

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.

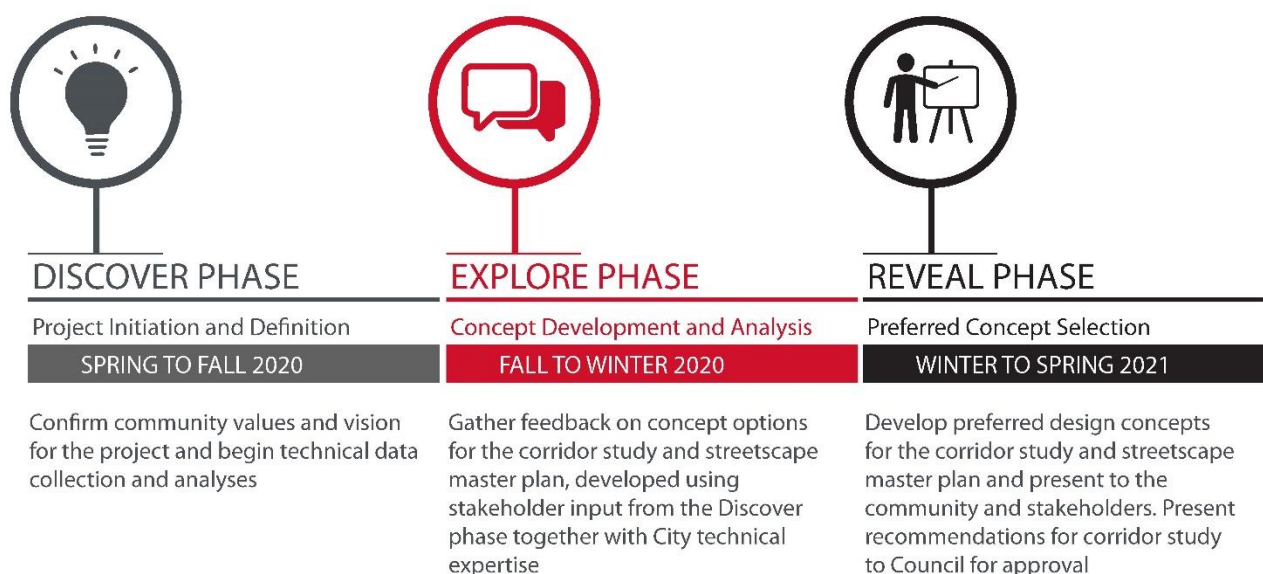
Engagement overview

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.

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 Explore phase of engagement, online opportunities for input were offered from Oct. 26 – Nov.22, 2020 at engage.calgary.ca, The City's online engagement portal. 151 respondents provided comments online in this timeframe. Due to a technical error on the engage portal page, an opportunity for further comment on the Main Streets Segment was provided from January 6 to 18, 2021. 35 respondents provided comments online in this timeframe. Over both periods 186 respondents provided comments online.

Project Timeline



What we asked

Click [here](#) to listen to the project team describe this option.

For each option, organized by geographic segment of the project area, we asked the following questions:

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

- | | |
|--|---|
| <ul style="list-style-type: none"> • Option 1: Retains four lanes on 16 Avenue N.W. • Option 2: Provides six lanes on 16 Avenue N.W. | <ol style="list-style-type: none"> 1. Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles <ol style="list-style-type: none"> a. Social and Healthy Lifestyle (<i>Option 2 only</i>) b. Mobility and Functionality c. Character and Identity |
|--|---|

2. What do you LIKE about West Segment Option 1/2?
3. What do you NOT LIKE about West Segment Option 1/2?
4. How would you IMPROVE West Segment Option 1/2?

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

- | | |
|--|--|
| <ul style="list-style-type: none"> • Option 1: Retains four lanes on 16 Avenue N.W. with limited or no use of setback area • Option 2: Retains four lanes on 16 Avenue N.W. with partial use of setback area to accommodate a median and enhance public realm • Option 3: Widen 16 Avenue N.W. to six lanes with off-peak street parking and full use of setback area • Alternate Intersection Options: Home Road, Montgomery Avenue | <ol style="list-style-type: none"> 1. Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles <ol style="list-style-type: none"> a. Social and Healthy Lifestyle b. Mobility and Functionality c. Character and Identity d. Economic Vitality 2. What do you LIKE about Main Street Segment Option 1/2/3? 3. What do you NOT LIKE about Main Street Segment Option 1/2/3? 4. How would you IMPROVE Main Street Segment Option 1/2/3? <ol style="list-style-type: none"> 1. What do you LIKE about the alternate intersection options? 2. What do you NOT LIKE about the alternate intersection options? 3. How would you IMPROVE the alternate intersection options? |
|--|--|

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

- | | |
|---|--|
| <ul style="list-style-type: none"> • Long-term Option: Retains six lanes on 16 Avenue N.W., connects existing plans, provides missing pathway connections | <ol style="list-style-type: none"> 1. Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles <ol style="list-style-type: none"> a. Mobility and Functionality b. Character and Identity 2. What do you LIKE about the East Segment Long-term Option? 3. What do you NOT LIKE the East Segment Long-term Option? 4. How would you IMPROVE the East Segment Long-term Option? |
|---|--|

After the fall engagement concluded, we discovered there were technical errors in the engage portal page that interfered with our ability to collect feedback on all the options. An opportunity to provide input on the Main Streets Segment was provided from January 6 to 18, 2021.

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

- | | |
|---|--|
| <ul style="list-style-type: none"> • Options 1, 2 and 3 | <ol style="list-style-type: none"> 1. What do you LIKE about Main Street Segment Option 1/2/3? 2. What do you NOT LIKE about Main Street Segment Option 1/2/3? 3. How would you IMPROVE Main Street Segment Option 1/2/3? |
|---|--|

What we heard

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

Overall themes

- **Traffic Signals:** Participants largely expressed concerns about the increased number of traffic lights in the Main Street Segment causing increased congestion.
- **Traffic Flow:** Participants wanted to see solutions that managed traffic flow and or supported forecasted volumes. Many were worried about congestion. For example, people who drive noted they try to avoid congestion. Whereas people who walk felt the traffic congestion created a poor, fume-filled environment.
- **Travel Lanes:** Participants had mixed reactions to the potential number of travel lanes shown in the options. Some felt that four lanes helped to maintain a community feel. Others felt that six lanes improved traffic flow and created the opportunity for dedicated lanes for transit, parking or active modes of transportation.
- **Left-Turns:** Many participants liked the addition of protected, separated, or signalized left-turns off 16 Avenue. There were some comments to add left turn bays from the Avenues in Montgomery onto 16 Avenue.
- **Access:** Participants had mixed responses on the idea of reduced access to community streets (in the West and Main Streets Segments). Some participants felt it restricted resident movements too much; others liked that it could reduce cut-through traffic in the community and improve traffic flow on 16 Avenue.
- **Active Transportation:** Generally, participants liked the enhanced pedestrian and bike crossings. Some wanted to see pedestrian overpasses near 43 and 29 Streets. Some participants expressed a desire for wheeling facilities separate from pedestrian facilities to reduce conflicts between people who walk and wheel. The increased opportunities for pathway connectivity in the concept options, both missing links and connections to the river pathway system, were well received by participants.
- **Natural Elements:** Participants liked the addition of trees, greenery and planting to the corridor, some wanting to see even more than was shown. Some concerns were expressed that the health and sustainability of added landscaping would not be maintained.

For a more detailed summary of the input that was provided, see the [Summary of Input](#) section on page 5. For a verbatim listing of all the input that was provided, see the [Verbatim Responses](#) section on page 11.

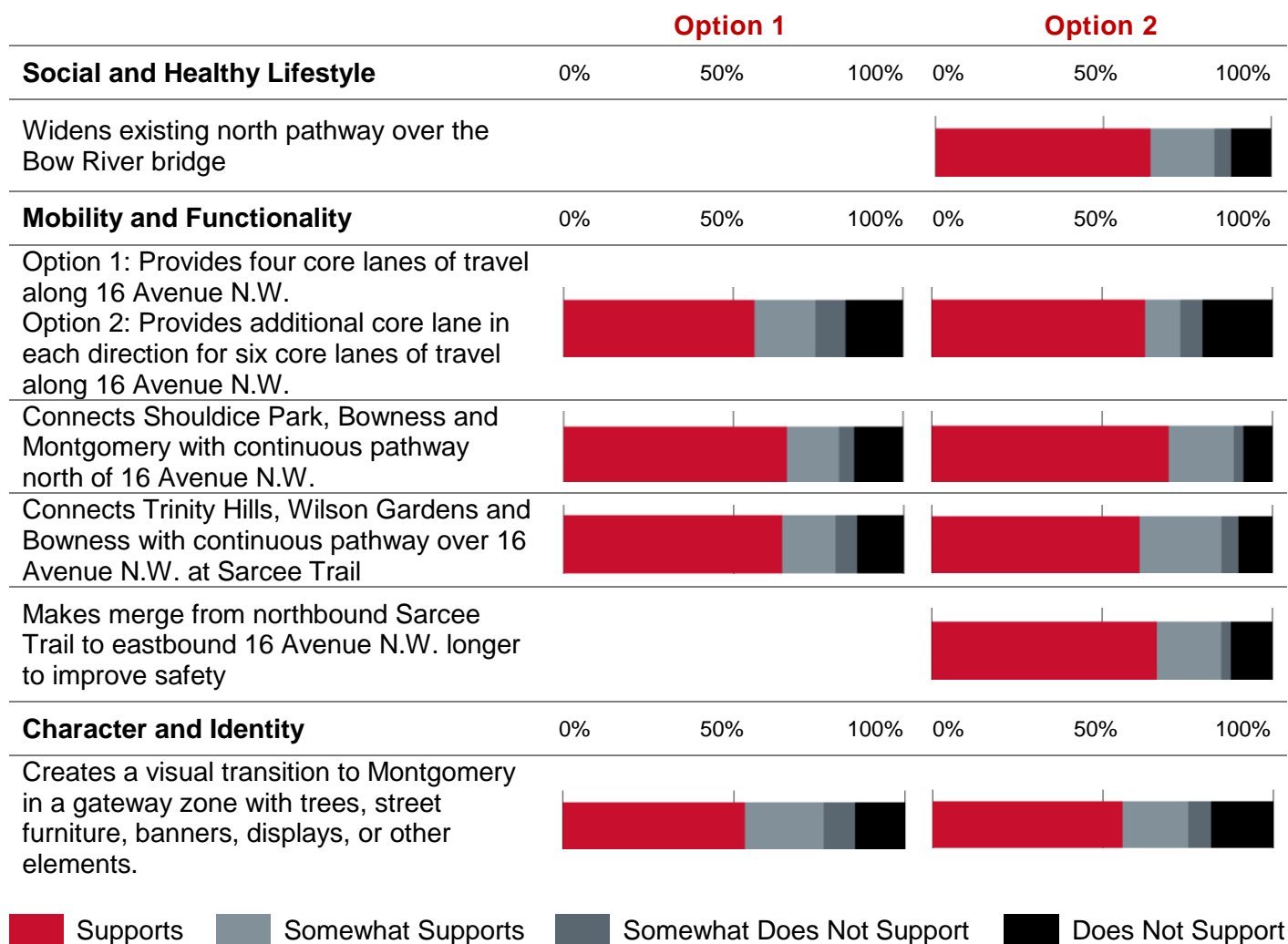
Next steps

Feedback from Phase 2: Explore will be addressed in Phase 3: Reveal. Together with technical feasibility, information gathered during engagement for Phase 1: Discover and Phase 2: Explore will help the project team as they move forward in recommending concept options for the corridor study and streetscape masterplan. In Spring 2021, a recommended Corridor Plan and Streetscape Master Plan will be shared with the public. The corridor plan will then be presented to Council for approval. The Streetscape Master Plan will be presented to The City's leadership team.

Summary of Input – What we heard

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

Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles



Option 1

Option 2

What do you LIKE about West Segment Option 1/2?

- | | |
|--|--|
| <ul style="list-style-type: none"> • Lower cost • Addition of pathways and pathway connections • Reduces impact to community • Enhances walking and wheeling crossings • Manages traffic flow | <ul style="list-style-type: none"> • Manages traffic flow • Pathway enhancements • Supports growth and forecasted traffic volumes • Improvements to merge lane • Widened bridge |
|--|--|

What do you NOT LIKE about West Segment Option 1/2?

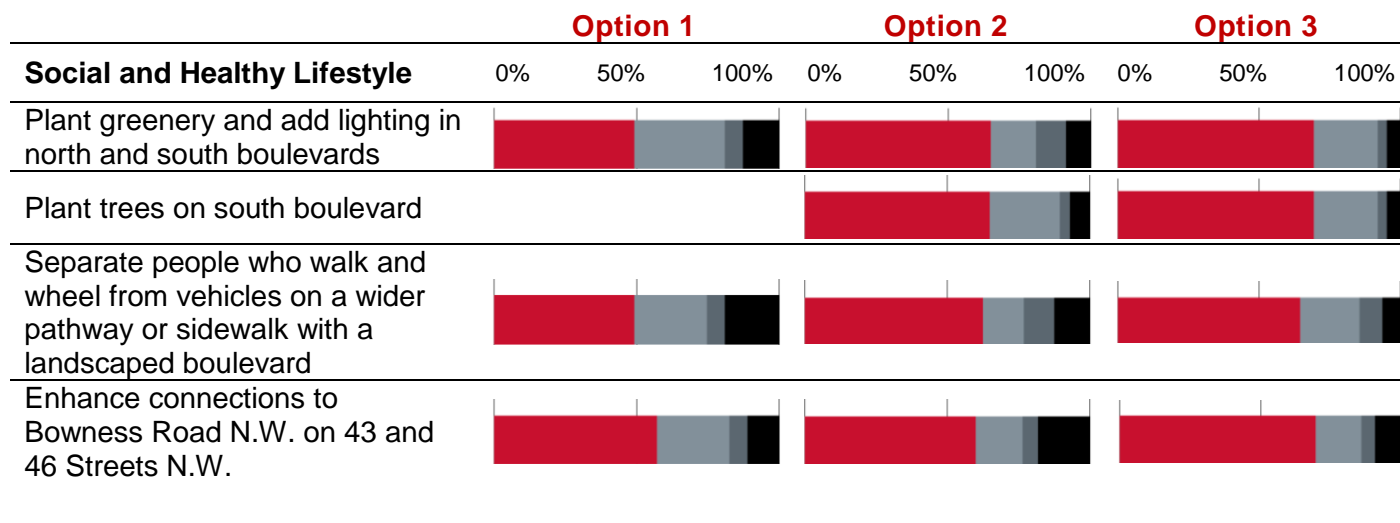
- | | |
|---|---|
| <ul style="list-style-type: none"> • Concerns about increased congestion • Traffic concerns not addressed by this option • Does not support future growth or traffic volumes • Reduced access • Not enough separation between people who walk and people who drive | <ul style="list-style-type: none"> • Increased cost • Removed access to communities • Increased congestion |
|---|---|

How would you IMPROVE West Segment Option 1/2?

- | | |
|---|---|
| <ul style="list-style-type: none"> • Widen the bridge • Add more walking and wheeling connectivity to the river and to the community of Parkdale • Add transit priority lanes and stop improvements • Add pedestrian overpasses | <ul style="list-style-type: none"> • No need to make any changes • Cost concerns • Keep access to communities • Add pedestrian overpasses |
|---|---|

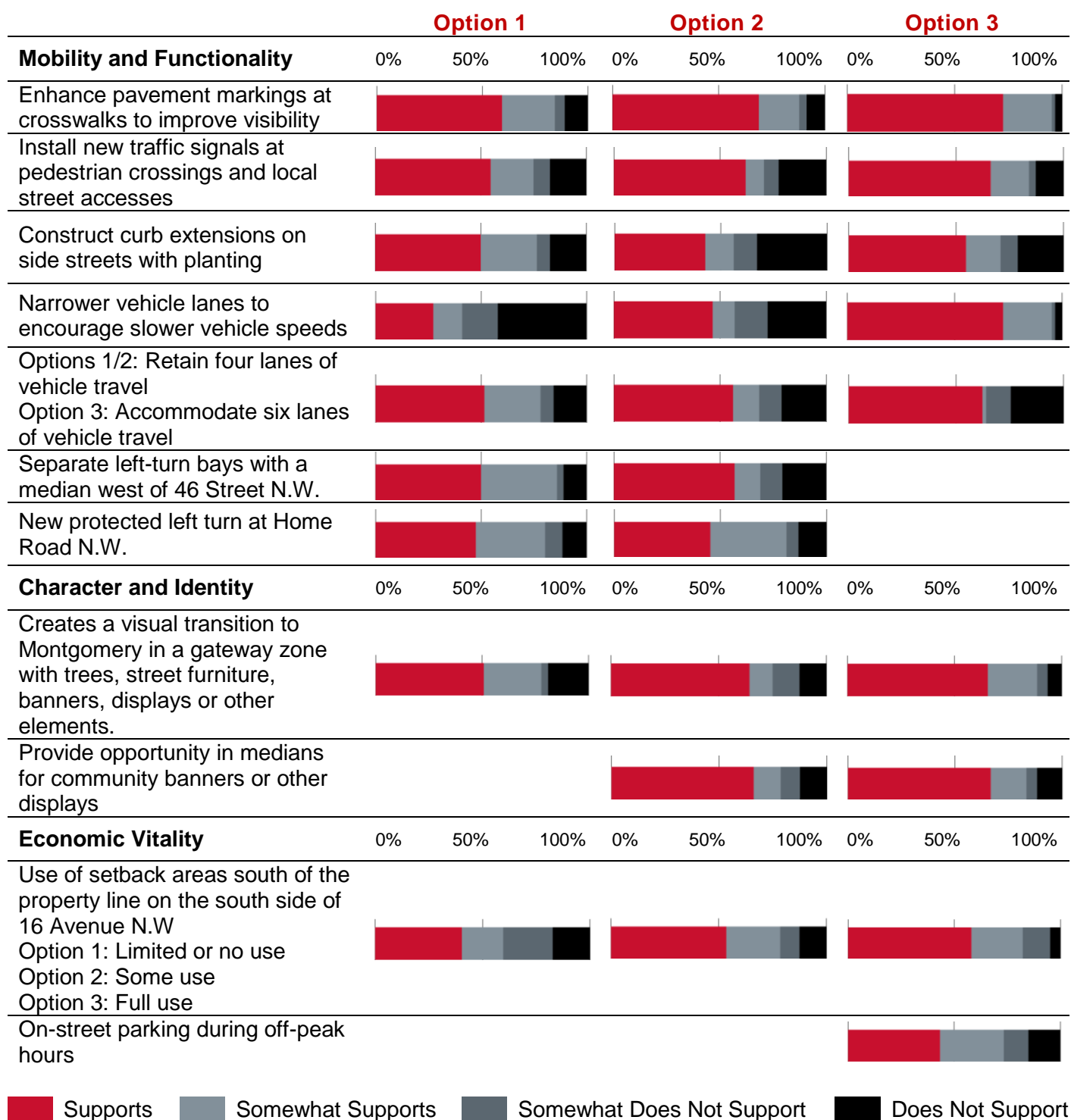
MAIN STREET SEGMENT (49 Street to 43 Street N.W.)

Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles.



