

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.

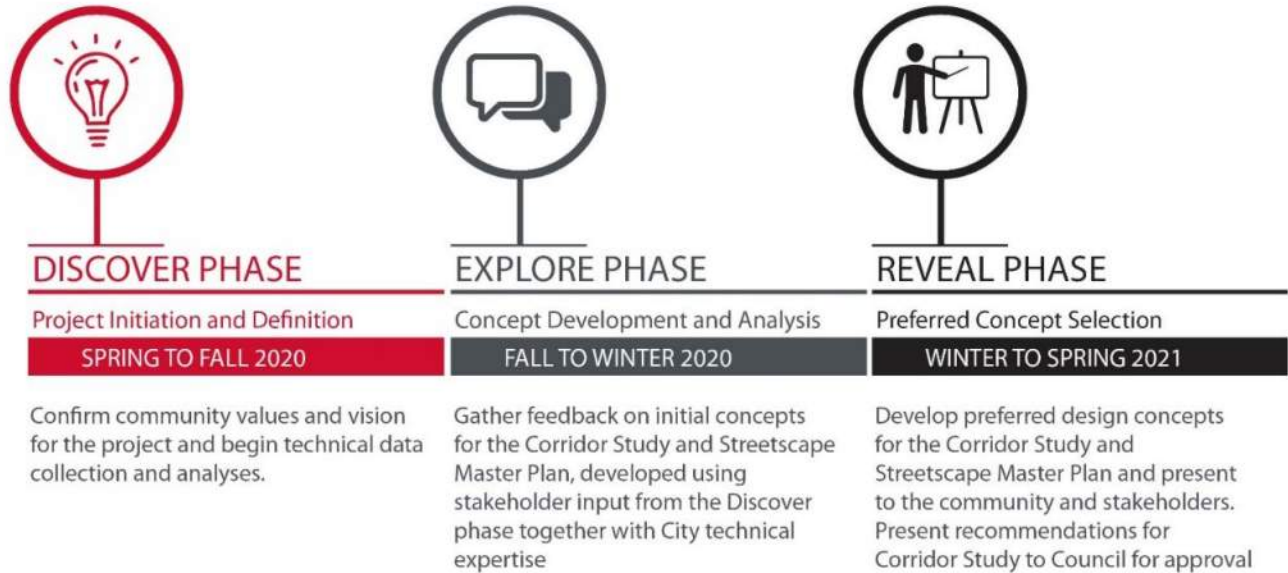


Image: Project Timeline

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 Discover phase of engagement, we held:

- A walking tour with members of the Montgomery Community Association and the Montgomery on the Bow Business Improvement Area (BIA) on February 8, 2020 from 10 a.m. AM – noon
- A public Open House held at the Montgomery Community Association on March 11, 2020 from 5 – 8 p.m.
- Online opportunities for input were offered from March 14 – April 20, 2020 at engage.calgary.ca, The City’s online engagement portal.

Eight participants came on the walking tour, 65 participants attended the open house and 76 respondents provided comments online.

What we asked – In-person and Online

Ideas Mapping

1. Describe your ideas or concerns to improve the future of 16 Avenue N.W. for people who walk, bike, take transit, and drive. Show us spots that are important to you and tell us your idea related to that spot. Tell us what might be missing, and what is working well or is an opportunity for improvement.

Draft Goals

2. Help us refine the draft goals for the project. For each of the goals below let us know what you like or don't like, or how you would make the goal better.

Social and Healthy Lifestyle

- 1) Improve the comfort of public space by enhancing the tree canopy
- 2) Support a healthy urban environment with a variety of resilient plantings
- 3) Create places that support social gathering and interaction
- 4) Design for public safety and physical comfort of all users

Character and Identity

- 9) Provide opportunities for showcasing the diversity of communities, residents and businesses
- 10) Foster a sense of arrival and place through design and materials
- 11) Strengthen north-south connections across the corridor
- 12) Reflect community identity in the Main Street design

Mobility and Functionality

- 5) Provide pedestrian and cycling connections to link destinations along the corridor
- 6) Maintain functionality of transit services or other high occupancy vehicles
- 7) Facilitate the efficient movement of people and goods and accommodate future growth and development
- 8) Design all pedestrian facilities to be comfortable and accessible

