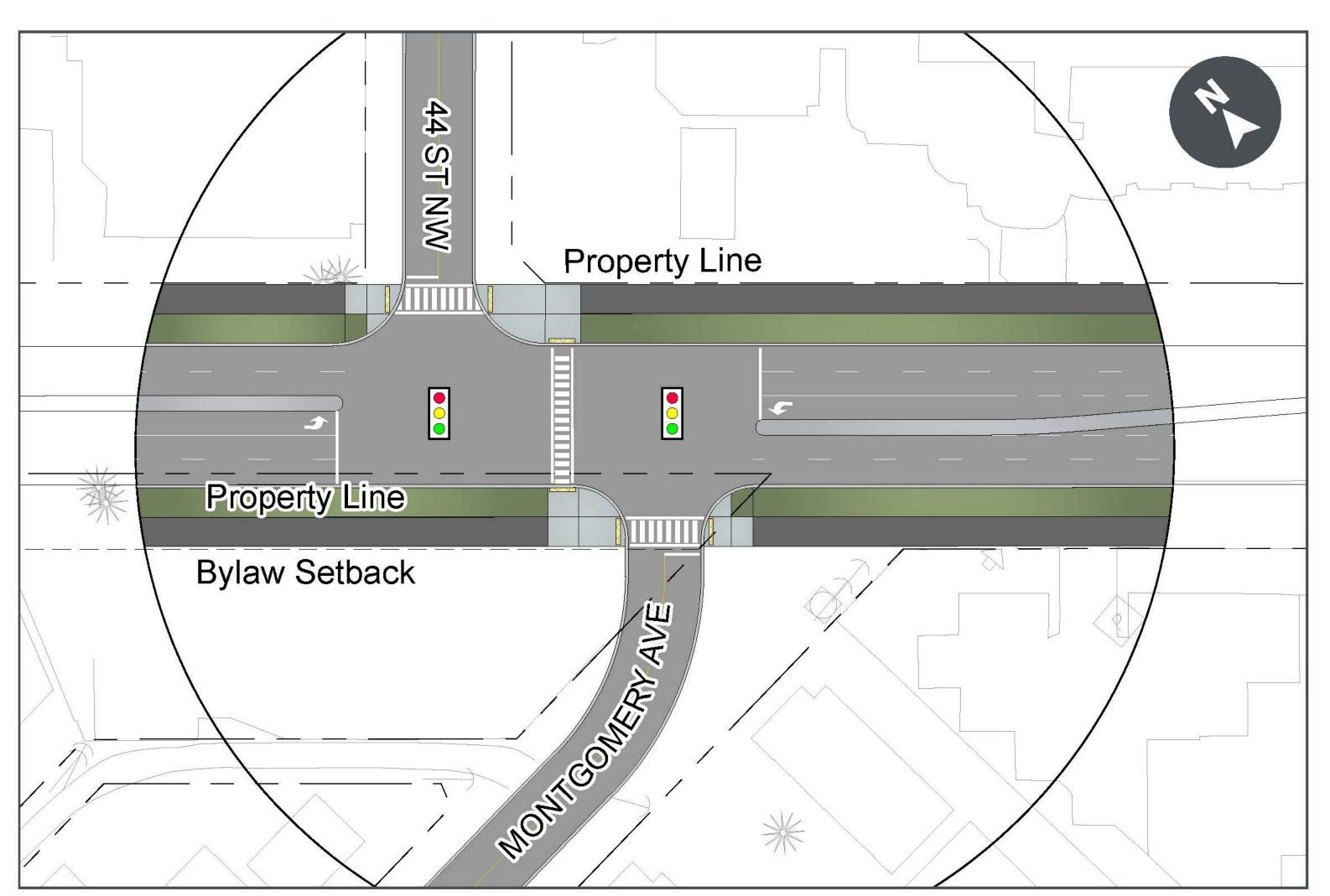
Economic Vitality

- 14 Full use of setback area south of the property line on the south side of 16 Avenue N.W.
- 15 On-street parking during off-peak hours

Main Street Segment Alternate Long-Term Intersection Concept Options

Retaining four lanes on 16 Avenue N.W. provides less efficient traffic and transit operations than widening to six lanes. To improve traffic flow and safety in concept options with four lanes, potential changes to the intersections of 16 Avenue N.W. at Home Road N.W. and 44 Street N.W. are being considered.





Alternate Home Road N.W. Intersection: South leg of Home Road N.W. and 16 Avenue N.W. intersection is closed

Benefits

- Improves traffic flow on 16 Avenue N.W. by limiting the number of directions of travel through the intersection.
- Decreases the number conflicts between those who drive and those who walk and wheel
- Provides a more squared-off intersection at Home Road N.W. and 16 Avenue N.W. to improve pedestrian and traffic safety
- Maintains existing wheeling-route on Home Road N.W.
 with multi-use pathways across 16 Avenue N.W.

Trade-Offs

- Removes vehicle access to Home Road N.W. south of 16 Avenue N.W., people who drive would need to use 46 Street N.W.
- Removes access from Home Road N.W. to property on S.E. corner of intersection, retains access from 16 Avenue N.W.
- Access to Montgomery Community
 Association and Shouldice Park from 46 Street N.W. only

Alternate Intersection at 44 Street N.W. and Montgomery Avenue N.W.: Offset intersection on the north and south sides of 16 Avenue N.W.

Benefits

- Consolidates movements to and from both 44 Street N.W. and Montgomery Avenue N.W. into one offset intersection
- Allows for realignment of Montgomery Avenue N.W. to improve the skew of the intersection at 16 Avenue N.W. to improve pedestrian and traffic safety

Trade-Offs

 Requires acquisition of private property through the existing parking lot and constrains potential future development of the parcel