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

Stakeholder Report Back: What We Heard
October 2020 - January 2021



Option 1

Option 2

Option 3

What do you LIKE about Main Street Segment Option 1/2/3?

| | | |
|--|--|--|
| <ul style="list-style-type: none"> • The enhanced crosswalks and shorter crossings • Maintains a community feel • Left-turn signal at Home Road • Separation of people who walk and people who drive | <ul style="list-style-type: none"> • The trees and added greenery • Left-turn lanes from 16 Avenue • Enhances crosswalks • Addition of Medians • Maintains a community feel | <ul style="list-style-type: none"> • Improved traffic, supports growth and redevelopment • Added trees and greenery • Visual transition to Montgomery • Street parking |
|--|--|--|

What do you NOT LIKE about Main Street Segment Option 1/2/3?

| | | |
|--|--|--|
| <ul style="list-style-type: none"> • This option does not change or improve enough • Increased congestion • Does not encourage redevelopment of businesses • Poor pedestrian environment created by congestion, idling and fumes • Narrow lanes | <ul style="list-style-type: none"> • Too many traffic signals • Cost concerns • Not enough travel lanes • Increased congestion | <ul style="list-style-type: none"> • Longer pedestrian and bike crossings, need pedestrian overpasses • Cost concerns • Too many travel lanes • Too many traffic signals • Divides north and south Montgomery |
|--|--|--|

How would you IMPROVE Main Street Segment Option 1/2/3?

| | | |
|--|---|---|
| <ul style="list-style-type: none"> • More street lighting • More travel lanes • Enhance the visual environment. • Use back lanes for business access | <ul style="list-style-type: none"> • Add pedestrian overpasses • Create a bypass (tunnel) | <ul style="list-style-type: none"> • Fewer accesses from 16 Ave for traffic flow and to reduce cut-through traffic • We should be reducing traffic and personal vehicle use • Create a bypass (tunnel) • Remove plants from medians |
|--|---|---|

Alternate Intersection Options

What do you LIKE about the Alternate Intersection Options?

- Manages traffic flow
- Fixes the skewed intersections
- Enhanced/safer crosswalks
- Left turn lanes onto 16 Avenue

What do you NOT LIKE about the Alternate Intersection Options?

- Concerns about reduced access at Home Road – that it would increase cut-through traffic in the community
- Too many traffic signals



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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

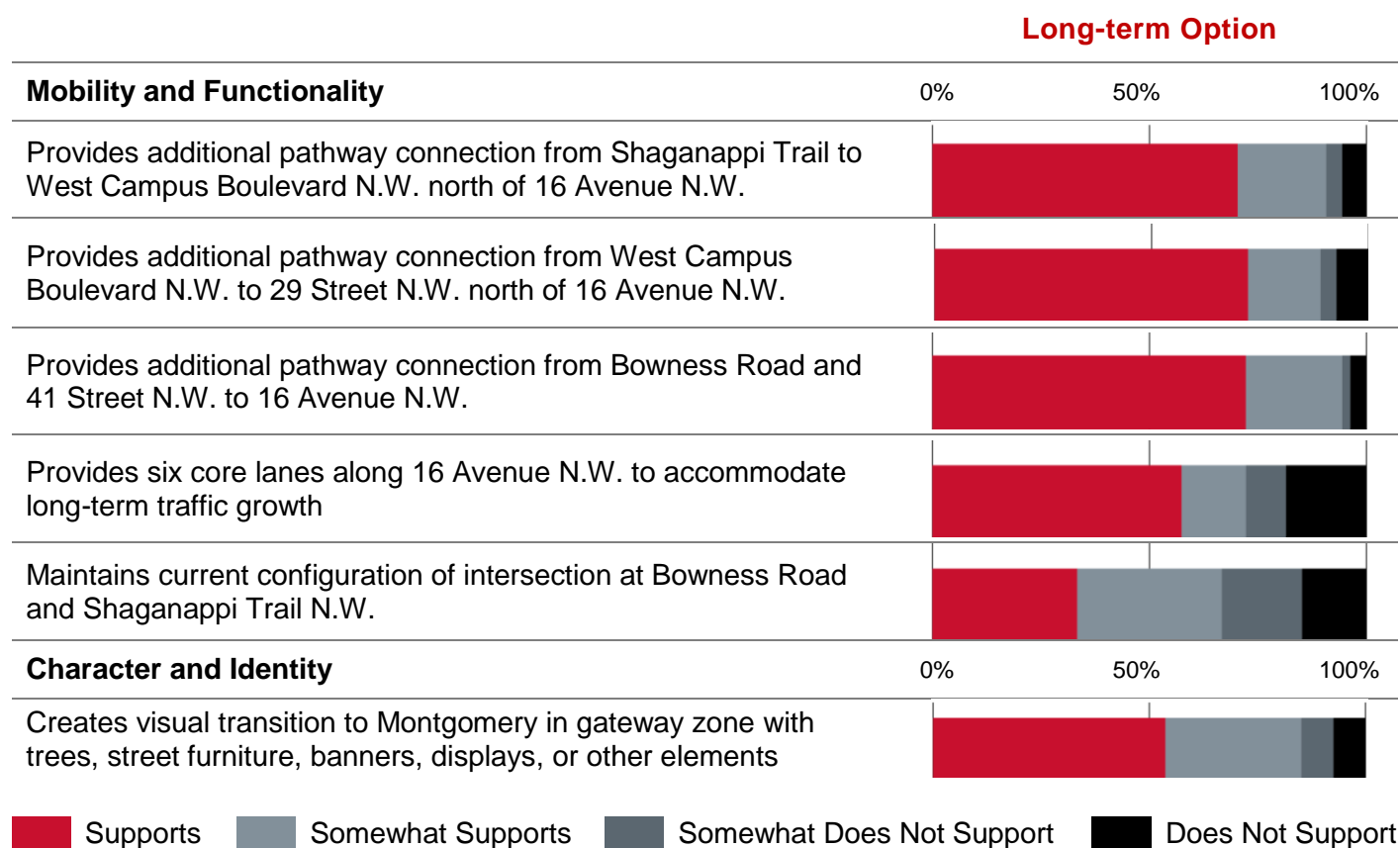
- Increased congestion on community roads
- Cost concerns

How would you IMPROVE the Alternate Intersection Options?

- Do not change anything
- Do not close Home Road
- Close Home Road on the north side of 16 Avenue instead
- Close Home Road completely, put a traffic circle in at Bowness Road and Home Road
- Close Montgomery Avenue completely or reroute it to 44 Street

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

Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles





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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

What do you **LIKE** about the East Segment Long-term Option?

- Increased pathway connectivity
- Add pedestrian overpass
- Wide lanes

What do you **NOT LIKE** about the East Segment Long-term Option?

- Option does not change or improve enough

How would you **IMPROVE** the East Segment Long-term Option?

- Reduce the number of travel lanes
- Improve the intersection at Shaganappi Trail and 16 Avenue, and at Shaganappi Trail and Bowness Road
- Add bus-only lanes or queue-jumps to improve transit and traffic flow

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, "[illegible]."

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

Option 1

1. Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles

a. Mobility and Functionality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Provides four core lanes of travel along 16 Avenue N.W. | 63 | 20 | 10 | 19 |
| Connects Shouldice Park, Bowness, and Montgomery with continuous pathway north of 16 Avenue N.W. | 73 | 17 | 5 | 16 |
| Connects Trinity Hills, Wilson Gardens, and Bowness with continuous pathway over 16 Avenue N.W. at Sarcee Trail | 70 | 17 | 7 | 15 |

b. Character and Identity

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|--|----------|-------------------|---------------------------|------------------|
| Creates a visual transition to Montgomery in a gateway zone with trees, street furniture, banners, displays or other elements. | 58 | 25 | 10 | 16 |

2. What do you LIKE about West Segment Option 1?

| |
|---|
| Low cost. |
| "Keeps 4 lanes of traffic through Montgomery |
| Encourages drivers to use Ring Road, Sarcee, Crowchild, Deerfoot |
| Makes 16th Ave a feeder to communities rather than a through road |
| Respects Bowdale residents |
| Forward looking when fewer cars and alternate transport is the norm |
| No property impact" |

| |
|---|
| Lower cost. Manages traffic within existing conditions at rail bridge & Bow bridge. |
| Keeps 16 Ave to 4 lanes. Encourages traffic headed beyond Crowchild to use existing major accesses - Sarcee, ring road, Crowchild, Deerfoot. Focus on communities, people, environment. Respects Bowdale Cres residents. More forward looking - when fewer cars and more alternative transport is the norm. |
| This isn't a true option. 4 lanes will not support the doubling of traffic expected on 16th Ave. |
| I like the innovative ways the city of Calgary Planning department can find ways to throw money away. Suggesting removing a bridge completed less than 4 years ago is incredible irresponsible. |
| The sarcee Interchange is better than the current configuration with wired ramps but not worth the money to change. Like the bike path though, see people rideing through the snow/ dirt next to the road all the time in this section. The connection across 16 ave is good too |
| Defer this for a few years, we dont need to be spending this money. Give people a property tax break instead. |
| It is just local traffic place for day today business. |
| should be cheapest option |
| Its simple |
| More road lanes. |
| Lower cost. |
| Really like pedestrian access from Bowness to trinity paskapoo slopes on sarcee trail! |
| Nothing |
| Upgrading of pathway system to build better connection points between communities. I assume less impact on bow river and adjacent park ecosystem (have you done a study to look into this with the 6 lane bridge proposed?) |
| Maintains the number of lanes on 16th Ave to 4 lanes instead of 6. Keeps the cost down with using existing bridges. Extends pathway between communities |
| nothing |
| Comment - the CPR crossing is so derelict and it is at the entrance to our city, improvement badly needed. Also the underpass for it is unsafe; the lanes are too narrow and the right is often puddled, eastbound. |
| Upgrades are not as invasive as option 2. I am so happy to see a pathway being put in along 16th and across Sarcee! |
| Connection Shouldice, Bowness and Montgomery with continuous pathways and improving the visual transitions to Montgomery. 16th AVE is an eye sore and it needs improvement as it's what welcomes people into Calgary coming in from the mountains. |
| it slows down traffic in the community of Montgomery |
| I like the increase in pathway connections and the longer merge lane. |
| I like the expansion of lanes for future traffic volumes. |
| WIDER ROAD, MORE CONVIENT |
| Relatively minimal disruption; bike and walking connectivity over the Bow River along 16 St. |
| Does not make the after larger |
| Lower cost, less contruction |
| Does not increase footprint of roadway. Best option to minimize the increase in traffic on 16 Ave NW. If council approves a Speed limit reduction to 40 Kms., will encourage more vehicles to use Crowchild Trail for East / West travel vs 16th Ave NW |
| Does not add additional lanes to 16th Avenue. Limited throughput potentially reduces development demand further west and encourages redevelopment of established areas of City. |

| |
|--|
| Cheaper cost. Includes improvements for active travel along the corridor and across major roadways, linking communities. |
| It caters for mobility users other than cars |
| "No new lanes. |
| Better pathways. I bike and run between Montgomery and Bowness a lot." |
| Traffic flow is maintained. |
| Bike path, traffic circles, more lanes |
| It maintains what is existing and provides easy access to the communities adjacent |
| Not much. Need MINIMUM 6 lanes on 16th |
| Connection of the pathway systems |
| NOTHING!!! |
| It doesn't add more unnecessary car lanes. |
| Low cost |
| I like the pathways. |
| The visual transition to make the Montgomery neighbourhood more civilized as opposed to just some businesses off of the highway. |
| These aren't real options, and the questions are just asking if you read the diagrams. Both options are bad for anyone not in a private vehicle. |
| everything looks great |
| Least cost option |
| Minimizing impact. |
| I do not like option 1. Only would agree with upgrade if it included additional road lanes and speeds up traffic in the area. |
| Less cost |
| Same access, more beautification. |
| It uses existing infrastructure and doesn't unnecessarily spend city money that could be better used promoting public transit, bike infrastructure, or anything but building more roads. I like that it doesn't build another bridge over the river. |
| It is cost efficient and allows for inclusion of cycling and pedestrian connection over the Bow River, adjacent to 16th Ave. |
| I like that it costs less and does not affect nearby property value. |
| additional bike path connections |
| Lower cost, shorter construction time |
| This option will reduce the amount of construction through the area, making life easier |
| Will be easier to travel in a vehicle |
| that it has less impact on residences. |
| Except for the Sarcee interchange It is litterly almost the same as the current traffic arrangment, nothing to say about it. |
| Little. It continues the CoC fight against vehicular traffic which, given the historical development of the transportation network is naive at best. |
| Nothing. |
| Didn't take away any more lanes on 16 av. |
| New pathways systems improve connection |
| The pathways north of highway for bikers, right now the best (but much longer) option is to take Bowness Rd. The pathways to Trinity Hills will be crucial with the developments there and |

| |
|--|
| Sunnyside. The removal of direct access to 29th St, it is not safe how fast you have to change speed to merge. |
| The Sarcee interchange section |
| More cost effective, less construction impact |
| Still feels more like a community and less like a highway |

3. What do you NOT LIKE about West Segment Option 1?

| |
|---|
| If traffic is going to increase significantly over time, option 1 will create a bottleneck to get in and out of the city. |
| Likely to be more congested without 6 lanes but cost is an issue. No change to the dangerous new merge lanes from southbound Sarcee. Some nuisance removing access at 29th St but people can adapt. |
| Fails to connect Hextall bridge pathway with 16 ave. pathway on west side of Bow. Is it possible to have a dedicated pathway through Bowness for this preferably along the west bank of Bow? |
| This isn't a true option. 4 lanes will not support the doubling of traffic expected on 16th Ave. |
| The loss of direct access to LOWES would kill the business area and further subjugate an area to more hardships to the lower income area. |
| It seems wired that the Hwy 1 freeway that does not have a stop light from Golden BC till here with speed limits of 110km/h suddenly becomes some 4 lane mainstreet with a gauntlet of signal lights and 50km/h. Hwy 1 needs to be realigned or bypass the main street under ground |
| Option 1 doesn't make much of an improvement to the current situation. |
| Stop spending money for a little while. |
| No transportation corridor. No through traffic. |
| Only 4 lanes of traffic on a major Calgary roadway |
| reminds at 4 lanes.... |
| No access at 29 Avenue. Not acceptable to funnel all traffic through Sarcee exchange |
| The people that don't want more lanes. |
| Results in inevitable future expansion at increased cost. Removes access to 29 Avenue NW. |
| Lack of access to 29th, narrow bridging, lack of continuity of lanes in future. |
| No design initiatives to reduce traffic speed so that when vehicles enter bowness/montgomery communities they are not speeding |
| Does not allow increased traffic flow. |
| that it doesnt increase lanes |
| no additional traffic lanes, narrow lanes and shoulder at railway bridge continues to be dangerous, narrow bridge over Bow River with minimal pedestrian access over Bow River |
| Losing access to 29 Street but if is a dangerous weave zone so it's probably for the best. |
| That there are no pedestrian/bike overpass bridges across 16th AVE (ie at 43rd street there should be one). |
| does not support improved traffic flow and future transportation needs and does not allow for trees and greenspace |
| It seems like it falls short of being a good long term investment. I also don't like cutting off access to existing areas. |
| Please do not put bike traffic on this roadway or make accomodations for cyclists, we have the regional pathway sytem to keep cyclists in motion. |

| |
|---|
| Very narrow (perhaps impractically so) pathway for bikes and pedestrians across the Bow with little or no separation from traffic. Loss of access to 29 Ave, which makes it really easy to get to the hardware store (Rona) today. |
| Still too car centric... Need two lanes to be committed to transit |
| No bike path |
| Poor quality pathway connection across Bow River. Asking people to walk or cycle on a narrow sidewalk, next to heavy traffic, will provide limited benefit. Pathway connection to Trinity Hills requires significant additional travel distance. |
| It doesn't confirm that the pathway will be continuous under Sarcee (is this a tunnel)? If its a crossing then this is not safe. If its a tunnel then thank you! |
| Too much focus on pedestrian options for a major transportation corridor on the trans-Canada highway. This invites incidents by mixing the two when the focus should be on separation and moving pedestrians away from the major Transportation corridor. |
| It doesn't alleviate traffic backups and congestion |
| Not enough lanes on 16th. |
| This area does not need to welcome more transients |
| retaining the 4 core lanes of traffic on the 16th avenue. Given the amount of traffic the heads out of the city or into the city on 16th ave there is a need to expand the lanes to help with the flow of traffic. Especially, to help alleviate congestion during rush hour and accidents. |
| I do not like the biased nature of this poll. e.g. "provides four core lanes" does not describe the issue - which is poor traffic flow. |
| Could use improved cycle and walking connections |
| Ought to be 6 lanes |
| Lack of future-proofing |
| (1) I live in Bowness and part of the appeal is that it is quiet compared to other parts of the City ie. along Richmond road. Part of the reason is the low speed limit and that there are only 2 lanes. (2) I think the City should wait until the ring road is built to see if it is necessary. |
| There is less room for traffic, and no extra lanes for future increase of vehicle flow through the corridor. |
| Terrible cycling and pedestrian facilities. |
| No increase to traffic lanes. |
| Losing access to 29th. |
| Need 6 core lanes or more. Worth the investment long term. Do it right while you are working in the area. |
| Not much different to existing infrastructure |
| Loss of access to 29th Street and particularly the Rona would be unfortunate. That of course depends on the Rona no closing which there is no guarantee of these days. |
| CP bridge in its current form. |
| still only 2-lane and no change to CP Rail bridge which is one of the bottle necks... |
| Lack of transit priority measures, especially given increasing population density to the west. |
| I do not like that there may not be enough traffic lanes as Calgary grows. |
| nothing |
| Less expansion ability for future traffic increases. |
| Too much emphasis on pathways. |
| All current problems remain, narrow pathway, no shoulders, 4 lanes, no median |

| |
|---|
| Initiatives which aim to impede the smooth, efficient and effective movement of traffic throughout the city seem rather selfish. |
| No increase to 16th avenue traffic capacity. |
| No access to 29 av. Pathway on the north side of a very busy 16 av... not a comfortable place for a pathway. |
| Still only 4 lanes of traffic on EB/WB 16 Ave |
| That the on ramp safety isn't addressed |
| 4 lane undivided (dangerous) bridge still remains. Narrow non bike freindly pathway next to the Hwy also remains on the bridge. No real changes to the current situation. |
| No improvements to active modes connection across the Bow River |
| The Sarcee trail interchange and the old infrastructure which isn't wide, nor safe enough for pedestrians and drivers |