Economic Vitality

- 13) Create a flexible and adaptable public realm to stimulate investment that encourages a vibrant diversity of businesses
- 14) Improve street interface and explore parking opportunities while sustaining access to businesses for all users
- 15) Leverage storefront visibility from the corridor to encourage people to see, stop and stay
- 16) Maintain the role of 16 Avenue N.W. as a critical economic east-west connector for goods movement in north Calgary

Design

3. Select the image(s) that you feel best represents the principle. Select all that apply. Tell us why you chose the image(s)

Social and Healthy Lifestyle. *Positively impact the social environment; including human and environmental health; by creating spaces where people can connect, supporting physical activity, and providing access to nature.*



Mobility and Functionality. *Improve 16 Avenue N.W. for those who walk, bike, drive, and take transit to safely connect people to community and city-wide destinations.*



Character and Identity. *Boost economic vitality by encouraging redevelopment opportunities, promoting investment and bringing more people to destinations along the corridor.*



Economic Vitality. *Create streets that establish a sense of place and offer memorable experiences for both residences and visitors.*



Check-In 2014-19

- Organized by project principle area below are some of the key ideas and concerns we heard during those engagements. We'd like to know if those comments still resonate today. For each group of ideas please tell us if you agree with the ideas, disagree with the ideas, or if there are items you would modify or change. Share with us how you might change the items to better agree with them.

Social and Healthy Lifestyle

- Improve pedestrian and bike access to river pathways from West Campus
- Park near 42 Street N.W. is a valued community asset, there is an opportunity to improve it with features and noise mitigation
- Need safe pedestrian crossings at 43 Street, 46 Street and Home Road N.W.
- Separate sidewalk from roadway with trees
- Improve lighting for pedestrian safety at night

Character and Identity

- 46 Street N.W. is an entry road to the community
- Improving the look of 16 Avenue N.W. with light standards, trees, and banners will improve the impression of Montgomery
- Create a more welcoming entryway to the city from the west
- Businesses set far back from the road with little lighting feels unsafe for pedestrians at night

Mobility and Functionality

- Difficult to leave health care centre at 42 Street N.W.
- Restrict traffic from turning north off of 16 Avenue N.W. between 43-49 Streets into the community
- Concerns about left turns at Home Road and 16 Avenue N.W. from east-bound to north-bound and from south-bound to west-bound
- Reduce speed limit from 49 Street to Sarcee Trail N.W.
- Increase capacity of interchange at Sarcee Trail

Economic Vitality

- Need 2-hour parking near the park at 42 Street N.W.
- Opportunity to create a business zone link between 16 Avenue N.W. and Bowness Road at 46 Street N.W.
- Underground parking makes more developable land at grade

What we heard

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

Overall themes

- **Vehicle Traffic.**



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

Stakeholder Report Back: What we Heard

March – April 2020

- Turning left was mentioned as a challenge onto and off 16 Avenue N.W. and participants offered a number of suggestions to improve the situation including a centre turning lane, dedicated signals and roundabouts.
- Participants saw a need to improve left turns at Home Road and 16 Avenue N.W.
- Participants stressed the importance of maintaining traffic flow on 16 Avenue N.W.
- Some participants mentioned restricting northbound vehicle access off 16 Avenue N.W. between Home Road and 42 Street N.W. while others expressed concern that this would worsen existing challenges with left turns and result in congestion and long turning lines.
- Several participants identified speeding as a problem between Home Road and 42 Street N.W.
- Some participants felt reducing speed east and west of the Main Street segment of the study area was unnecessary.
- **Pedestrian Environment.**
 - The desire for safe pedestrian crossings in Montgomery, at 42 Street N.W., 43 Street N.W., 46 Street N.W., 49 Street N.W., and Home Road N.W. was identified as a significant concern.
 - There was also a desire for safe pedestrian crossings in the East segment of the study area to better connect communities and pedestrian commuters to the hospital and in the West segment of the study area near the Bow River crossing.
 - In Montgomery, participants articulated a need for improved sidewalks that are separated from the roadway.
- **Businesses and Parking**
 - Parking to support local businesses in Montgomery was frequently mentioned by participants.
 - Some felt that on-street parking would make crossing and turning more difficult and suggested of using laneways (back alleys) for parking were received.
 - A concern about surface lots negatively impacting pedestrians and the character of the community was expressed.
 - Storefront visibility was an important consideration for participants as was attracting more diversity of businesses.
 - Access to businesses, through available parking and the absence of a centre median or other restrictions for turning left to access businesses as this was felt to negatively impact business viability.
- **Street Character**
 - In Montgomery participants felt that the addition of natural elements such as trees and native, water-wise plants would improve the street environment, making it more pedestrian friendly and attractive.
 - Participants noted that Montgomery acts as a gateway into the city and opportunities to create a memorable, unique destination would distinguish the neighbourhood and showcase both the community and river valley.