4. How would you IMPROVE West Segment Option 1?

| |
|--|
| remove traffic lights, close side streets, put in alternate intersection concepts for Home Road. |
| "Remove Hwy 1 designation from 16th Ave |
| Better protection of Bow Bridge pathway from traffic |
| Consider widening Bow Bridge pathway to make it more functional |
| Connect Hextall bridge and 16 Ave pathways on west side of Bow. As a cyclist, I use Hextall, 31Ave, 67St, 32Ave, ~600m longer than Bow Bridge" |
| Fix the merge lanes from southbound Sarcee Trail. |
| More attention to planning cites for people -- consistent with Calgary's planning directive. For example, even more beautification and safe, pedestrian and bicycling routes. Better ways to slow down traffic as it approaches Bowness and Montgomery. |
| Pathway improvements working with existing infrastructure not against it, Traffic calming is a terrible waste of money and using pedestrians as human speed bumps is not okay! EG. the bow river pathway redevelopment. |
| Change the Sarcee Interchange so that the main freeflowing 6 lane movement is From Hwy 1 East to Sarcee south simmlar to Deerfoot at Peigan/Barlow. Make Sarcee a Freeway to Glenmore and then Extend Glenmore East of Calgary to connect to Hwy 1 near Strathmore. Make that the East/west crosstown. |
| By not spending money tight now. Defer this plan for a few years, let the economy start to crawl back. 8% of Albertas economy has been wiped out because of the pandemic. Now is the time to tighten the belt and run a lean budget. |
| Divert through traffic to stony trail. |
| More traffic lanes |
| make 6 lanes |
| Continue access to 29 Avenue |
| More lanes |
| Enhance Sarcee N to 16 Avenue E to improve safety. |
| Widen bow river bridge, and underpass at CPR bridge. Add access to 29th street. |
| Add design initiatives to ensure vehicles are travelling at appropriate speeds through bowness and montgomery |
| Use Option 2 |

| |
|--|
| adding more lanes |
| expand Bow River bridge to accommodate wider vehicle lanes and expanded pedestrian lane |
| Put at least 1-2 overpass pedestrian/bridges along 16th Ave to connect to river pathways from Montgomery. |
| Please eliminate the transient population within the community, as we as a neighbourhood (Montgomery) have seen a drastic increase in crime since moving here in February 2018. Please relocate the bottle depot and close the motels along the highway that draw unfavourable crowds to our neighbourhood. |
| make it option #2 with using the setback and increasing to 6 lanes with greenspace |
| I think 6 lanes is a better design long term. This road is crowded already and it is meant to be a major route through the city. |
| Connect all park spaces from Hextall Bridge and Edworthy Park |
| Improve width and separation on bridge over Bow River. |
| Commit two lanes too transit and active travel |
| Add a bike path |
| Build a dedicated active travel bridge across Bow River, separate from and north of existing Bow River Bridge. Make sure crossings of roadways are multi-use crossings and designed to convey cyclists, as well as pedestrians, safely and efficiently. |
| Add pathway signage as the routes are not easily navigable |
| Relocate building entrances to side streets, eliminate pedestrian crossings and traffic signals to limit amount of mixing of conflicting priorities. Don't waste money on costly to maintain planters like memorial drive. Focus on using stocked standard signals and street light poles to minimize costs. |
| Make sure pathways are set away or divided well from vehicles so we feel safe on them year round. Also, like pedestrian bridges and tunnels instead of crosswalks fir busy faster streets. |
| Think about timing of lights, dedicated express lane that could help prevent congestion in the area. |
| Use the plan from option 2. |
| Do not make the area walkable and livable for homeless |
| Be more honest and forthright. Call 16 Avenue the TRANSCANADA HIGHWAY #1. 16 th Avenue is no way the "Mainstreet" of OUR COMMUNITY. Eliminate this option as being grossly inadequate to all but the very few landowners and pedestrians that like to stroll along THE major highway through our city. |
| Would make only improved walking and cycle connections in cost effective ways. Reduce the expenditures on overbuilt roadways we have enough of these and they are costly, unnecessary and contribute to a more car-dependent lifestyle. |
| 6 lanes, widen underneath cp rail bridge |
| Dedicated transit lanes |
| Nothing. I don't think it is necessary or useful. |
| Widen the Bow river bridge to better facilitate cyclists and better protect pedestrians, as well as adding a larger shoulder to make it more feasible to stop on the bridge in an emergency. |
| "More-direct cycling and walking connections. |
| (Also, I don't want to train google's AI to answer the survey :(") |
| all i want to say is please do something about the motels on 16th that are "pay by cash" We get so many crackheads by our house because of it. That is all haha. Oh also the work you're doing on |

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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

| |
|--|
| Bowness is fantastic but while you're at it can you tear that entire plaza down across from notable haha |
| Add additional road lanes and be able to increase speed limit to at least 80km/hr. |
| 3lanes east and west |
| Blend the CP bridge option from option 2 with this option. Consider a dedicated but much cheaper foot bridge over the bow instead of building a second vehicle bridge. |
| see #4 above |
| Add bus-only lanes and ensure all proposed connections from the new multi use pathway to surrounding communities are made. |
| I would focus on adding more lanes for traffic over anything else. |
| nothing |
| Not much you can do here. If selecting this option, you choose lower cost but have to accept that you are at max capacity in terms of the number of lanes for the foreseeable future. |
| Remove a large portion of the pathways. |
| New bridge to south, 6 lanes, full width pathway, (Basically option 2) |
| Facilitate a smoother, faster, more efficient and effective transportation system which allows motorists, goods and services to move quickly and efficiently to their destinations. |
| Make it option 2 |
| Add more traffic capacity on 16 av |
| Add additional pathway EB/WB along 32 Ave NW across the CP rail tracks between 69 St and 67 St NW. |
| And a pedestrian path along 16th |
| Add a seprate multi use pathway bridge across the river upstream. Then use the space from the old sidewalk on the current bridge to widen the road enough for a concrete divider. Or just go with Option 2 |
| Widen the existing pathway across the Bow River |
| Make a direct ramp from Sarcee trail to 16 avenue west. |

Option 2

1. Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles

a. Social and Healthy Lifestyle

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Widens existing north pathway over the Bow River bridge | 64 | 19 | 5 | 12 |

b. Mobility and Functionality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Provides additional core lane in each direction for six core lanes of travel along 16 Avenue N.W. | 67 | 11 | 7 | 22 |
| Makes merge from northbound Sarcee Trail to eastbound 16 Avenue N.W. longer to improve safety | 70 | 20 | 3 | 13 |
| Connects Shouldice Park, Bowness, and Montgomery with continuous pathway north of 16 Avenue N.W. | 73 | 20 | 3 | 9 |
| Connects Trinity Hills, Wilson Gardens, and Bowness with continuous pathway over 16 Avenue N.W. at Sarcee Trail | 61 | 24 | 5 | 10 |

c. Character and Identity

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Creates a visual transition to Montgomery in the gateway zone with trees, street furniture, banners, displays or other elements | 58 | 20 | 7 | 19 |

2. What do you LIKE about West Segment Option 2?

| |
|---|
| opportunity for transit and HOV lanes. |
| Pathway enhancements |
| Improvements to pathways and safety for all users. |
| Pedestrian and bicycle pathways --- improvement over existing but not better than Option 1. |
| would be nice to have more lanes and support better traffic, great for future planning if the city is expected to grow, having more lanes would be a benefit to the people for growing population, also if doing road work there would be fewer interruptions during summer as more lanes could remain open |

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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

| |
|---|
| " - Support 3 lanes of traffic. |
| - Like the median between the East and West Bound lanes on 16th Ave |
| - Like the bike pathways over the River" |
| Not much. |
| The Sarcee Interchange, six lanes, undivided road, pedestrian/bike connections. Put sound walls up though to keep traffic noise out of the park and river. Also consider the high number of people who boat the river when designing the new bridge |
| Defer this planning for atleast a few years. No more soending money. |
| We need to keep local things as local. |
| Best for traffic movement |
| Great design...6 lanes |
| More lanes. This is a core route in and out of city towards mountains |
| Extra lanes and widening of Bow River Bridge. Alleviates current congestion on this segment of 16 Ave |
| There is need for six core lanes sooner rather than later. Drastically improves safety of merge from Sarcee N to 16 Avenue E. |
| Changes to bridges, and interchange style. |
| Expanded pathways into west communities |
| Improved safety; upgrading pathway system to improve connections and widen where possible |
| more lanes sounds nice and a longer merge from sarcee would be good for safety |
| separate pedestrian/bike lane under railway bridge, 6 vehicle lanes |
| Option 2 provides an actual improvement. |
| It will make driving in and out of the city much easier to have additional lanes. |
| I think having 6 lanes is the best option |
| Widening the existing pedestrian bridge over Bow River |
| Expansion of pathways and builds for future transportation needs |
| I love the streetscape aspect and set back on 16th to have more green space and integration with the community |
| This appears to be a good long term improvement. |
| The additional lanes for future traffic volumes. The merge lane for Sarcee Tr eastbound. |
| Improved connectivity across the Bow River for biking and walking; better merging from Sarcee Trail onto 16th Ave. |
| Safer merge from Sarcee |
| Nothing |
| More traffic flow, potential to build a new bike pathway along 16th Avenue |
| Improves active travel along and across corridor. |
| Pathway improvements. |
| Nothing |
| Will alleviate congestion and traffic backups |
| Has enough lanes for now. |
| More lanes for cars |
| the widening helps for traffic flow and safety. |
| the continuous pathways and the lengthening of the merge from sarcee trail to 16th ave. |
| Improving traffic flow is the main priority. Three core traffic lanes in each direction is a great idea. |
| Only the improvements for pathway and cycle connections are positive. |

| |
|---|
| "Adds more |
| Flow" |
| Everything, this is the preferable option |
| Future-proofing |
| Pathways |
| Nothing. This survey is bad. |
| The visual transition that makes Montgomery seem disconnected from the feeling of being a neighbourhood situated on the highway, and makes it more appealing as a community. |
| The increase in traffic lanes and continuous pathway connecting the new communities to the existing communities. |
| CP bridge or nothing much. |
| That it will increase the number of lanes to six core lanes of travel along 16 Avenue N.W. This will increase traffic flow in a congested area. |
| The three lanes each way |
| The extra safety for merging traffic is a big plus. |
| More lanes for traffic. Improved bike lane s |
| The CP bridge |
| This gives better traffic flow under the CP rail bridge - right now the traffic flows very close to the edge of the bridge going east bound |
| " - six lane highway as it is Trans-Canada - time to enter 21st century Calgary! |
| - CP Rail brige expansion, meaning no or less of a bottle neck effect |
| - adding green trees and green zone" |
| Nothing. |
| I like that it uses existing infrastructure and adds lanes in each direction |
| better bike pathway connections then option 1 |
| More capacity for increased traffic in the future |
| Widening 16th ave over the bow river will make driving much safer |
| transit is improved |
| Adding extra lanes to 16 ave |
| Removes the awful double curved ramp from 16th ave WB to Sarcee, New roundabout on North side of Sarcee Interchange, 6 lanes for future growth, proper full width multi use pathway. Crossing for Trinity |
| Little. The merge lane to 16th from Shaganappi is quite long enough. The only challenge is traffic entering the west hospital entrance crossing over eastbound 16th Ave traffic. More vehicular lanes to facilitate the smooth, effective and efficient movement of goods and services is wise. |
| The extra lanes. |
| 3 core lanes in each direction to proactively anticipate future traffic capacity |
| Increases traffic flow, and removes slow and even sometimes dangerous transitions to/from 16 Ave (i.e. 29 Street and Bowdale Cres). Larger roadways also allow room for more purpose-built dedicated pedestrian corridors that are more enjoyable to navigate. |
| Love that it has a safer on ramp and it is 6 lanes. Also that it has a people |
| The lengthening of the merge lane from Sarcee to the highway is needed. All of the pathways are beneficial. Taking away access to 29th St is smart, merging here is dangerous. |
| 6 lane divided bridge, real pathway conection across the river, Sarcee interchange (with traffic circle and proper bike/pedestrian crossing) Traffic flow will be amazing. |

| |
|---|
| Widened pathway over the Bow River |
| More lanes and more safer for pedestrians |
| Like the addition of pathways under rail bridge to support multi modes and connect people to river and pathway system |
| Nothing |

3. What do you NOT LIKE about West Segment Option 2?

| |
|--|
| "Everything except pathway enhancements |
| Closing Bowdale Cres is quite nasty to the residents there. If this happens, I hope that the city has generous buy out packages budgeted. |
| Little attention to planning cities for people - contrary to Calgary's planning directive" |
| COSTLY! Given the long term financial pain I don't know how you can do this. |
| 6 lanes are detrimental to Bowness & Montgomery community experience. Through traffic should use existing appropriate routes—Ring Road, Sarcee, Deerfoot, Crowchild. Big expense for worsened environment. Conveys a negative message re Calgary's people-centric priorities. Unattractive entrance to City. |
| maybe if costs overrun too much |
| The cloverleaf. Why aren't you removing the highway interchange and normalizing the intersections? Get with the next century. Dinosaur traffic planning is a legacy of bad autocentric decisions of the past. Look how much land is wasted. |
| 6 lane freeways are nice until you suddenly run into a congested bottle neck at the main street. Put the traffic in a tunnel under the main street or build a new Freeway route for 16th Ave Involving Sarcee, Glenmore and a new freeway extending East from Glenmore's terminus to Strathmore |
| We dont need this right now, the current infrastructure works good enough for the time being. Keep it maintained but dont spend money on a major capital project. I was out of work for 5 months and I got a letter saying it was so important to still pay my property tax. Do not spend my money on this. |
| Do not convert in to transport corridor. |
| Sounds very expensive |
| nothing its perfect |
| No access to 29 Ave. Not acceptable to funnel all traffic through Sacree exchange |
| Cost. |
| It encourages increased traffic flow eastward on 16th Avenue through Montgomery. We should discourage traffic along 16th Avenue, which will always find congestion in Montgomery and soon will find a huge congestion forming at 16th Avenue and 29th when the Cancer centre opens. |
| Lack of access to 29th and Wilson Gardens area. |
| "Bringing 6 lanes of traffic directly into Montgomery. This shifts the bottleneck of traffic from further upstream/west that is more 'commercial' directly into the community. There are already issues with people speeding. |
| How will expanding the bridge affect the river ecosystem?" |
| Increasing the number of lanes in traffic into Montgomery would promote speeding in an area where there are businesses, pedestrians and intersections. This could increase the risk for vehicle/pedestrian/cyclist conflicts. I also wonder if this just shifts the bottle neck into a worse location. |
| pedestrian/bike lane west of railway bridge detours north along 68 St and then west on 32 Ave. |
| Not much. Option 2 is the right choice. |

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

Stakeholder Report Back: What We Heard

October 2020 - January 2021

| |
|---|
| No overpass pedestrian bridges over 16th Ave |
| more traffic but that comes with a growing city/community |
| I don't like that some roads will no longer be accessible. |
| No consideration of a pathway connection from Edworthy Park on the south side of river. Business access for Rona might impact them short term until full commercial area built out on old Sunnyside property. |
| Probably the cost. |
| 6 lanes |
| More lanes=more traffic and more cost and more pollution and less active travel and transit... Stop the car madness |
| Higher cost, more construction |
| Adding lanes is costly and could encourage further low-density sprawl along the edges of the City. Induced demand may have negative impacts on communities along the corridor. Pathway beside a busy 6 lane road will be noisy, smelly and uncomfortable for people using it. |
| Extra lanes. Huge cost, extra traffic, more dangerous for everyone but drivers. More localized pollution. Please don't. |
| The minimal changes are not worth spending money on. |
| Seems less pedestrian and bike safe |
| Need free-flow limited-access through Montgomery. Build a bridge over the neighborhood or something. 16th Ave should be 70-80 km/h through the entire city. 50 km/h is ridiculously slow for such a major road. |
| Do not make this a walkable area or more comfortable for criminals and the homeless |
| Rona is cut-off, but that's because I tend to shop there and access it fairly often from 16th Avenue. |
| Substantially reduce the number of traffic lights on 16 Th Avenue. The "visual transition" and landscaping elements are trivial and should have little bearing on the plans |
| I hate that you would be expanded this to be a large freeway standard, we absolutely do not need additional car lanes. It completely negates the pedestrian and cycle connections as the overly wide roadway makes a much more inhospitable place for people instead of cars. |
| Might get overcrowded |
| Impact to homes |
| I think the City needs to wait to see the impact of the ringroad. |
| I do NOT LIKE everything about this. |
| The grading impacts to properties southwest of the CP rail bridge. |
| Impact on properties |
| Existing cpr bridge won't allow for widened lanes |
| Again, losing the access to the Rona is a bad deal all around. Twinning the bridge seems costly and unnecessary for vehicle traffic. |
| Tree removal |
| Too freeway like, ruins the character. It spends a lot of money on infrastructure assuming cars are the future. The city could better put this money to renewable energy, green initiatives, public transit, education... I also don't like how massive the Sarcee interchange becomes. |
| Nothing - it is GREAT! |
| It increases vehicle capacity to the west, discouraging transit use, while also creating a pinch-point at Home Road, when heading east. |
| I do not like that it may affect property value |

| |
|---|
| loss of access to bowdale crescent |
| More cost, longer construction disruption on 16th (there has been soooooo much already!!!) |
| The amount of time construction will take, |
| Too much money being spent to make things look "pretty" and too much emphasis on bike paths. |
| Removal of trees |
| Set up a sound barrier between road and pathway. Can hardly breathe on Glenmore causeway pathway when next to Glenmore trail due to pollution, noise and flying rocks/slush is annoying too. Do not repeat same mistake here. Physically separate Road for pathway with barrier |
| Restrictions on the smooth, effective and efficient flow of traffic represent little more than the Transportation Department's attempts to rationalize past policy mistakes. Main Street initiatives appear intended to try to drive a counter cultural socially engineered outcome. |
| Too much road expensive widening. |
| Nothing. |
| Pathway on north side of a busy 16 av... should be spaced away from it. |
| Potential impacts of new Bow River Bridge |
| Having six lanes is unnecessary. The bottleneck problem is in the Main Street not here. With Stoney SW segment being built a lot of commuters at rush hour times will be off this corridor. I don't think access to Bowdale should be removed. There are too many impacts on residents. |
| Road widening would take away natural land, cost more, and encourage more driving. It would also increase the pressure to widen the "main street" area in Montgomery |
| The Sarcee trail interchange |
| Everything |

4. How would you IMPROVE West Segment Option 2?

| |
|---|
| close side street access. Rezone and close the shady hotels to reduce the amount of crime and theft that occurs and spurs from that area. |
| "Drop from 6 lanes to 4 lanes through Montgomery |
| Drop the car-centric view |
| Keep Bowdale Cres access open |
| Start transition to less car-centric transportation" |
| Any further possibilities between Options 1 and 2 that would be lower cost? Improved transit from the new communities to the west might decrease vehicles. Consider HOV lane for peak hours at least. |
| Reduce to 4 lanes with slower traffic. Design for access to nearby areas - Bowness, Montgomery, University. For destinations near Crowchild and beyond, there are better options than 16 Ave. Add green planting enhancements instead of more pavement. Encourage small, local businesses to locate nearby. |
| plan to build it cost effectively and with quality, maybe have higher speeds in the left lanes since some people like to speed anyways but install cameras if they go over that speed |
| Normalize the intersections. Create a boulevard with slow, fast lanes. Urbanize. Pedestrians first. |
| Entrance to a tunnel that bypasses main street underground or realign the Hwy to use the alternative freeway route with Sarcee, Glenmore and a new East Freeway outside the city. If you build this, consider river users (and fish) when building the new bridge, No piles in the water. Noise walls too. |