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

Stakeholder Report Back: What we Heard

March – April 2020

- **Cycling and Active Transportation Connectivity**
 - Participants wanted to better connect the West Campus District and the community of Montgomery to the river pathway system.
 - In the East and West segments of the study area, participants wanted better connectivity of multi-use pathways to create a more continuous commuter and recreational route for active modes of transportation such as cycling.
 - The need for safe crossings of 16 Avenue N.W. for cyclists (as well as pedestrians) was also identified.
- **Gathering Spaces**
 - Comments received describe a desire for more opportunities for rest and gathering spaces such as patios or seating areas, and family friendly areas in Montgomery along 16 Avenue N.W.
 - Other comments expressed scepticism whether 16 Avenue N.W. is an appropriate location for gathering spaces given the volume and noise of traffic and suggested that it might be better to improve pedestrian comfort in the area and focus on connections to Bowness Road in Montgomery, and the river valley and Edworthy Park.
- **Transit**
 - Participants wanted to see more transit service available along the corridor and often mentioned extending the BRT Orange MAX service further west on 16 Avenue N.W.
 - Comfort of transit stops was also mentioned.
 - In Montgomery, transit users are “in the splash zone” from passing vehicles because there is minimal separation between the bus stop and the road.
 - In the East segment participants mentioned the high number of hospital staff and visitors who use transit on 16 Avenue N.W. and wanted to see more robust pedestrian accommodation for getting to the stops as well as more room at the stops to accommodate high numbers of transit users close to the hospital.

For a more detailed summary of the input that was provided, see the [Summary of Input](#) section on page 7.

For a verbatim listing of all the input that was provided, see the [Verbatim Responses](#) section on page 18.

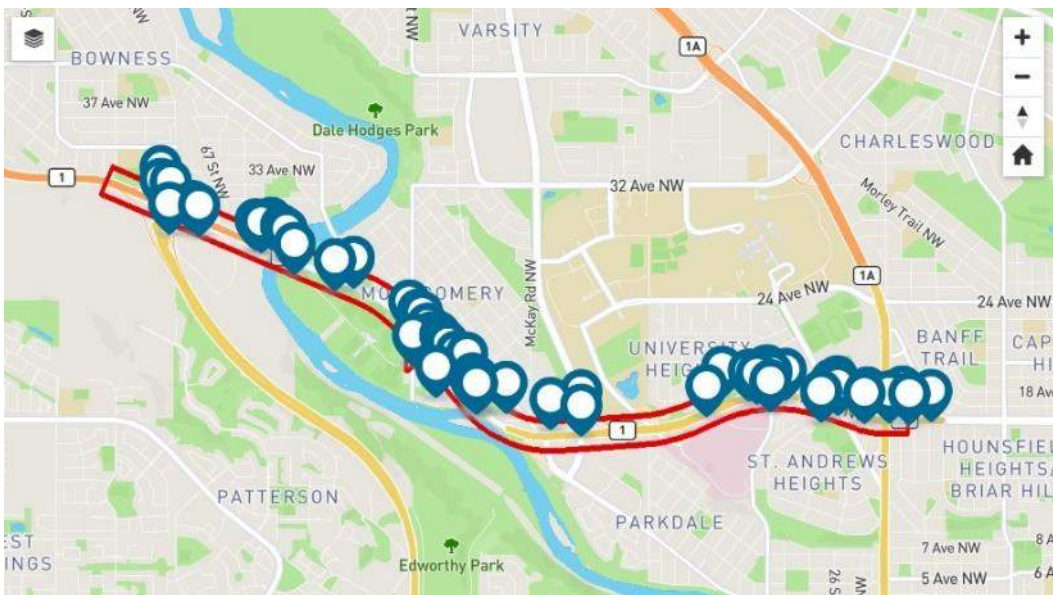
Next steps

Together with technical feasibility information gathered during the Discover phase of engagement will help the project team as they move forward in developing concept options for the corridor study and streetscape masterplan. In Fall 2020, we will explore design concepts and evaluation criteria with stakeholders and the public. In Winter 2021, 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 Transportation leadership team.