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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

| |
|--|
| By giving people a break, we are all tapped out. Do something about the 30% office space vacancy instead. There is a ton of empty street level storefront and smaller businesses that wont reopen. Do something about that instead. This is stupid and wasteful. |
| Leave it as it is. |
| no comment |
| 80KMh |
| Keep access to 29 Ave |
| Enable direct access to 29 Avenue NW. |
| Add access to 29th and Wilson Gardens area. |
| Forgo widening to 6 lanes along Bowness and Montgomery. |
| west of railway bridge continue pedestrian/bike lane adjacent to 16 Ave and westbound exit to Sarcee Trail (roundabout access) |
| Option 2 works as proposed |
| Will need a ramp for pedestrians/cyclists on the bow River bridge |
| Add at least 1-2 overpass pedestrian bridges over 16th Ave |
| Pathway along south side of river to connect downtown to west segments in a full loop. |
| Nothing obvious to me at this stage. |
| Scrap it |
| Instead of wider shoulders, create a protected bike lane along 16th Avenue |
| Build a dedicated active travel bridge across the Bow River, separate from and north of the existing and proposed bridges or, create a more robust barrier to prevent noise, pollution and road spray (winter, rainy days) from impacting pathway users. |
| Don't do it. |
| Leave the existing infrastructure in place and don't change anything. In a time of fiscal restraint ideas like this should not be surfaced or funded for the very minimal benefit. |
| Clearly way find pedestrian and cyclist routes and keep car traffic delineated from bike and people traffic |
| More lanes, more grade separation. Drop the stupid requirement in question 3 about "creating a memorable space". What a load of poppycock. |
| "Work on vehicle traffic |
| Stop spending money on bike lanes" |
| Sarcee/16th avenue interchange would have flyover ramp from N/B Sarcee to W/B 16th. makes the traffic circle areas safer to divert faster moving traffic. |
| Eliminate traffic lights at Home Road and 16 Avenue. put in protected turning lane at 44 street and 16 avenue |
| do not expand the amount of space for vehicles to move. |
| Perhaps sectioning off the core lanes and dividing the pedestrians/bike lane |
| N/A |
| Rethink if the expansion is needed. |
| This is not a real engagement. The survey is mostly asking questions about the existence of design features (and not, for example, the usefulness of those features). No real alternatives are presented. Cyclists and pedestrians have zero choices. |
| Somehow find a way to not impact private property with grading issues. |
| Ensure speed limit can be increased to at least 80km/hr as this is a major roadway. |
| New CP rail bridge |

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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

| |
|---|
| Not build a second bridge. Not make yet another huge merge lane, we don't need those massive merge lanes that engineers seem to love now. |
| - add more trees and shrubs (that should be done in ALL NW communities build between 1997-2015 as it's like a desert) |
| Only expand the project to six lanes if prepared to expand the section through Montgomery to six lanes OR establish the outer lanes as bus-only lanes, recognizing the need for transit due to increased density to the west. |
| maintain access to bowdale crescent |
| I like it as proposed but find ways to value engineer it to reduce costs. Also find ways to stage the construction in a way that minimizes the disruption to traffic flow. |
| With the traffic projected to match Glenmore Trail volumes in just over 2 decades it seems that expanding 16 from 4 lanes to 6 lanes is a good move. |
| Do not remove access to 29 ave. That access is needed. |
| As mentioned above install a barrier separating the Pathway from the road to create a better experience for the pathways users. Also put sound barriers up on East side to keep noise out of sholdice park. Keep the 70 speed limit for noise reduction purposes no 80. 50 is too slow and nobody will obey |
| Ensure that vehicular traffic can proceed to its destination smoothly, effectively and unimpeded by engineered traffic machinations. |
| No need to widen the road. |
| Nothing |
| Move 16 av north side pathway further away from the road. |
| Add pathway to 32 Ave across train tracks EB/WB between 68 St and 67 St NW. |
| Leave it alone |

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

Option 1

1. Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles

a. Social and Healthy Lifestyle

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Plant greenery and add lighting in north and south boulevards | 31 | 20 | 4 | 8 |
| Separate people who walk and wheel from vehicles on a wider pathway or sidewalk with a landscaped boulevard | 31 | 16 | 4 | 12 |
| Enhance connections to Bowness Road N.W. on 43 and 46 Streets N.W | 36 | 16 | 4 | 7 |

b. Mobility and Functionality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Enhance pavement markings at crosswalks to improve visibility | 38 | 16 | 3 | 7 |
| Install new traffic signals at pedestrian crossings and local street accesses | 35 | 13 | 5 | 11 |
| Construct curb extensions on side streets with planting | 32 | 17 | 4 | 11 |
| Narrower vehicle lanes to encourage slower vehicle speeds | 26 | 13 | 16 | 40 |
| Retain four lanes of vehicle travel | 33 | 17 | 4 | 10 |
| Separate left-turn bays with a median west of 46 Street N.W. | 32 | 23 | 2 | 7 |
| New protected left turn at Home Road N.W. | 29 | 20 | 5 | 7 |

c. Character and Identity

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Create visual transition to Montgomery in gateway zone with trees, street furniture, displays or other elements | 32 | 17 | 2 | 12 |

d. Economic Vitality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|--|----------|-------------------|---------------------------|------------------|
| Limited or no use of setback areas south of the property line on the south side of 16 Avenue N.W | 21 | 10 | 12 | 9 |

2. What do you LIKE about Main Street Segment Option 1?

| |
|--|
| create safer walking and crossing for pedestrians and bikers |
| "Option 3 dislikes are not available! Here they are: |
| 6 lanes - crossing by foot, wheelchair, bike is unsafe and unpleasant. |
| Option 3 goes against Calgary's people-centric priorities. |
| Big expense for worse environment - option 3 is lose-lose option for everyone" |
| Maintain 4 lanes on 16 Ave. 3 m. pathways on each side. Narrower lanes in keeping with community atmosphere and traffic slowing. Some improvements to attractiveness. Some additional traffic lights. |
| Protected turn at Home Rd. Separating peds & wheelers from traffic. Respects existing businesses on south side of 16th Ave. More in keeping with City Main Street goals. |
| "It's not a valid option. 4 lanes won't be enough to support the growth of 16th ave. |
| It's not worth commenting on the rest." |
| Side street curb extensions. Wide sidewalks. |
| It is the right idea, creating those types of streets, unfortunately Hwy 1/16 Ave is not the right road for this kind of development. Nobody will want to walk or bike next to it. |
| How out of touch is the City? We don't need this, STOP. |
| cheapest option |
| "Enhanced markings. |
| Turn bays." |
| I do not want to encourage increased traffic flow through Montgomery on 16th Ave. When Stoney Trail south opens and with improvements on Sarcee, increased traffic should be absorbed on those arteries, lessening flow through Montgomery. Congestion on 16th will increase at 29th soon. |
| Nothing. |
| Improved pedestrian/cyclist pathways, narrower lanes to promote slower speeds, shortest length of crosswalks, maximum flexibility for redevelopment of south properties |
| nothing |
| Comment - widening to six lanes will only increase traffic when we need to decrease vehicle use and encourage transit use or the bypass. Also pedestrian and bicycle crossings suffer with wider lanes. I can see widening a bit for a centre boulevard for traffic calming. |
| Not much. Option 1 is worse than what is currently in place. |
| I like that it will be easier to turn left onto and off of 16th avenue to access businesses and the community |
| Greenery and more hospitable in general. |
| Separate sidewalks from the road. It is a very dangerous road to walk beside as a pedestrian. A fair number of kids cross 16th Avenue everyday to get to school and back and we have to make this safer for them. |

| |
|--|
| Improves current transit, pedestrian and beautification concerns. |
| Protected left hand turns at Home Road and 49 Street (if I read the figure correctly); lights at 46 and 43 Streets. |
| Lighting and crosswalk visibility |
| Least cost, least cars, most livable |
| Not much |
| Low cost |
| Retains 4 travel lanes, creating a more people-scaled environment. Keeps crossing distances shorter for cross-corridor travel. Establishes formal bicycle connection between Bow River Pathway and 43rd Street bike corridor. |
| Traffic light at 43rd street will save lives. So dangerous to cross on foot there. |
| It provides more safety to Montgomery community |
| I like that people walking or wheeling will have more space and separation from traffic. Slower traffic speeds are welcome for the safety of pedestrians crossing |
| Nothing. Stop narrowing lanes. Stop building curb extensions. Stop the war against the car. Raze the entire community southwest of 16th Ave, widen 16th to 6 lanes and grade separate, and turn excess land into a park by the river. Montgomery is run down anyhow, just get rid of it. |
| It looks like people are trying, |
| I like that this seems to be simple and only has the necessary items. |
| Limited or no property reduction for property owners on 16 Avenue. |
| Protected Left Turn at Home Road. Adding greenery, lights and landscaped boulevard. |
| I do not like option 1. Need to add additional roadways and not introduce additional traffic signals. This is a major roadway and access needs be limited to prevent the congestion and increase traffic flow. |
| keeps a level of cohesion between both sides of montgomery, narrow road, separated side walks |
| I like the aesthetic plan and the improved pedestrian crossings. |
| Separation of walk/wheel from traffic. |
| Nothing. |
| Reduction of traffic/flow along 46ST should aid in residential traffic. |
| better pedestrian crossing safety at 43, 44, 45 and 46 st |
| Low cost, low construction impact |
| Nothing. |
| I think option 1 is the most practical option given the current economy. I like how the plan is leveraging off of existing infrastructure to make the corridor more safe. |
| ...the fact that there's trees is nice? Protected left turn at home road (if the current, horrendous light timing is improved). |
| Good for Pedestrians, attempt to enhance public space, left turning bays for cars. |
| Shorter pedestrian crossings, maintains 4 lanes of traffic for a better community feel and prioritizing local traffic and residents |
| I like how it keeps the road and surrounding properties intact. |
| Safer crosswalks |
| Nothing |
| Separation of vehicles from pedestrians / cyclists. |
| Only the visual transition to the community (p.11). |
| It maintains a community feel |

| |
|--|
| It is the best short term solution to an issue that commuters face in that area. |
| "Keeps 4 lanes |
| Easier walker and wheeler crossing than option 3 (? , not as good as option 2 - no median.?) |
| Traffic signals at 43 St." |
| It doesn't have bike lanes |
| " - traffic signal at 49 street and 16 ave and turn signal at home road both great ideas, long overdue |
| - enhanced connections to Bowness Road (AKA Montgomery Drive)" |
| Nothing. |
| More traffic control for crossing 16th Ave as either a pedestrian or a vehicle. Hopefully makes it easier to turn north towards Montgomery from 16th Ave. |
| separated active transportation. shortest crossings. |
| I like that this plan seeks to maintain this section of 16th Ave to 4 lanes of traffic, and I like the curb extensions at intersections. |
| The best option - I like it because it puts people first, cars second. |
| Trees are nice |
| lowest cost |
| shortest pedestrian crossing north-South |
| Visually more appealing. Outside of rush hours it might be worth visiting tp walk around. |
| No useless and unwanted bike lanes or bus lanes. |
| Retains four lanes, making it less of a barrier for people travelling across the corridor, especially walking and cycling. Remains more people-scaled. |
| Not much |
| More greenery |
| Shorter pedestrian crossings |
| Maintains 4 lanes, better for pedestrians (especially the light at 43rd St.) |
| I like that it is a cheaper option. I like that it has more traffic lights and an additional pedestrian crossing light. We live south this section and have to cross to take our kids to school. |
| No bike lanes |
| Not much |
| The trees that will be on the south side of the BLVD, as well as the sidewalks |
| Best use of public space to balance existing land use, existing vehicle lanes, and maximizing the pedestrian realm. |
| Lower cost, less impact on the current businesses. Money is tight, if we can't go to option 3, just stay here. |
| Doesn't disrupt the status quo |
| The amount of greenery on the street. Wider sidewalks. |
| Nothing, this is the worst option |
| Short ped crossing. Won't improve safety at 43 St., but won't make it worse. Love signals at 43, 46, and 49 St. Always an issue turning left/north on 16 Ave during PM rush. Please include left turn signals for eastbound traffic. |

3. What do you NOT LIKE about Main Street Segment Option 1?

| |
|----------------------------------|
| side streets remain open. |
| Not as much greenery as option 2 |

| |
|--|
| Lack of medians to support left turns and add attractiveness. Not enough green plantings. Not sufficient visible enhancement. |
| Doesn't address the traffic issues much. |
| "It's not a valid option. 4 lanes won't be enough to support the growth of 16th ave. |
| It's not worth commenting on the rest." |
| 4 lanes of vehicles. |
| It does not Support separating people from traffic and creating memorable experiences. I don't understand the city, why use the major roads for pedestrians and bikes (like me) when when it is much preferred to ride/walk on small feeder roads. Shag study is did the same mistake. Nobody will use it. |
| it will snarl vehicle traffic in the area. IT IS THE TRANSCANADA HIGHWAY, NOT a main street |
| "Traffic lights for no reason. |
| Need more than 4 lanes sooner rather than later. |
| Curb extensions are a waste of money." |
| Basically the entire Plan. The area needs a thorough redevelopment, not a maintenance of the current outdated design. In particular, the lack of lane continuity (six lanes) is a horrible idea given traffic patterns. |
| No improvements to transit |
| no additional vehicle lanes, minimal consideration for pedestrian traffic, does not encourage redevelopment of business through the corridor |
| Everything. It is worse that currently designed. |
| This option appears to be restrictive to growth, this is already a busy road. There are too many traffic lights in a short space, recommend removing some. Perhaps a pedestrian overpass instead of some would be helpful. I expected a pedestrian overpass at 43rd street and it isn't in any option. |
| No pedestrian/bike bridge over 16th Ave for safety. There should be one installed at 43rd st |
| Does not address long term traffic volume changes forecast for roadway. |
| I feel like more greenery/trees/plants will help turn it into more of a pedestrian attraction. |
| Potential for congestion due to cross-traffic at 45 and 44 Streets; doesn't seem to do much at the streetscape level (which currently leaves much to be desired); intersection with Home Road remains awkward. |
| Don't switch crosswalks to traffic signals |
| Still too many cars and not enough active travel and transit |
| Wish we knew about this before road construction started on this project. Seems the city is determined to waste money putting medians in everywhere that don't do much but people will smash into in winter months |
| No change to pedestrian safety |
| No definitive provision to accommodate bicycle access, only "pathway or sidewalk", indicating bicycles may not be accommodated, or poorly accommodated in a mixed environment, reducing pedestrian comfort. Still long pedestrian crossing distances. |
| Underwhelming, more needs to be done. |
| The addition of 4 traffic signals will impact traffic flow and potentially cause frustration for drivers. Pedestrian activated traffic lights disrupt traffic more than crossing lights. If the lights can be timed or sequence to minimize stop and go that would help. |
| Not enough lanes on 16th. Not wide enough lanes. No grade separation for 16th Ave. |
| needs trees, and enhanced lights |
| I think its fine. I |

| |
|--|
| Lack of trees and relative lack of other greenery. |
| Narrower traffic lanes |
| I do not like the added traffic signals. Should be more concerned with traffic flow than pedestrians. |
| no room for trees, would have likely minimal impact on making the community appear nicer |
| Too many lights, means more idling and harmful to environment. Will promote vehicles using bowness road to avoid lights. |
| This area has always felt like a mini-industrial zone being on Highway 1. Speed limits would have to greatly reduce to change that feeling. Do narrower lanes also increase chance of collisions? |
| City has a bad record with landscaping, plants often die. Needs to be done right. More lighting is not necessary. |
| Creates a pinch point if other areas of 16th are widened to 6 lanes. Also lack of transit priority, with pinch-points exacerbating delays. |
| raised concrete medians at monterey and montgomery ave will make turning access more difficult, especially for larger vehicles |
| Probably doesn't do enough to reinvigorate the main street area |
| Not enough of an improvement for pedestrian safety |
| The city keeps growing to the west putting pressure on this critical route to Downtown in the long run. As online shopping becomes a bigger reality commercial shipping traffic will increase too. The traffic jams from all the Lights will be unbarable for drivers and people who live and gather on 16th |
| I think if a protected left turn at Home Road is installed, there needs to be calming devises along Home Road to prevent people from speeding. The City may want to consider turning some of the avenues between 19th Ave and 22 Ave into cul-de-sacs to prevent cars from cutting through the community |
| Traffic flow reduced. Congestion anticipated to increase. Pedestrian/bike improvements marginal to insignificant. No room for creating aesthetic appeal. Little incentive to revitalize businesses. |
| Too many traffic signals. |
| This plan with more lights will bottleneck this area more, forcing more traffic onto Bowness Rd. There is no improvement to parking for businesses. |
| More signal lights for drivers still 4 lanes, conjection at lights will make the experience for pedestirans, cyclists and people waiting at bus stops very misirable. (Air pollution, eye sore) and frustrating for drivers. Proper east/west connection needed for drivers in area. No parking included. |
| Limited landscaping/street trees |
| I don't like how it isn't improving traffic flow. |
| 16 Ave does not have a divider or median |
| Everything |
| Limited impact. Changes are small and could do with more if budget allows. |
| 1)Number of traffic lights, 2)Only 4 lanes of traffic on 16Ave, 3)Narrowing of the adjacent streets with curb extensions, 4)Patios and wide greenery patches on both sides, which take up space and reduce the number of traffic lanes, which to allow for 70000 vehicles and access to Foothills Hospital. |
| It doesn't add much for greenery and to beautify the area |
| Option 1 doesn't address the walkability aspect for pedestrians. There are too many driveways from 16th Ave that bisect the sidewalk. As a result, pedestrians are always on the lookout for cars, and drivers always have to slow down or stop on 16th ave. |
| "Missing left turn lanes at many intersections. |
| Missing EB left turn lane into 4411 16 Ave NW (Bow River Pro. Centre) parking. |
| Not sure about traffic signals at 46 St and 44 St; leave as pedestrian signals? |

| |
|---|
| Not as much greenery as option 2." |
| Doesn't expand the road. This is the trans Canada highway not some urban boulevard |
| needs more trees |
| Creates a traffic pinch point, adds little to the pedestrian and cyclist experience, and will impede flow of transit traffic to areas further west due to the pinch-point and inability for transit or HOV lanes to be accommodated through Montgomery. |
| No physical barrier separating traffic from pedestrians crossing 16th Ave. |
| I do not like that there is not an additional traffic light at the 45 St. NW intersection. |
| It looks like bicycles and pedestrians would share the sidewalk. |
| No divider, home road crossing looks dangerous for cyclists. |
| nothing |
| no median between Home rd and 43 |
| Please don't narrow the lanes. |
| That you are considering closing business access. |
| Signalization bias will likely still remain biased to 16th Avenue. No specific elements to improve bicycle travel along corridor. |
| Too pedestrian friendly for highway 1, a primary highway crossing Canada which should have a Transportation focus. |
| No separated overpass for cycling or walking |
| Don't Over compensate for foot and bike traffic at the cost of much needed road space |
| I don't like that it doesn't have more trees or a median. It doesn't look as nice as option 2. |
| It's not 3 lanes. |
| Too many car lanes. 2 is enough. |
| Less efficient transit. We need better transit options in the city, especially during peak hours. |
| With increased development west of the city this will become more clogged and less pedestrian friendly which defeats the point. |
| Doesn't improve the public realm |
| Four lanes of traffic doesn't increase road capacity for what is already a busy road for vehicles, and may get busier. |
| No tree separation between sidewalk and road, lots of signal lights, no turning left lanes on 4 lane road, will lead to accidents and congestion, I will predict a bad pedestrian experience. Drop this option, Option 2 is a lot better for all street users |
| It isn't sustainable if the goal is to accommodate increased traffic flow. Design doesn't really offer many non-vehicle improvements. Doesn't do much to increase bike or pedestrian comfort and security. |

4. How would you IMPROVE Main Street Segment Option 1?

| |
|---|
| There is a larger problem about that stretch. It is unsafe and brings in drugs, prostitutes and thieves. Until the motels in that area are taken down and the buildings are redesigned, there is little hope for economic diversification in that area. |
| "Use option 2 |
| Left turn lanes at Home Road exist. They won't be new. |
| I'm using the checkboxes to say whether this option is the best for the goal, not whether you copied from the plan correctly. |

| |
|--|
| No place for comments on option 3 leads me to think that this ""engagement"" will be completely ignored. :(" |
| Add more medians. Add left turn lanes to enter 16 ave. from both north and south at a few intersections such as Home Road and 44 street where traffic lights are proposed. Currently, left-turners block through-traffic causing unnecessary congestion. |
| Tough call. Not much room to maneuver. |
| This is a main street. Should only have 2 lanes for vehicles. Should definitely have protected bike lanes on the street. Simple trade off to meet Calgary's objectives for complete streets and prioritizing active transportation. |
| If the city really wants to do this to 16th I have two options. Build a tunnel Bypass on this section like they do in Europe. In Europe Cars and Pedestrians do not share streets unlike what your trying to do here. Other Option reroute Hwy 1 onto Sarcee (make freeway) and Glenmore and than East. |
| DON'T DO IT |
| "Don't install expensive and redundant traffic lights. |
| Expand to six lanes." |
| Complete redesign. |
| adopt option 3 |
| Should be at least 6 lanes. |
| I would reduce the number of traffic lights and add pedestrian overpasses. |
| Add a pedestrian/bike bridge at 43rd st. |
| Please have the owner of the building along Bowness Road, across from Notable Restaurant, improve the appearance of the store fronts or rebuild this retail space. It attracts unwelcome visitors to our neighbourhood (Montgomery). Remove transient population from our neighbourhood so we feel safe here |
| Widen roadway. |
| I would add trees to both the north and south sides, add pedestrian bridges at either home road, 43rd, 45st or just home road and 45 street to eliminate the need for pedestrian crosswalks and allow bicyclists and people safe, stress free access to the river pathways. |
| Use more of the setback on the south side of 16 Ave to increase separation, plant trees, etc. |
| Commit two lanes to active travel and transit |
| Leave it be, has worked just fine without your help for ever, it's why people are moving here.. |
| Include pedestrian overpass or encourage pedestrians to cross only at intersections |
| Traffic calming along 43rd Street bike corridor. Definitive plan to accommodate bicycle access along the corridor. |
| Option 2. |
| Minimize the addition of traffic lights but improve visibility of pedestrian crossings. |
| See first answer. Grade separate, more lanes on 16th Ave. Raise speed limit to 80. DO NOT NARROW THE LANES FOR THE LOVE OF GOD!!!!!! |
| needs trees, and enhanced lights, walk ways from main street to the river, between buildings, have businesses facing 16 ave but all towards river |
| Install a median with central lampposts, as opposed to on the sides of 16 Avenue. |
| Additional core road ways. Reduce the number of intersections and traffic lights. Be able to increase speed limit and reduce traffic lights. Utilize back lane as new secondary lane for business access. |
| do option 2 instead |
| Pedestrian bridge at 43rd st. Eliminate lights close off road access from 16th |

| |
|---|
| Reclaim bits of private property on the south side of 16th to make a more public space. Lots of unnecessary and wasted space exists there. |
| Do not consider this option if the remainder of 16th is widened to 6 lanes. |
| Reduce traffic going from residential area towards the athletic park. |
| remove the raised concrete medians at monterey and montgomery ave |
| Increased planting, more pedestrian/vehicle differentiation |
| I have always thought there should be a pedestrian bridge over 16th ave at 43rd street. |
| If your going to make this a main street for community gathering that people will love there needs to be a bypass for the serious traffic. A bridge from Shagg to Sarcee might work (but will never happen for understandable reasons) or a tunnel under 16th (expensive, but worth it in the long term) |
| I think if a protected left turn at Home Road is installed, there needs to be calming devises along Home Road to prevent people from speeding. The City may want to consider turning some of the avenues between 19th Ave and 22 Ave into cul-de-sacs to prevent cars from cutting through the community |
| Limit new traffic lights at local street access to have less impact on 16 Ave traffic flow. |
| Remove some traffic signals |
| Reprogram Home Rd light to have advanced green, eliminates need for controlled intersection at 49th. Less traffic lights, merge lights with pedestrian crosswalks. Ease access to pathways north and south rather than building another set. |
| Cut a 4 lane tunnel under the main street for highway and emergency traffic. Than Create a public realm on top for Pedestrians, cyclists, local traffic and Transit users that people will actually be able to enjoy |
| Improve transit stops along the corridor with heated shelters |
| I would redesign the road to improve traffic flow, however, that is option 3. |
| Leave it alone |
| More effort made to link North and South Montgomery with (a little) less focus on through traffic on 16th. |
| 16 Ave is a major traffic artery which brings traffic from the West of the city and has to allow for fast passing of ambulances to reach the Foothills Hospital. Make another street in Montgomery pedestrian friendly with patio space, etc. Remove traffic lights or put the transit traffic in a tunnel. |
| Provide more buffer between the pedestrian area and shops/homes from the high traffic roadway |
| Reduce the number of driveways by merging parking lots, and changing their access from 16th ave to side roads where possible. |
| "EB left turn lane at 43 St into 4411 16 Ave NW (Bow River Pro. Centre) parking. Left turners often hang up EB traffic. |
| Left turn lanes. The ones at Home Road and EB 46 St exist. |
| Use option 2." |
| Add another lane in each direction. Reduce sidewalks/trees lining the road. Remove middle turn options and make people access businesses on opposite side of road by turning off the main road and use side roads/access intersections at either end of the segment, eg.home road. |
| stylish "entering Montgomery" signage at both ends of 16 ave |
| Do not go with this option, and go with options that implement a MUP on one side of the roadway in addition to widening of the roadway to match improvements east and west of Montgomery. |
| One pedestrian bridge crossing 16th Ave to ensure a safe crossing. |
| I would add a traffic light at the 45 St. NW intersection to improve pedestrian safety. |
| Is there a room for a bike lane on the road surface? |

| |
|---|
| Pedestrian crossing islands and curb extensions. 40km/hr speed limit. Dedicated button for cyclists to cross streets |
| nothing |
| ensure left hand turn signal at 49 st and Home rd. |
| Traffic circle at 16th and 49th. |
| Leave business access as is. Dont screw with those businesses, because unlike the city workers they actually provide revenue and jobs for normal people. |
| Shorten crossing distances (median refuge islands) if possible. Formalized crosswalks on all sides of every intersection. |
| More lanes, less lights, higher speed, no sidewalks, no storefronts. Use a side road for pedestrians and stores. |
| The entire plan is asinine. Put an elevated freeway above the entire road system for transportation corridor use, thereby leaving the existing road system for local use. |
| Pedestrian overpass |
| Left and right Pan turn lanes would assist in traffic flow and safety without having to widen the road |
| I think Option 2 is an improvement over Option 1. |
| Make it 3lanes |
| Too many car lanes. 2 is enough. |
| possibly more plants/trees on the median. Not sure what to do about transit except provide larger buses for those routes. the #1 route is important to many Calgarians. |
| Add trees to shelter pedestrians and other public realm improvements |
| Increase to six lanes. |
| Tunnel the traffic seriously consider it. I visualize a cut 4 lane tunnel carrying cars out of sight. On surface a 2 lane road with parking, buisness, trees, art, bus stops, low community traffic, wide enjoyable pedestrian realm with no major roadbarriers |
| If setback was used to make wider sidewalks, trees and cycle paths, it would make for inviting space. Real question is if there will ever be any businesses that attract pedestrian or cyclist traffic that justifies improvements. |

Main Street Segment Option 2

- Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles

a. Social and Healthy Lifestyle

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Plant greenery and add lighting in north and south boulevards and medians | 37 | 9 | 6 | 5 |
| Plant trees on south boulevard | 37 | 14 | 2 | 4 |
| Separate people who walk and wheel from vehicles on a wider pathway or sidewalk with a landscaped boulevard | 35 | 8 | 6 | 7 |
| Enhance connections to Bowness Road N.W. on 43 and 46 Streets N.W. | 33 | 9 | 3 | 10 |

b. Mobility and Functionality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Enhance pavement markings at crosswalks to improve visibility | 40 | 11 | 2 | 5 |
| Install new traffic signals at pedestrian crossings and local street accesses | 36 | 5 | 4 | 13 |
| Construct curb extensions on side streets with planting | 35 | 11 | 9 | 27 |
| Narrower vehicle lanes to encourage slower vehicle speeds | 27 | 6 | 9 | 16 |
| Retain four lanes of vehicle travel | 32 | 7 | 6 | 12 |
| Separate left-turn bays with medians | 33 | 7 | 6 | 12 |
| New protected left turn at Home Road N.W. | 24 | 19 | 3 | 7 |

c. Character and Identity

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Create visual transition to Montgomery in gateway zone with trees, street furniture, displays or other elements | 36 | 6 | 7 | 7 |
| Provide opportunity in medians for community banners or other displays | 37 | 7 | 5 | 7 |

d. Economic Vitality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Some use of setback areas south of the property line on the south side of 16 Avenue N.W | 30 | 14 | 5 | 7 |

2. What do you LIKE about Main Street Segment Option 2?

| |
|---|
| It's good, middle of the road. |
| Maintain 4 lanes on 16 Ave. Pathways on each side attractively separated from vehicle traffic. Trees on south side. Greenery and lighting. Narrower lanes in keeping with community atmosphere and traffic slowing. Medians with plantings make this much more appealing than option 1. People focused. |
| "Planted median |
| Left turn lanes |
| 4 lanes" |
| Addition of traffic lights at 44th and 46th ST will provide pedestrian safety and it will allow safety for left turning vehicles on 16th Ave from 44th and 46th. |
| Improvements to traffic & pedestrians. More traffic signals may slow drivers down. |
| "Again, this is only 4 lanes so it's not valid and there is no point to consider it. We know this won't work. |
| Besides from that, it's great." |
| It's the right idea for making the area a more active, happy and safer place, the only problem is the heavy traffic has to go somewhere else. |
| Nothing. |
| not much |
| "Enhanced pavement markings. |
| Turn bays." |
| Does not encourage increased traffic flow through Montgomery. |
| Provides more opportunity for beautification, improvements for pedestrians/cyclists, more options for community branding |
| nothing |
| Not much, but better than Option 1. No real improvement from what is currently in place. |
| I like the new trees and that it looks like a safer design than current. I like that it will be safer to turn left onto and off of 16th avenue. |
| More ways to highlight and brand the neighbourhood of Montgomery as a go to destination. Improve visual and functional use of 16th Ave. Make it safer |
| Safer design to connect south residents of community to larger community. 46th St protected turn into community will support business core and allow residents safer passage home. The annexation of the two encroaching businesses in the right of way - this will make a difference to the community. |
| Protected left hand turns at 49 St and Home Road. Left hand turn bays along 16 Ave will improve traffic flow; medians and tree planting will make the roadway "feel" like a main street; makes good use of setback; more even spacing of intersections with lights (relative to Option 1). |
| I like the median that allows humans to cross the road with less risk and stress |

| |
|---|
| Central median promotes a more people-scaled streetscape and a nicer street environment overall. Improved connection between Bow River Pathway and 43rd Street for cycling & walking. Better pedestrian environment. Most intersections do not have channelized right turns. Balanced approach to travel. |
| Median |
| Traffic light at 43rd street will save lives. So dangerous to cross there. |
| The median. |
| I like the separation of traffic with the median and designated left turn lanes |
| Better than option one, but still crap. NEED 6 LANES, NO DEBATE. |
| It has trees and enhanced lights |
| The trees, as well as the central lampposts with opportunity for community banners or displays. |
| This is the most viable option among all bad options. Much modification is required. Keep in mind residents access is top priority followed by smooth flow of traffic on 16 Ave. All extra lights are not really necessary. Much careful thoughts required for any extra lights. |
| This is only viable option but with modifications as suggested in 4) & 5). Remember to always allow a critical left turn on 16Ave onto Montgomery Ave. Keep 46 St junction as is now. Present traffic system works well, any changes should be to improve, not to impede traffic flow, esp for residents. |
| I do not like option 2. Need to add additional roadways and not introduce additional traffic signals. This is a major roadway and access needs be limited to prevent the congestion and increase traffic flow. Should not encourage slower vehicle speeds and be trying to increase speed limit in the area |
| love the median, trees, separation of sidewalks |
| Best option! I like everything. 4 lanes, walk/wheel separated from traffic, reclaimed property for usage in making pedestrian spaces. |
| better design than option 1 with more green areas, better road design overall |
| Nothing. |
| Increased greenery should improve the appearance of the street dramatically. |
| I really like this option. It utilizes a lot of the existing infrastructure with fairly basic but meaningful enhancements. It will truly give the area a mainstreet feel! |
| The median creates a safe zone for people trying to cross on foot. We need a left turn signal somewhere along 16 Ave to cater to Montgomery residents who live north of 16 Ave, and visitors to the Bowness Rd business area coming from the west. |
| It will handle the traffic and be somewhat enjoyable for all users for the next 10 years but will be a major bottleneck 15+ years from now negatively affecting ALL users (pedestrians, cyclists, transit, SOV, HOV) and residents alike. |
| I like how four lanes of traffic are maintained. |
| Good middle option. Supports more greenery and allows slightly better traffic flow off of 16 Ave. Median improves safety, discourages jaywalking. |
| Making side streets more inviting to pedestrians would be good to draw foot traffic to Bowness Rd which is much more pedestrian-friendly. Trees on south side are good for sound barrier, careful they don't obstruct view of pedestrians. |
| It would be great if the traffic volume was not so high and if it was not such a important route for EMS from foothills, Truckers and commuters. Build a 2 by 2 lane tunnel bypass under the route to handle this traffic and you got a great main street for the community. |

| |
|---|
| This appears to be the best option for enhancing the livability and safety of the corridor for local residents |
| I like it's focus on pedestrian and community. |
| Similar to 1 with the addition of South Boulevard trees. Trees are nice, but at the cost of limiting future property development. |
| 1) Separate left turn bays (p10) and 2) Visual transition to Montgomery (p12) |
| Provides the best balance |
| The left turn lane will be most welcomed during rush hour. I also like considered changes to the sidewalk/ treescape. |
| "Keeps 4 lanes. |
| Easier walker and wheeler crossing than option 3. |
| Planted median. |
| Left turn lanes - ones at Home Rd and EB 46 St exist. |
| Traffic signals at 43 St." |
| It doesn't have bike lanes |
| " - traffic signal at 49 street and 16 ave and turn signal at home road both great ideas, long overdue |
| - enhanced connections to Bowness Road (AKA Montgomery Drive) |
| - visual transition at both ends into Montgomery" |
| Improved pedestrian facilities. |
| The additional medians and separation of traffic from pedestrian walkways. Love the curb extensions. |
| I like that this plan does not seem to place the main emphasis on vehicular traffic, but instead seeks to improve the street quality and safety for non-vehicular traffic. I particularly like the stop lights at pedestrian crossings, and the curb extensions at intersections. |
| Hmm. Well, it's better than Option 3 I guess. |
| Dividers are good, Trees are great |
| nothing |
| there is a median between Home rd and 43 st allowing left hand turns as well as right in. The wide sidewalks. shorter pedestrian walkway north-south. Added traffic lights |
| It would be lovely if it wasn't a major transportation corridor |
| Nothing. |
| Retains four lane layout. More people scaled. Less traffic throughput may help limit propensity for City to continue to sprawl. |
| More trees |
| Better for pedestrians, especially the light at 43rd. More medians will help traffic safety and slow traffic. |
| I like the trees, medians, left turn bays and new traffic lights and pedestrian crossing lights. We cross 16th daily with bikes to get our kids to school. I would like if this option forces the southside motels to close because of the crime there. |
| No bike lanes |
| Not much |
| Best for pedestrians |
| Increased greenery and wider sidewalks. |

Best of the options presented, nice decorated median, turning lanes, less signal lights than option 3. However see Improve for better option

Love signals at 43, 46, and 49 St. Always an issue turning left/north of 16 Ave during PM rush coming from west. Please include left turn signal. Shortest ped crossing. Using setback to make wider sidewalks, trees and cycle paths makes for inviting space.

3. What do you NOT LIKE about Main Street Segment Option 2?

| |
|--|
| not bold or transformational |
| No greenery indicated on median between Home Road and 45 st. Pathways rather narrow for two way walking plus bicycles. Lack of space between pathways and streetside tables/furniture. Not clear from drawings that the pathways extend the whole length of the project. (I hope they do.) |
| Effects on the businesses & property on south side. Concern re longer crossing times. More traffic signals could result in more congestion. |
| Again, this is only 4 lanes so it's not valid and there is no point to consider it. |
| One of your goals is to separate Pedestrians from cars, that is not what you're doing. Put the Hwy underground or reroute it to freeways such as Glenmore. Transit connections (helps business and community) in this area would be better with a CTrain line was built from Banff trail to Valley ridge. |
| I am not convinced that this will boost anything economically. The previous upgrade to 16th avenue still has a lot of vacancies along it. WE DO NOT NEED THIS RIGHT NOW. STOP SPENDING MONEY. |
| this should not even be considered, this is Highway 1, the TransCanada, NOT some Main Street. |
| "Doesn't improve on Option 1 much, especially for the cost. |
| Redundant traffic lights for no reason. |
| Curb extensions are a waste of money. |
| Need six lanes sooner rather than later." |
| Expensive to include some property acquisition on south side, for little payoff. |
| Lack of lane continuity (six) is a significant issue in the area. |
| Lack of transit improvements |
| its expensive, doesn't add new lanes. it takes away private property |
| no additional vehicle lanes, minimal consideration given to pedestrian traffic, does not encourage redevelopment of business along this segment, disruption and cost during construction with no significant benefit - lipstick on a pig |
| A lot of cost for minimal improvements. |
| I think there are too many traffic lights, there shouldn't be one at each intersection. |
| No pedestrian/bike bridge over 16th Ave. I really don't understand why this is not in the plan. So many people bike or walk along the river valley and crossing 16th ave can be scary and also disrupts and slows down traffic flow. |
| Protected left turn at Home Road north will not reduce cut through traffic in Montgomery, but rather encourage more. Montgomery needs a traffic design that directs traffic to Shaganappi rather than Home Rd NW - please reconsider and look at a free flow access from 16th Ave to Shaganappi North bound. |
| Maintains awkward intersection angle at Home Road and 16 Ave. |
| Too much space for cars, to expensive |

| |
|--|
| Pedestrian crossing distances are still fairly long. Ambiguous statement of how bicycle access will...or will not...be accommodated along the corridor. No improvements to Home Road intersection for cross corridor bike travel. |
| No room for future development |
| Home road intersection still has challenges. |
| Long crosswalks, no reduced speed limit. |
| I live on Monterey Avenue and there is a tremendous amount of short cutting along monterey ave to access Shouldice park. Removing the westbound left on Montgomery and adding one at Monterey will encourage even more people to short cut through the community |
| Not enough lanes |
| Lack of new street parking. |
| A left turn on 16 onto Montgomery Ave is critically required for residents south of Monterey Ave especially for those in rental subsidized housing and senior care homes. If not it will push all traffic thru Monterey Ave and a traffic lights at this junction is most unnecessary. |
| Not sure if extra lights at 49 St, 46 St and 43 St are really necessary? They will affect flow on 16 Ave and cause unnecessary traffic jams. Also should not restrict 46 St at junc to 1 lane as this will cause traffic going north on 46 to cut thru neighborhood on 15 Ave if they see that jam at junc |
| I do not like the added traffic signals. Should be more concerned with traffic flow than pedestrians. I do not like that it does not add additional road lanes and is trying to reduce vehicle speeds. Need to increase traffic flow in the area as this is a major roadway. |
| nothing, best option |
| Too many traffic lights, |
| Nothing to dislike. |
| Similar to option 1, this creates a pinch point if other sections of 16th are widened to 6 lanes, exacerbates transit delays, and adds traffic signals to the area. |
| Nothing |
| The geometry of the Home Rd / 16 Ave intersection makes both left turns from 16 Ave onto Home Rd drastic, high risk turns. |
| It does not seperate people who walk and bike from traffic. Nobody would wants to bike/walk/gather/live next to a clogged roadway. Divert the major traffic into a tunnel. Then the surface on top can be the main street and a enjoyable experience for people bike/walk/gather/wait for the bus. |
| I think if a protected left turn at Home Road is installed, there needs to be calming devises along Home Road to prevent people from speeding. The City may want to consider turning some of the avenues between 19th Ave and 22 Ave into cul-de-sacs to prevent cars from cutting through the community |
| Congests traffic. Does not fully take advantage of opportunity to revitalize in 16 Ave corridor. Access/egress from 16 Ave is still cumbersome to traffic. |
| Too many traffic signals. |
| Pedestrians/bikes use the pathways and Bowness Rd. Major traffic corridor, focus on flow, plan makes a worse bottleneck with more lights while west segment is expanding? Too noisy for pedestrians to enjoy, poor parking for businesses isn't resolved, needs no lefts except designated lights. |
| All the signal lights on this busy strech of road will create conjection causeing delays for transit, emergency responders (Headed for foothills Hsptl) and commuters. Vehicle conjection also |

| |
|---|
| creates hostile environment for pedestrians and community because of the pollution, noise and bad aesthetics. |
| Possibility that using the bylaw setback will restrict redevelopment of some of the older buildings on the corridor |
| I don't like it for the same reason I don't like option 1. The road in question is a vital traffic flow area and I believe it requires an extension. |
| Similar to 1 with the addition of South Boulevard trees. Trees are nice, but at the cost of limiting future property development. |
| 1)Number of traffic lights, 2)Only 4 lanes of traffic on 16Ave, 3)Narrowing of the adjacent streets with curb extensions, 4)Patios, wide medians and wide greenery on both sides, take up space and reduce the number of traffic lanes, which to allow for 70000 vehicles and access to Foothills Hospital. |
| I don't think that perminant medians are necessary. It doesn't address the vast number of driveways that slow down traffic when drivers are turning. It's unsafe for pedestrians too. |
| "Missing EB left turn lane into 4411 16 Ave NW (Bow River Centre) parking. |
| Not sure about traffic signals at 46 St and Monterey Ave; leave as pedestrian signals?" |
| Doesn't add lanes to the road. Wasted space on side for trees. Nobody actually walks along 16th avenue they walk along the river or bowness road. |
| preferred option |
| This option does not improve the pinch point at Montgomery if other sections are widened to 6 lanes, does not improve transit efficiency through the area (as Bowness Rd is slowed down by new improvements), and duplicates pedestrian and cycling corridors through the area. |
| Still no physical barrier for pedestrians crossing. The traffic lights definitely help, but if you want to avoid impacting traffic, maybe a bridge is better suited. |
| I do not like that there is not a traffic light at the intersection of 45 St. NW. |
| The median, even if the landscaping is maintained (which it never is), takes up a lot of space but doesn't provide much in return. Nobody is going to be having a picnic on the median are they? |
| not enough curb extensions |
| higher cost |
| Please don't narrow lanes. |
| Everything. You ruin businesses and lots for nothing. Way to much work for zero benefit |
| No along-corridor bicycle specific elements. Mixing cyclists and pedestrians could have negative impact on pedestrian realm safety and enjoyment as well as limit bicycle access. |
| I don't like that some drivers might get road ragey if they have to slow down due to congestion and potentially make pedestrian crossings less safe. |
| Missing 3 lanes |
| Too many car lanes. 2 is enough. |
| Median occuppies too much space that could be used to enrich the pedestrian realm. |
| No better traffic flow, It just doesn't go far enough for the expense. |
| Public realm improvements are mostly on the south side |
| Limited to only four lanes, rather than increase vehicle capacity. |
| As a cyclist for part of the year nothing is more annoying than rideing on or next to a busy road, pedestrains think the same way. Pedestrains and transit users will not enjoy 16 ave due to pollution, noise and traffic crossings. You need true SEPERATION |

Restriction at Montgomery Ave may be necessary in option 3, but not here. 43 St enhanced pavement markings - no effect on safety when crossing lights are ignored. Not clear where bikes travel. Sidewalk? Will drivers turning expect to encounter cyclists?

4. How would you IMPROVE Main Street Segment Option 2?

| |
|---|
| completely rethink that portion. How can we make it so that people want to stop in this corridor rather than feel that there's A) nothing there to stop for; or B) unsafe to stop here. |
| Widen median between Home Road and 45 St. and make more attractive. Add dedicated left turn lane access onto 16 ave at traffic lights, especially Home Road. Use more of set back to widen pathway/sidewalk to 4 m. or make separate bike and pedestrian pathways. Beautify to attract small business. |
| "Use of setback area might hinder redevelopment, but more pedestrian traffic might help redevelopment. |
| Chose it over option 1 or 3" |
| Please create a walking path connecting Montgomery to Parkdale. I have seen a lot of people walking to Foothills Medical Centre. They have to walk through the off ramp of 16 ave and Bowness Rd and then they walk through the green space. Montgomery should have walkable pathway to Parkdale. |
| Minimize impact on the businesses. What do they think? |
| The area is wide enough a 4 lane tunnel could be cut under the right away to remove Hwy traffic from mainstreet. Ever Considered a C-train spur form Banff trail to Valley ridge? It could serve Bowness, this main street, Edworthy, the stadium, Trinity, the Hospital, COP and Valley ridge. Study it! |
| Stop spending money. |
| Don't do it |
| "Expand to six lanes. |
| Don't install expensive and redundant traffic lights. |
| Don't install expensive and useless curb extensions." |
| Complete redesign. |
| Could the medians be removed in place of HOV/transit lane or lanes? |
| i don't like option 2 at all |
| select option 3 |
| Should be at least 6 lanes. Should be an option to purchase adjacent properties to allow for a freeway from Sarcee Tr to Shaganappi Trail. |
| I think there should be an option that includes pedestrian overpasses at each end of main street for connection to pathway systems safely away from traffic. |
| Add a pedestrian/bike bridge over 16th ave |
| Please don't allow for cyclists on this roadway we have cycle facilities on Bowness Rd Mainstreets north of 16th and the regional pathway south of 16th - no more cycle infrastructure needed. |
| I would add trees to both the north and south sides, add pedestrian bridges at either home road, 43rd, 45st or just home road and 45 street to eliminate the need for pedestrian crosswalks and allow bicyclists and people safe, stress free access to the river pathways. |
| Nothing, really. |
| Commit two lanes to active travel and transit. |

| |
|--|
| Full signal & crosswalks on both sides of 45th Street intersection. Better leverage median to "protect" pedestrian crossings. Determine how bike access will be accommodated along the Main Street Segment, but not in a mixed-use environment with pedestrians as this is detrimental to both user types. |
| Add pedestrian overpass |
| Use one of the home road alternatives. |
| I would remove the west bound left turn lane onto Monterey ave and keep the left on Montgomery. This will maintain access to the senior homes but discourage a short cut. Turning left on Montgomery is not a faster way to get to shouldice than going to home rd. |
| 6 lanes. Grade separate. Raise speed to 80km/h |
| Should have trees on both sides of the street. and enchanced lights , on the sidewalks |
| Any recommendations I have are covered in Option 3. |
| Implement your alternate intersection options for 44 St & Montgomery Ave but with right turn on Montg Ave to cut at angle to get to 16Ave without going thru lights. Drop turning lane on 16 onto 43St but add turning lane on 16 onto medical centre at this junction, and keep pedestrian crossing lights. |
| Additional core road ways. Reduce the number of intersections and traffic lights. Be able to increase speed limit and reduce traffic lights. Utilize back lane as new secondary lane for business access. |
| Eliminate multiple traffic lights build pedestrian bridge at 43rd |
| It's good as is. |
| Widen to 6 lanes if other areas are widened to 6 lanes, implement transit priority measures, and time all signals to enforce 50km/h speed limit. |
| Reduce traffic going from residential area towards the athletic park. |
| It is great as is! |
| A proposed traffic signal at 46 St and 43 St and 16 Ave is welcome, as this could both make pedestrian crossing safer and offer an opportunity for left turn into the north part of Montgomery. |
| 6 lane tunnel under the current 16th ave is the best bet. Bridges across the river from Sarcee to the Shagganapi/Memorial interchange would ruin the river valley. So would a elevated roadway. Dig out the tunnel and then cover it (like proposed for Crowchild). 3 lanes each direction, 2 SOV 1 HOV. |
| The businesses along this stretch of 16 Ave need to be cleaned up. No matter how inviting the city makes this road for pedestrians, no one will use it due to the clientele the local motels and bottle depots attract. The Red Carpet Inn lets guests book by the month which is unsafe for the community. |
| Fewer controlled intersections to local roads to reduce impact to 16 Ave congestion. Reduce boulevard sizes to better promote traffic flow on 16 Ave. Add gutter turn lanes off of 16 Ave at Home Rd and 43 St. |
| Remove some traffic signals |
| Instead of doing anything to the left turn at 49th, add an advanced left turn to the Home Road light, the only reason people use the 49th left turn is because it is faster than the lights. Add a pedestrian overpass instead of crosswalks, so dangerous in winter and lighting is extremely poor. |
| Cut a 4 lane tunnel for the through traffic to bypass the main street. Then build a main street ontop. Community will benifit from less noise, traffic and pollution and the public realm will be more attractive to all users. Transit, bikes, pedestrians and local traffic can still use the upper road. |

| |
|---|
| Consolidate driveway accesses along the corridor where possible to reduce pedestrian/vehicle conflicts. If a multi-use pathway is constructed, make sure it is clear that wheeled users have priority at intersections. |
| Same reason as option 1. |
| 16 Ave is a major traffic artery which brings traffic from the West of the city and has to allow for fast passing of ambulances to the Foothills Hospital. Make another street in Montgomery pedestrian friendly with patio space, etc. Allow for trough traffic to flow with ease or make a tunnel for it. |
| Rush hour traffic tends to be most heavy on the eastbound lanes in the morning and vice versa in the afternoon. Can we be creative and make 5 lanes and have lane reversal, like on Centre Street North from the bridge up to 22nd Ave? |
| "EB left turn lane at 43 St into 4411 16 Ave NW (Bow River Centre) parking. Left turners often hang up EB traffic there. |
| Ensure that median greenery is low enough that walkers, kids going to school, and wheelers can see and be seen by motorists. |
| Leave 46 St and Monterey Ave as pedestrian signals?" |
| Add another lane in each direction. Reduce sidewalks/trees lining the road. Remove middle turn options and make people access businesses on opposite side of road by turning off the main road and use side roads/access intersections at either end of the segment, eg. home road. |
| entering Montgomery stylish rock wall type signage at both ends |
| Widen the roadway to accommodate better transit movement through Montgomery towards Bowness. This option would give traffic and buses no alternative to the now pedestrianized Bowness Rd. |
| Just limit heights of plantings on center medians. Can impede visuals for drivers trying to cross traffic on 16th Ave. |
| I would add an additional traffic light at the intersection of 45 St NW to improve pedestrian crossing safety. |
| Surely it's possibly to provide a narrower barrier between the directions of traffic that doesn't involve reducing the set back. |
| I would make the dividers proper pedestrian islands. |
| save money and go to option 1 |
| Look at other options than planting trees since there is a utility issue |
| Don't know |
| Don't implement it. |
| Median refuge islands for pedestrian crossings. Formalized crosswalks at every intersection. Add bicycle elements. |
| The entire plan is asinine. Put an elevated freeway above the entire road system for transportation corridor use, thereby leaving the existing road system for local use. |
| Bike overpass on 43rd |
| I think it's pretty good. Can't think of much to improve. |
| Make it 3 lanes |
| Too many car lanes. 2 is enough. |
| Refer to Option 1 |
| Add a signalized intersection at 45 St |
| Six lanes for traffic. |



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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

Operation is achieved by a European solution of putting the vehicle traffic underground. Cut a 4 lane tunnel for drivers. Surface street can be 2 lanes wide with parking for busses and local traffic. Rest can be enjoyed in a wide pedestrian realm far from cars.

Must motivate WB traffic entering Mont. to slow b4 43 St. Downhill flow from FMC makes it easy to far exceed limit. Clandestine monitoring of WB speed will attest. Allowing cycling along 16 Ave without complete physical isolation may not be safe.

Main Street Segment Option 3

1. Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles

a. Social and Healthy Lifestyle

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Plant greenery and add lighting in north and south boulevards and medians | 43 | 14 | 2 | 3 |
| Plant trees on south boulevard | 43 | 15 | 2 | 2 |
| Separate people who walk and wheel from vehicles on a wider pathway or sidewalk with a landscaped boulevard | 40 | 13 | 5 | 4 |
| Enhance connections to Bowness Road N.W. on 43 and 46 Streets N.W. | 43 | 10 | 3 | 6 |

b. Mobility and Functionality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Enhance pavement markings at crosswalks to improve visibility | 45 | 14 | 1 | 2 |
| Install new traffic signals at pedestrian crossings and local street accesses | 41 | 11 | 2 | 8 |
| Construct curb extensions on side streets with planting | 41 | 12 | 6 | 16 |
| Narrower vehicle lanes to encourage slower vehicle speeds | 27 | 13 | 8 | 14 |
| Accommodate six lanes of vehicle travel | 38 | 1 | 7 | 15 |

c. Character and Identity

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|---|----------|-------------------|---------------------------|------------------|
| Create visual transition to Montgomery in gateway zone with trees, street furniture, displays or other elements | 40 | 14 | 3 | 4 |
| Provide opportunity in medians for community banners or other displays | 40 | 10 | 3 | 7 |

d. Economic Vitality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|--|----------|-------------------|---------------------------|------------------|
| Full use of setback areas south of the property line on the south side of 16 Avenue N.W. | 36 | 15 | 8 | 3 |
| On-street parking during off-peak hours | 26 | 18 | 7 | 9 |

**Note: due to a technical error on the engage portal page, responses to the following questions for Option 3 were collected during January 6 – 18, 2021.*

1. What do you LIKE about Main Street Segment Option 3?

| |
|---|
| 1) Improved traffic, 2) Left-turn bays, 3) Visual transition to Montgomery (p12) and 4) Trees on the south side, although the quality of the city planting has a bad record for survival rates. |
| Traffic will flow faster |
| Room for development in the future. More transit access |
| Nothing. |
| Adds driving lanes, no bike lanes |
| " - traffic signal at 49 street and 16 ave and turn signal at home road both great ideas, long overdue |
| - enhanced connections to Bowness Road (AKA Montgomery Drive)" |
| Does not create a pinch point if other sections are widened, while also maintaining pedestrian facilities on 16th, and optimal facilities two blocks north at Bowness Rd. |
| 3 lanes for improvement of traffic flow, street parking available. Even more traffic control. |
| I like that there is a traffic light at the intersection of 45 St. NW as this improves pedestrian safety. |
| Nothing! |
| Nothing |
| Nothing |
| nothing |
| potential street parking |
| Doesn't impede traffic flow |
| More lanes of traffic. |
| There are no elements about this option I like. |
| Pedestrian crossing light at 43rd St. |
| I like that there are trees. I would like it if it causes the south side motels to close due to frequent crime there. |
| It has 3 lanes. |
| This is the worst one |
| Revitalized the community. |
| Signals added at all three currently-unsignalized crossings |
| Six lanes of traffic, wider sidewalks, and some greenery. |
| More lanes. More trees. Bike lanes. Invest now for our future. Don't fix it only for now. Our kids will have to redo it again in the future. Do it right the first time. |

| |
|--|
| Its 6 lanes, but that does not make it better than option 2 since it has more signal lights and therefor will be more conjested |
| Better, sustainable traffic flow. More greenery will improve aesthetic. But will the businesses become an attraction to ped traffic - right now very little to encourage walking or biking to destination on 16 Ave. |

2. What do you NOT LIKE about Main Street Segment Option 3?

| |
|---|
| 1)Number of traffic lights, 2)Narrow traffic lanes on 16 Ave, 3) Narrowing of 16 Ave with medians, 4)Narrowing of the adjacent streets with curb extensions, 5)Patios, wide medians and wide greenery on both sides, take up space, which can be saved from the adjacent property lots for redevelopment. |
| Too many lanes, feels too much like a highway |
| Cost |
| "Crossing 6 lanes of traffic walking, children going to school, or wheeling is unsafe and unpleasant. |
| Further divides Montgomery. |
| Goes against Calgary's people-centric priorities. |
| Big expense for worse environment - lose-lose option. |
| Badly encroaches on businesses." |
| All the extra traffic lights in intermediate intersections. This is the trans Canada highway not an urban boulevard. We should be looking at ways to remove lights from this road not add them. Too much space for pedestrians, nobody actually walks along 16th avenue they use path or bowness road. |
| " - longer pedestrian crossings |
| - 6 lanes further divides community of Montgomery" |
| Traffic signals require timing to ensure optimal flow of traffic and cyclists on adjacent roadways. There is also insufficient transit priority corridor-wide. |
| No trees on north, longer pedestrian crossings. |
| I do not like that this plan seeks to widen the road to six lanes of traffic. This prioritizes vehicular traffic in a residential neighborhood, when we should be promoting non-vehicular modes of transport. |
| The City and Province have spent billions building a ring road so that 16th Avenue can be bypassed - why make it easier to just stay on 16th Avenue for all the through traffic? |
| 6 lanes? are you kidding me this will kill people, kill businesses |
| 6 lanes are you kidding me? This will kill people and kill business in the area. |
| highest cost |
| Too many lanes, crosswalk will be to long. High cost |
| I feel bad for the business owners that they're not getting a charming Main Street, but this is a transportation corridor. |
| The useless idea of HOV lanes. |
| Widening for higher capacity encourages more traffic and supports sprawl. Costs to build and maintain are higher. Community character and "liveability" is negatively impacted and cross corridor travel hampered by long crossing distances. |

| |
|--|
| You clearly have given no thought to the safety of the people in Montgomery. This is an extremely active community that utilizes the bow path network very often with small children. To not include a pedestrian overpass at 43 is disgraceful |
| More lanes for traffic. Will encourage speeding and make it harder for pedestrians accessing the river. |
| We live half a block away and I worry that 3 lanes might make it feel more like a highway going through our neighbourhood. I also wonder if the 6 lanes will be needed with self driving cars and remote working hopefully reducing congestion in the future. |
| It's not 4 lanes. |
| Too many car lanes. 2 is enough. |
| Too much space devoted to automobiles, at the expense of the human-scale environment...will only further the social disorders seen in the area as experienced working at the Esso. |
| Too much money with decreased money in the coffers. The offset intersection, that always causes confusion. The wider street means longer lights and increases traffic. |
| Wider road leading to higher vehicle speeds, reduced room for public realm improvements, higher property impacts, high cost |
| Road being wider does make it less of a pedestrian environment since road becomes obstacle/deterrent. |
| That it is 16ave. Main thoroughfare through calgary. But with the ring road it can be bypassed. Therefore consider it as a main drive into the city and out of the city. Not as a thoroughfare. |
| More signal lights, All Calgarians hate signal lights including ones that bike, take the bus and walk. (pedestrians cross faster by just hitting the button when need be rather than waiting for a light to turn green) other modes also hate being around cars. |
| 43 St enhanced pavement markings - no effect on safety when crossing lights are ignored. Not clear where bikes travel. Sidewalk? Will drivers turning expect to encounter faster cyclists? |

3. How would you IMPROVE Main Street Segment Option 3?

| |
|---|
| 16 Ave is a major traffic artery which brings traffic from the West of the city and has to allow for fast passing of ambulances to the Foothills Hospital. 1) Replace traffic lights with pedestrian crossings, 2) Do not waste space with curb extensions, patios, wide medians and greenery from properties |
| NA |
| "Use option 2 or option 1 or leave as is. |
| Don't use this option. |
| EB left turn lane at 43 St into 4411 16 Ave NW (Bow River Pro. Centre) parking." |
| Remove traffic lights except for home road and 43rd street. Remove left turn options. Right in-right out only. Access businesses on opposite side by turning off at either end and accessing from behind. |
| stylish entering Montgomery signage at both ends of 16 ave |
| Time all traffic signals to ensure a green wave through the Montgomery area to ensure traffic abides by speed limit, and flow is maintained. Also consider conversion of outer lanes to HOV or transit-only during rush-hour or at all times of day. |
| Designate one lane each direction for bus and carpool. |
| Make it the same as Option 1. |
| Do any other option |

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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

| |
|--|
| 4 lanes at 4km/hr |
| save money and go to option 1 |
| I would use option 2! |
| Stick to only two lanes. Keep the wider width. Limit plants in medians there's frequently people jay walking and they'll be harder to see darting into traffic to cross. |
| Use the road as a normal road. Don't try and screw with useless HOV lanes. Leave it as a normal road with more lanes to move traffic. It is a road stop trying to make a road something it isn't. You already have Bo'ness road you can do things to. |
| I would not try to improve this option. I would shelve it. |
| The entire plan is asinine. Put an elevated freeway above the entire road system for transportation corridor use, thereby leaving the existing road system for local use. |
| If you are trying to make it more pedestrian accessible, START WITH A WAY TO SAFELY CROSS 6 lanes |
| I would go with Option 2 :) |
| Raised highway over the whole area. |
| Too many car lanes. 2 is enough. |
| Make it an enjoyable pedestrian realm for all humans, not just people that have no other option but to walk. Refer to Option 1 and encourage business parking on the side streets. |
| Have some kind of button to push if there are pedestrians to elongate the length of light, if not pushed shorten the light, for better traffic flow. |
| Not widen 16th Ave |
| Tunnel 16th Avenue for through traffic, so the main street road can be a proper urban road for pedestrians and other non-vehicle form of movement/activities... |
| As mentioned before put a 4 lane tunnel underneath it for cars and give the surface to the pedestrians, buses and cyclists, everybody would enjoy new street better that way. Sustainable modes dispise being around cars, SEPERATE modes, cars go underground |
| Must motivate WB traffic entering Mont. to slow b4 43 St. Downhill flow from FMC makes it easy to far exceed limit. Clandestine monitoring of WB speed will attest. Allowing cycling along 16 Ave without complete physical isolation may not be safe. |

Alternate Intersection Options

1. What do you LIKE about the Alternate Intersection Options?

| |
|--|
| simplify, make them safer for people coming from North Montgomery across 16th ave |
| What would be achieved/improved by this proposal? Instead, my input to Option 3, not permitted above, is: Option 3 places vehicles above community. Calgary has existing 6-lane accesses to sites beyond Montgomery via Ring Road and its feeders. 6 lanes are expensive, unnecessary. (continued in 7) |
| Nothing |
| I prefer these Main Street Alternate Intersection especially the one at 44th St NW as a lot of people at crossing the road and a lot of vehicles are turning left on 16 Ave. This will enhance the safety for everyone |
| No comment on 44th Street & Montgomery Ave as I rarely use it. |
| i do not like the intersection options but i like wider and more lanes for traffic to support future population expansion as well as heavier vehicles and reduce accidents that narrower lanes could cause |
| I like the alternative 16thAve/Home road intersection. The current intersection is on a big angle, and very wide which makes it difficult for cars to turn onto 16th Ave and pedestrians to cross. |
| Neither is good, but Home road should be realigned to a 90 degree left turn instead of 120. But Instead of closing off Home Road to the south do the oposite and close off Home Road to the north. All that mall traffic on home road is dangerouse for us bikers, close it off so it takes shag instead |
| Not needed right now. |
| Nothing. Both serve no purpose other than spending money for the sake of it. |
| N/A |
| "Option 3 - Opportunity to improve transit transportation through area |
| Alt Intersections - improve traffic flow through area and safety for pedestrian/cyclist crossing" |
| improved pedestrian access, additional vehicle lanes during peak hours, supports area redevelopment |
| Could improve traffic flow. |
| The angle of the home road intersection is unsafe and really needs to be changed to ensure visibility of traffic and pedestrians. It is especially dangerous in winter since the turns are irregular. |
| a more squared of intersection for home road makes sense but not sure about cutting off access to home rd south of 16th ave |
| I like the two alternative options. |
| The traffic calming for residents, additional business parking and attraction for new developments are all improvements for community. |
| Squares the intersection at Home Road. |
| Nothing |
| More visibility and physical barriers for protection |
| "Home road: better for bikes, pedestrians, cars, local traffic. |
| 44th: unsure" |
| The designated left on Montgomery is a great idea to ensure people have access to the senior center but does not promote short cutting to Shouldice. This option should be considered and then remove the left turn at Monterey Avenue. |

| |
|--|
| Has 6 lanes. Best option. First plans two are garbage. Throw them away. |
| NOTHING!!! 16 Avenue is NOT MAINSTREET OF OUR COMMUNITY it is THE TRANSCANADA HIGHWAY and should be treated as such. Bowness road is the mainstreet in our community |
| Nothing. This plan does not look useful |
| Improved traffic flow. |
| Increased traffic lanes and plant greenery and add lighting in north and south boulevards and medians. Plant trees on south boulevard. |
| Focused on road flow on 16 ave at home road. |
| Nothing |
| As a resident south of 16th Ave I am commenting cos there is only 1 option for Montgomery Ave & 16Ave junction. Provide a left turn onto Montgomery Ave from 16, with a turning lane on 16. This turn is used by most residents on their daily commute. Don't need extra traffic lights for this junction... |
| Nothing, removing the Home road access to shouldice park forces that significant traffic through a residential community with lots of young kids. |
| Nothing, these are terrible. I assume option 3 was thrown in here as a red herring? Do not select this option, it is a terrible idea. |
| It makes possible the adjustment of the geometry of the north side Home Rd connection to 16 Ave to a more perpendicular connection, making it safer for all transportation modes. |
| Home road option is a major safety improvement, I purposely avoid that dangerous 120 degree turn against oncoming rush hour traffic. Seen lots of near misses with T-bones and hitting Pedestrains. The turn is often backed up too. I use Shagg instead of Home for those reasons. |
| Better traffic flow on 16 Ave. Better cyclist safety. |
| Nothing |
| The Home Road concept is good, an improvement over the 120 left degree turn against oncoming traffic that currently exists, it will flow better this way too. |
| These options should improve pedestrian connectivity and safety |
| The options presented seem to excel in traffic control on this vital roadway. |

2. What do you NOT LIKE about the Alternate Intersection Options?

| |
|--|
| they don't go far enough to reduce traffic diverting on to Bowness road. |
| Closing Home Road would further congest access/egress to Shouldice. Post-event traffic would likely overflow to more residential 15 Ave. and Monterey Ave. Would work only if private vehicles were restricted and public transport to events hugely augmented. |
| Home road closure will cause major traffic issues for Shouldice Athletic Park especially when games are scheduled. The traffic will be forced out through residential roads, 46 st, 15 Ave, Monterey Ave, Montgomery Rd, and Montgomery Ave!!! This idea should never have reached this stage. |
| Loss of direct access to the fields, walkways, parking, community centre. Loss of access to Horton's on Home Road (needs 2 access points), Sending more cars down other residential streets. Thousands of people use the park amenities and support area businesses while visiting. |
| i don't like that they seem to not allow for the straight through traffic |
| The traffic to the sporting complex would have to go through the community. |

| |
|---|
| People should NOT be using Home Road to get from A to B. Close of the Home road north at this intersection and leave the home road south open (opposite of this option), it's hard to get to the park without that access. Leave the 44th Street intersection as originally proposed |
| We have other major issues to deal with, fix the occupancy vacancy issue first, generate the tax revenue from new business or growth, then spend on the fancy infrastructure. This is not good use of tax payer money especially with an 8% drop in the economy. |
| Causes even more inefficiency in travel. More stop lights for accidents to happen at, especially the mess proposed for 44/Montgomery. |
| Do not like the lack of access to home road from 16th Avenue, diverting traffic through the neighbourhood. Do not like the complicated intersection that would be created at 44th St. |
| Home road should absolutely retain continuity. This would negatively impact the community, and also access to adjunct health care resources. |
| Option 3 - On street parking - most of these businesses have their own parking lots which rarely fill up |
| i don't like them |
| 2 traffic lights at 44 St and Montgomery Ave. |
| A waste of time and money for minor improvements. |
| These seem like good ideas, no concerns. |
| a more squared of intersection for home road makes sense but not sure about cutting off access to home rd south of 16th ave |
| Access to Shoudlice Athletic Park needs a fuller consideration - this is event specific HUGE volumes of traffic that need multiple exit points. |
| a pedestrian crossing dependent on traffic lights on a major highway is not ideal. This is a very stressful crossing as people are just entering or leaving the city. |
| Reduces ease of vehicle access to ice rinks, batting cages, community centre, etc. south of 16 Ave at Home Road. Not clear benefits of the alternative at 44 St/Mongomery Ave would outweigh complexity, and it seems like both Options 2 and 3 would substantially improve the situation anyway. |
| Too many cars, too expensive, humans trying to cross will be at risks and stressed, too much pollution... Stop the car madness |
| While they purport to make it easier to cross the corridor, the six-lane auto-focused expansion will likely result in significant bias towards east-west vehicle travel over critical north-south active travel or community-scaled connections. |
| Adding a lane would not reduce vehicle speeds through corridor |
| "Home road: nothing |
| 44th: unsure" |
| DO NOT CLOSE ACCESS TO HOME ROAD! This is a terrible idea because there is a tremendous amount of traffic that goes in and out of Shouldice park for sporting events and they all leave at the same time. All of that traffic would be directed through the residential community. PLEASE DON'T DO THIS!! |
| Should be grade separated on 16th Ave. Bypass the community. |
| slowing traffic in this area is the wrong idea. Improve traffic flow do not hamper it. The emphasis on landscaping and pedestrian access is fundamentally wrong. This is the TRANSCANADA HIGHWAY - and should be treated as such |
| I don't like that it removes access to home road. I don't see what benefit this proposal provides. |
| Acquisition of private property, as well as the cutting off of Home Road south of 16 Avenue. |

| |
|--|
| The adding of new traffic signals will create additional traffic congestion at peak periods. |
| Do not want intersection with lights added onto 16ave at 44 St. |
| Everything. The current angled intersections are fine. If people can't drive them, revoke their license. They're simple enough as is. |
| option 2 is the best |
| ..continue from question 5: Redirecting them to turn on 44 St will only cause much traffic woes on Monterey Ave. Just provide a turning lane without even the need to acquire private property. In fact you can block off turning left from Montgomery Ave onto 16 as that is hardly used by residents. |
| Traffic through residential area already very high. Capping this road area off will require all traffic flow through residential areas that were not designed for that. |
| everything, removing the Home road access to shouldice park forces that significant traffic through a residential community with lots of young kids. Perceived safety improvements at home road an 16th ave do not justify decreased safety for community residence. |
| Pretty much the whole thing, this option is terrible. Pushing further into the setbacks and reducing the central boulevards to accommodate another lane of traffic will ruin the feel of the area. Do not select this option. |
| Flow of cycle traffic through Home road would be disrupted. |
| All traffic to and from Shouldice Athletic Park will rely on other street access. This makes a signal at 46 St and 16 Ave necessary to help with the traffic overload that occurs before and after major events. The MCA will be somewhat isolated from the community. |
| The second one puts yet another pair of lights on this stretch of roadway. Drivers used to only have one light Home Road now they will have 6 and if the 2nd option is added then they will have seven! Will create Macleod trail type traffic jams! Provide a tunnel for through traffic, less jams please. |
| Six lanes of traffic is crazy. Through traffic should use the ring road. Improving this area for safety without addressing some of the businesses is like putting lip stick on a pig. No one is going to be comfortable with walking by the Red Carpet Inn regardless of how wide the sidewalk is. |
| Removes a key connection between home road North and south of 16th Ave. |
| Removes well-used corner onto Home Rd SB, south of 16 Ave. Inevitably high cost. |
| Cuts off access at home rd. Offset intersections at 44 st. |
| The South segment of Home Rd is used very frequently in the summer, travel on 46th is residential and would see a very large increase, driving and parking. Safer to turn into Tims from there than highway. Home Rd needs advanced green W to N bound. |
| I think the 44th street/Montgomery road intersection is best left as the way it is in the main concept. All of the main concepts require adding a lot of traffic lights to this section of road already, an extra one at 44th is not needed. |
| The closure of Home Road will make it less convenient for cyclists to travel from Home Road to the Bow River Pathway because of the transition on and off of the street, increasing conflicts with pedestrians and making snow clearing more difficult |
| I don't let the second option, as the intersection presented seems highly complex, which may be necessary. |

3. How would you IMPROVE Alternate Intersection Options?

| |
|---|
| Option 3 continued: It would diminish rather than improve the community environment. How useful, appealing are pathways next to 6-lane major thoroughways? Keep West, Main, East segments of 16 ave to 4 lanes, add attractive outdoor community spaces, and exploit ring roads to access areas further east. |
| "Dislikes for 44st & M. Ave: Loses a planted median - very bad; signalled controlled crossings are very close, 100m for M. Ave and 50m for 44 st. This is a bad idea too. |
| How to improve? Lose both of these suggestions." |
| I would not close off Home Road. Lots of us living nearby use this road frequently. |
| I would make it so that the intersection is an actual intersection, if that can't be done, dig a tunnel and go underneath for least traffic interruption or build an overpass bridge |
| I would leave them, but I would have some ability to get into the sporting complex further down on 16th Ave. |
| Home Road south of the intersection should not be closed off it's important for park users and the stadium access. Close off Home road north of 16th instead. People wanting to get to the mall can use Shagganppi, Home Road should be for Bikes and neighbourhood access only. |
| Reduce taxes, find ways to get small businesses to open up again. Go get Amazon back, bring people here to spend private money on office space leases. Generate revenue from that to fund major capital projects. It doesn't look good spending all this money right now. |
| "There is nothing to improve as they are fine as-is, and will be even better with six lanes. |
| Also there is no need for traffic lights at 43, Monterrey, 45, or 46. Stop wasting money for no reason." |
| realign 44th St NW and Montgomery Ave so that they meet at a single interchange rather than an offset interchange. Retain Home Road continuity. |
| either close Montgomery Ave access to 16 Ave or reroute Montgomery Ave to meet 44 St |
| They should be closed down to allow for free flow of traffic on 16th Ave. Pedestrians and cross traffic could use overpass or underpass. |
| These seem like good ideas, no concerns. |
| Limit turning into Montgomery so it's not a drive through neighbourhood and Bowness is not used as a commuter road but more like a neighbourhood main street. |
| Close off traffic northbound and southbound at 44th, and 45th this would be similar to roadways in Kensington and Rosedale. Montgomery doesn't need that many access points northbound from 16th. |
| I would add pedestrian bridges to eliminate the need for pedestrian crosswalks and allow bicyclists and people safe, stress free access to the river pathways. |
| Not sure. |
| Scrap this option |
| Why is there no opportunity to provide feedback comments on Option 3 in the same way as Option 1 and 2. Option 3 is heavily weighted to creating an auto-focused corridor that will risk any potential for promoting a people-centered environment and make corridor crossings longer and more difficult. |
| More to protect pedestrians when crossing and larger sidewalks for pedestrians |
| By making 16th Ave fully grade separated. |

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

Stakeholder Report Back: What We Heard
October 2020 - January 2021

| |
|--|
| Do more work to improve intersection design and entirely eliminate traffic lights on the TRANSCANADA HIGHWAY THROUGH our community. Economic development should focus on secondary access roads not the highway. |
| Nothing. I use them regularly and it is fine. |
| Reconnect Home Road south of 16 Avenue to 16 Avenue. |
| Do not add new lights at 44st intersection. Focus on 16ave west and east flow not access to Bowness. |
| Leave the intersections as-is. |
| Capping off residential access to home road will force traffic to use the home road exit instead which would ease traffic flowing through residential areas. |
| maintain access to shouldice park on home road from 16 ave. |
| I would just throw them out. |
| Leaving the area via 46 St instead of home Rd might be more efficient, as the bike lane on Home Rd eliminated any turn lane for the mass exodus of event participants trying to leave Shouldice Athletic Park. |
| Build a tunnel for the non local traffic. Then on top build a Stephen Avenue type set up with bike lanes MAX stops, pedestrain friendly infustructure and parking |
| I think if a protected left turn at Home Road is installed, there needs to be calming devises along Home Road to prevent people from speeding. The City may want to consider turning some of the avenues between 19th Ave and 22 Ave into cul-de-sacs to prevent cars from cutting through the community |
| "Right-in gutter lane to Home Rd SB south of 16 Ave. |
| Also improve Option 3: Narrower median and south boulevard to minimize impact to businesses and 16 Ave traffic." |
| Keep as they are. |
| I do not like the intersection at 44/Montgomery but it is better than having two intersections so close together. If there has to be so many intersections (which I STRONGLY disagree with) then these have to be the pedestrian walkways, cannot be in addition to. |
| Close off Home Road intersection compleatly. People who need to get from Home Road to 16 ave can use 49th and 46th street intersections. Put a traffic circle in at Bowness road/Home road |
| You cannot widen a roadway to 6 lanes of vehicle traffic and still call it a "Main Street" - that change will completely prioritize drivers from other communities while limiting opportunities to improve pedestrian/cyclist connectivity. |
| I would not. I would try to improve the lower intersection, as simpler option will often work better. |

EAST SEGMENT (43 Street to Crowchild Trail N.W.) **Long-term Option**

1. Please review the benefits/ trade-offs and visual material above to answer the questions below and indicate whether the following design features support the project principles

a. Mobility and Functionality

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|--|----------|-------------------|---------------------------|------------------|
| Provides additional pathway connection from Shaganappi Trail to West Campus Boulevard N.W. north of 16 Avenue N.W. | 38 | 11 | 2 | 3 |
| Provides additional pathway connection from West Campus Boulevard N.W. to 29 Street N.W. north of 16 Avenue N.W. | 39 | 9 | 2 | 4 |
| Provides additional pathway connection from Bowness Road and 41 Street N.W. to 16 Avenue N.W. | 39 | 12 | 1 | 2 |
| Provides six core lanes along 16 Avenue N.W. to accommodate long-term traffic growth | 31 | 8 | 5 | 10 |
| Maintains current configuration of intersection at Bowness Road and Shaganappi Trail N.W. | 18 | 18 | 10 | 8 |

b. Character and Identity

| | Supports | Somewhat Supports | Somewhat Does Not Support | Does Not Support |
|--|----------|-------------------|---------------------------|------------------|
| Create visual transition to Montgomery in gateway zone with trees, street furniture, banners, displays or other elements | 29 | 17 | 4 | 4 |

2. What do you LIKE about the East Segment Long-term Option?

| |
|---|
| New bike pathway along 16th ave. much needed. |
| "improved 16th AVE - Shaganappi intersection |
| pedestrian overpass near 29th St. NW" |
| Pathway connections |
| I like the addition of the various pathway segments as they are needed. |
| i like additional wide lanes, supports future population growth |
| I like the widening of the road and the access for bikes |
| It is well thought out generally and conjoint many neighbourhoods far better. |

| |
|---|
| Anything which connects the pathways more effectively for pedestrians and cyclists. This should also include enforcement to make sure cyclists actually use the pathways and not the main roads. |
| The 6 lanes would be nice, but are not needed here yet, the 4 lanes can handle the traffic fine. Ped bridge at 19th could make the red light shorter for 16th ave traffic and help. Pedestrians would also prefer this crossing to the at grade one. |
| no |
| Keeps 6 lanes of traffic |
| Expands to six lanes without installing expensive and pointless traffic lights or curb extensions. Great work on this segment! Keep it up. |
| Design |
| It's great to see the enhanced pathway connections! |
| Providing additional pathway connection from Montgomery (Bowness Rd) to Foothills campus |
| improved pedestrian access, eliminate cloverleaf access from westbound Bowness Road to 16 Ave |
| "Additional pathways |
| Additional considerations for long term traffic considerations |
| Lots of trees is good!" |
| The connected paths for pedestrians/bikes |
| I like the idea of creating a visual transition into Montgomery. I think this transition will encourage slower speeds along with a "community feel" I hope that something like a sign similar to what Bridgeland has is also added. |
| Aside from the active travel connections, I don't really find much to like about this option. |
| More lanes for better traffic flow |
| More decent pavement being ripped up again! Nothing |
| "More pathways always good in a dense area. |
| Bowness/Shaganappi intersection isn't great, but doesn't need huge overhaul. |
| Visual transition into community reminds people they aren't on a highway yet." |
| Supports both vehicle traffic growth as well as improving pathway connectivity in the area. I also love the idea of improving visual appeal in the area with trees and benches and such. |
| Extra lanes of traffic. |
| the lane widening |
| Incorporation of pathways |
| Extra lanes on the road leaves more capacity for vehicle flow, to facilitate growth. The ease of access to parking to access the Bow River with a new road is a welcome change. |
| Provides six core lanes along 16 Avenue N.W. to accommodate long-term traffic growth. |
| More pathways |
| Maintains free-flow conditions on 16th Ave. |
| 6 lanes and the new pathway connections. Ped Bridge at hospital is badly needed. |
| Pedestrian Bridge at 19st should be included in the next budget cycle (not long term) there is high demand for it in the present. Cleaning up that messy interchange at the Shagg/Bowness is also a good idea. Crowchild?university interchanges will work nicely too. |
| New Shaganapi interchange is better than current configuration but not the best design for flow. Pedestrian Bridge at Foothills Hospital/29th St is required due to the high number of crossings of 16 ave there, would improve flow and experience for Pedestrians, Bus and Car traffic. |
| Improved pathway connections, closure of off-ramps at Bowness Road/16 Ave |
| Nothing |

3. What do you NOT LIKE the East Segment Long-term Option?

| |
|--|
| Is it proposed to widen 16th between West Campus Blvd. and 29 street? If so, unnecessary, expensive, and not hospital-friendly. |
| "Pathway in green space north of 16th AVE NW from Shaganappi to 29th ST. NW |
| No improvement in sound wall planned along north side of 16th Ave NW between Shaganappi and 29th ST. |
| No co-ordination between east segment and downtown Montgomery segment. |
| Why six lanes at 70kph for only 2.5 km stretch?" |
| "6 lanes |
| car-centric planning which goes against Calgary's planning directives. |
| 16th Ave should become a feeder to communities rather than a through road |
| 16th Ave should lose its Hwy 1 designation |
| Ring Road could acquire Hwy 1 designation" |
| I am not a huge fan of the six lanes next to UHeights (UH) but it is not unexpected. It will bring more noise/pollution/traffic closer to the homes at the SW end of the community. |
| if it costs too much and if there are too many connections can cause lower speeds, accidents, jams and so on, so that should be revised |
| I don't like the intersection at Shaganappi and Bowness. It's still just a light. |
| The 6 lanes is too many. Will traffic really go up or be redirected by others routes and will additions to alternative transport (bikes especially) also reduce vehicles? |
| Well, it's not much better than what already exists. A few minor Pedestrian and Safety modifications to the current Shagg/Bowness Interchange and University Dr interchange would be alot cheaper. The proposals are actually going to make the interchanges alot less free flowing, not sure im a fan. |
| no |
| No improvements other than walkways |
| Nothing, great work. |
| There is no point in widening 16th Avenue to 6 lanes. It is important to minimize traffic flow through Montgomery and past the 29th Avenue intersection. Once the Cancer Centre is opened, the bottle neck will be at 29th and 16th Ave. We need to minimize flow through traffic, not encourage it! |
| Lack of connection from 16th avenue directly to Bowness Road. |
| Pathway connections need to be prioritized and made available sooner than later |
| Additional pathway connections are proposed for 5-20 years. These really need to be built ASAP |
| long delay in improvements to Crowchild Trail and Shaganappi Trail intersections |
| Has noise from traffic to residents been considered? There is more noise here (west side of east segment) than normal traffic situations because of the slope. Heavy Trucks routinely use engine retarder brakes and speeders rev up their engines going up the hill. Also ambulance sirens. Add more trees. |
| I do not like maintaining the current configuration of intersection of bowness road and shaganappi trail. I wish people wouldn't speed down Bowness road and use it as a commuter road. |
| Continues our need to have a personal vehicle with attendant cost, pollution, noise pollution, reduced civic engagement.. stop the car madness already |
| It's a massive road with intersections that use a tremendous amount of space, cutting off communities. We should be moving towards less reliance on large roads to accommodate long travel distances and more focus on transit and planning that promotes more local trips and more active travel. |

| |
|--|
| Longer crossing for pedestrians, no bike lane. |
| Once again you take away all roadways like cars don't matter and everyone rides bikes and walks all winter long. Ripping up roads everywhere is a waste of time and money Did anyone in area get to know about this mess going in? |
| Six lanes for traffic. |
| Extra Kms of pathway for minimal benefit. Spending money on minimal improvements. |
| There doesn't seem to be any plan for an interchange at 29th street, the main access to the Foothills Hospital (which will not be shrinking anytime into the future. Such a massive hospital complex should have interchange access at both ends, not just the west end of the Foothills. |
| Traffic flow looks more complicated |
| The traffic light on 16 Avenue at Crowchild Trail. It adds congestion to an already busy route. |
| Do not remove existing on ramp (clover style) from Bowness road west onto 16ave NW. West. Increases westbound traffic flow. |
| The pathways are frustrating. They go up a hill from 29 to cross west campus, they're zig zagging everywhere, and they're really not direct. |
| Does not include bus priority provisions, particularly along Bowness Rd, Shaganappi Tr, and Parkdale Blvd. There is also a pinch point entering the mainstreets area, which will increase congestion if this section is not widened to 6 lanes. The Shaganappi Tr. interchange also contains excess signals. |
| The University Dr Cloverleaf has been a Nw Calgary feature for 70 years one of the oldest interchanges in the city and it still works fine today. Why do we need to get rid of it? Maybe twin the bridge, add pathways through it and change the Crowchild part but leave university cloverleaf ramps alone. |
| Need a bike path on the north side of the cancer centre towards 29th. Looks like there's provision for a pedestrian bridge so it would make sense that this links with a pathway. |
| I don't like that the traffic from Memorial going WB goes into 1 lane Bowness rd by default. Most people On memorial will either go up Shagg or onto 16 ave WB. A direct connection from Memorial to 16th WB would be a good idea. Bowness is a Neighbourhood Blvd and not for rushour traffic. |
| I do not like the road supporting 6 lanes of traffic. |
| Is a Diamond Interchange really the best option for Shaganappi/16th? (see IMPROVE for suggestions). Does not conect well with the Freeway in the West (Main street in between). Lights remain at 19th St but I understand there may not be enough space for a Interchange |
| All of the roundabouts along University Drive - roundabouts are difficult for pedestrians and cyclists to navigate |
| Everything |

4. How would you IMPROVE the East Segment Long-term Option?

| |
|--|
| Twin the new bicycle path with a walking path, in place of widening 16 ave. How does new bike path 1cross Shaganappi and continue east? Consider tunnel or bridge. Not safe to cross Shaganappi at street level. Provide more and attractive pathway access to UofC. |
| "Enhance existing pathways & connections on southside 16 Ave NW. Don't take limited community green space & further increase (pedestrian/cyclist) noise/traffic volumes adjacent to residential properties. |
| Improve sound wall on northside 16 Ave NW to address existing & projected traffic/speed increase." |
| "Reduce lanes from 6 to 4. |

| |
|---|
| More people are telecommuting. We should be encouraging people to leave their cars in their garages, see Globe and Mail article of 2020-11-14 ""Building the 15-Minute City"" for where cities are going, not where they are coming from which is what the 6 lane proposal is." |
| Ensure crossing safety at West Campus Bvd & at Shag Tr. Will people try to cross Shag Tr or will they use path? Can people cross Shag Tr at the proposed traffic lights? Path on UH green space must respect greenery. Sound wall near Uxbridge was not built tall enough to prevent balls flying over it. |
| connections that disturb traffic the least and enable higher speed vehicles to travel on the road as well if they are just in transit, but basically lots of wide lanes to accommodate more traffic |
| Improve the intersection at Shaganappi and Bowness Rd. |
| The bike path inside the sound barrier is unnecessary, locate outside the sound wall paralleling 16th. A cut through the wall at the west side to connect down to Hospital Drive is all that should be inside. This keeps the character of the parkland and keeps the path removed from the schoolyard. |
| Ever considered a C-train spur line down 16th from Lions park to Valley ridge. Stations at the Stadium, Hospital, Bowness/16 ave main street, Trinity development, COP and Valley Ridge. I think such a line would be well used. Build Crowchild NW style with interchanges. Tunnel at Main street section. |
| no |
| Improve intersection at Shaganappi, Bowness Road |
| It looks perfect to me. |
| Add ramps from Bowness Road eastbound to 16th Avenue eastbound and 16th Avenue westbound to Bowness Road westbound |
| Build pathway connectors in the short term phase |
| Ensure ability to accommodate increased traffic flow |
| obtain federal and provincial funding to advance the schedule for improvements of Hwy 1 (Trans Canada highway) |
| Add noise considerations for residents. Consider security/ noise fences when pathways are very near residences. |
| I think care needs to be taken where the pathways are tied into the bowriver pathways. The pathway near Angels Cafe is already challenging with bike and pedestrian traffic and some directional improvements will need to be made there. |
| Limit access to Bowness road to community traffic and community visitors. Make Bowness road a go to destination. |
| I understand costs are a major factor in creating pedestrian overpasses/bridges but these I think go a long way in keeping the flow of traffic and incidents down. would be nice to see some of these installed vs relying on traffic lights. |
| Transit and active travel as main mode of travel... Pedestrians enjoyment and heightened civic engagement |
| This road is out of place in terms of being a segment of freeway in an open space between multiple communities. I think the whole area needs reconsideration from a land use and planning perspective to make it useful space and then fit a transportation network to land use. |
| Add pedestrian overpass/alternative crosswalk |
| Stop wasting money on unnecessary projects. Maybe drive down Bowness road to see the condition it is in now, it's what need attention, not more laneways. Go after the builders to pay for this Marda loop area 33rd SW is another example of the road condition, it's just atrocious. So sad to see.. |
| Look at road realignment to eliminate as many curves as possible through this area. Eliminate all signals and provide four lanes each direction. |
| See my comments in 4 above. |

| |
|---|
| Need to look at traffic flow |
| Remove the traffic light at 16 Avenue and Crowchild Trail, replace with weave zones. |
| Should leave existing on ramp (clover style) from Bowness road west onto 16ave NW. West. Increases westbound traffic flow. |
| Make the pathways direct. There is nothing more frustrating when biking/walking than having to take a substantially longer route than cars get to take. Build a dedicated bike lane that goes parallel to traffic without silly detours. |
| Widen roadways to provide bus-only lanes and queue jumps. If this section is widened to 6 lanes, the mainstreets section must also be six lanes, or the outer lanes converted to transit-only use. Convert the Shaganappi Tr. interchange to a single-point or with contraflow left turns on Shaganappi. |
| Reconfigure the Shaganappi interchange so that memorial/ park dale traffic goes Straight through to 16 ave west. No more traffic into Bowness. Two sets of lights at the diamond will Discourage memorial traffic from going onto 16ave And will congest Bowness road instead. Need to change this. |
| I just think it is unfortunate how few sidewalks/walking paths there are between 16 Ave/29 St, Shaganappi, + Bowness. I see pedestrians struggling to walk along boulevards with no sidewalks all the time to try to get from 16 Ave, across Shag towards Montgomery. Definitely not Walking friendly! |
| Looks like we need to add a pedestrian bridge or signage across West campus blvd bike path just north of 16th ave. |
| The South Shag study was too narrow in option selection, Diamound interchange was the only interchnge option available. I would consider a more efficient interchange design for this busy intersection. (Loop ramps? SPUI?). Make traffic from Memorial exit directly onto 16th WB instead of Bowness Rd |
| I think a single point intercahnge (like whats proposed at Crowchild/16th) or a diverging diamond (Macleod/162nd) would both work better at the Shagannapi/16 Ave interchange than the Diamound that is proposed. 4 lane Tunnel conecting Freeway on the West under mainstreet to this section. |
| Leave it alone |

EMAILED COMMENTS RECEIVED BY THE PROJECT TEAM

| |
|--|
| <p>Please consider the following in your project design considerations</p> <p>noise of any additional traffic expansions. (There is currently no noise wall)</p> <p>There is already a lot of traffic noise, mostly because of the slope of the hill.</p> <p>Heavy traffic routinely rides the engine retarder brakes down the hill heading westbound. This usually starts around 5am and finishes around 6pm.</p> <p>Aggressive drivers routinely rev and speed up the hill heading eastbound. This usually starts around 5 am and finishes around 10-11pm, but does go later on weekends.</p> <p>Ambulance and emergency services sirens are typically heard hourly.</p> <p>Security concerns with added pathways north of existing 16th avenue at the west end of the east segment.</p> |
|--|

There is already foot traffic through the back alley. Please consider best practices for security around foot paths when considering additional foot and bike pathways adjacent to residential properties.

16th Avenue North - Right of Way -

The traffic flow/safety/design of the intersection at 16th Avenue and Home Road was top of discussion. The current design leads to questionable timing of vehicles turning, visibility/safety for turning and a safe crosswalk for pedestrians. This was the most questioned/commented area with those businesses I spoke to. A need for a left hand turning signal in both directions to prevent the constant back up of those mainly trying to turn north on Home Road. A safer crosswalk would allow for the "south of 16th community" easier access to the main business hub of Montgomery - both at Home Road and 43rd.

Slowing of Traffic

Comments also received regarding this intersection is the concern of how to maintain decent traffic flow but to slow down traffic. While businesses didn't want lots of lights installed they wanted vehicular traffic to go slow enough to be safe and to be aware that there is a business community here. Ease of accessibility to those business also important. It seems that most travellers pick up speed as soon as they pass Home Road and keep going till they hit Parkdale. Montgomery is a residential community but 16th Avenue is perceived as a road to get across town. Is it possible to put a light in or a better pedestrian crossing at 43rd to slow traffic down again? Comments also regarding the backup of traffic trying to turn by Dairy Queen - if there was a left hand turn at Home Road this might eliminate that.

Character & Identity - what is the character of our community? Montgomery is the first area that people really start to slow down to when coming into Calgary. What does 16th Avenue say to those entering/exiting the city. While it is a main corridor for our community, it is also a greeting to travellers and their "first impression of Calgary". There was support for more natural greenery but that they would not compete with business signage. The thought that more greenery would slow traffic down as well improve the look, mentally letting people know they are in a community. And ARTWORK - please add some community identifier/gateway - work with local artists/community to participate. Add some color.

Mobility & Function

Cycle paths - This was met with positive feedback especially after seeing the cycle paths installed on Bowness Road. Staying with the same idea of a pedestrian crossing at 43rd - could a cycle crossing also be of focus to bring people safely across as currently many people go up to the Bowness Road/Home Road crossing. Can we increase the width of the sidewalks (no decrease to road width) or improve the current sidewalk going further back onto city property/access - this was well received.

Business Types/Diversity of Business

How can the design of 16th Avenue bring interest to new businesses in the community. With the completion of the ring road - the priority of 16th Avenue should change from the "movement of goods" highway to a community road. How does Montgomery attract those community based businesses - coffee shops, bakery, gift stores. Response to Options 2 & 3 were well received for the purpose of creating an environment where people walk, bike and enjoy. The Stop & Shop, stop and enjoy atmosphere was emphasized.

Directional traffic signs - to slow traffic down and invite them to the community. We currently have businesses moving to different locations within Montgomery and feedback was to provide support for the

entire BIA. One business recently moved from Bowness Road to a location along 16th Avenue, the second will move early 2021 from Home Road/north of 16th Avenue to entirely 16th Avenue.

Of the Main Street options presented the most favoured were Options 2 and 3 (of course). Through discussions one of the main questions asked was "Can 16th Avenue ever be changed so far that it is considered a community road and not part of the Trans Canada - will the completion of Stoney Trail/Ring Road make that happen?"

Short term requests by businesses was to have the crosswalks installed as soon as possible as safety/accessibility would benefit greatly. And as always - left hand turning signal/light for north and south bound traffic on home road - again focussing on safety and accessibility for residents, businesses and travellers to our community.

On the 29 St NW intersection, our main points of feedback are as follows:

- The intersection design overly prioritizes driving despite the fact this is a high volume active modes location at the centre of major institutional destinations, high density housing, and major pedestrian-oriented redevelopment.
- The NW channelized turn was removed for the Stadium Shopping Centre redevelopment and we would like to see this done at least on the SE corner as well. I don't believe the DGSS requires channelization at that corner.
- The channelized turn radii are very swooping and this reduces safety for people walking and cycling across the intersection. Channelized turns remaining should have their geometry significantly revised.
- The N-S crossing distances are huge. The exposed feeling that people walking and cycling experience could be reduced by providing median refuge bulbs. This would also force drivers to turn closer to 90 degrees and reduce turning speeds.
- There is no formalized way to cycle N-S through the intersection. 29 St NW is one of the top volume bike routes in the city and is the number one route for female riders. More formalized bike crossings and ways of moving from the pathways to the street are required.
- The N-S pathways are essentially sidewalks. Upgrades are required.
- There are, in general, way too many travel lanes. The intersection was massively overbuilt in its recent redesign and it wastes space