Summary of Input – What we heard

Social Mapping & Walking Tour

1. Describe your ideas or concerns to improve the future of 16 Avenue N.W. for people who walk, bike, take transit, and drive. Show us spots that are important to you and tell us your idea related to that spot. Tell us what might be missing, and what is working well or is an opportunity for improvement.



West Segment Sarcee Trail to 49 Street N.W. (Social Mapping)

Priorities for the West Segment of the study area identified by participants included:

- Maintaining traffic flow (6)
- Improving pedestrian crossings or overpasses (6)
- Connecting segments of the existing multi-use pathways (3).

Main Street Segment 49 Street to 42 Street N.W. (Social Mapping and Walking Tour)

Comments from participants highlighted:

- The need for improved pedestrian crossings or overpasses (46)
- A desire for better connections to the river pathway system (7)
- A need for better sidewalks and separation of sidewalks from the roadway (18)



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- A desire for safer turning controls for vehicles (9)
- The importance of maintaining vehicle traffic flow (13)
- Suggestions for an underground traffic bypass (12)
- That Montgomery is an entryway to the city from the west and provides an opportunity to be more welcoming and showcase the community with gateway, trees or greenery and other distinguishing features (28)

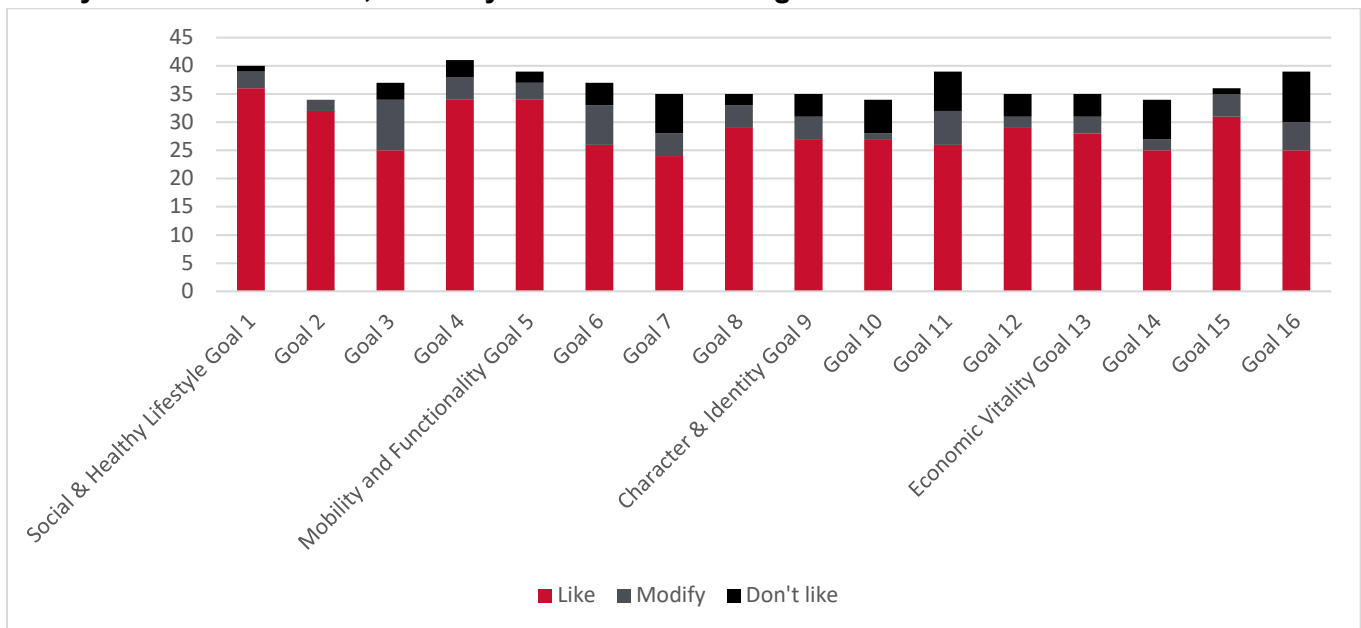
East Segment 42 Street N.W. to Crowchild Trail (Social Mapping)

Comments from participants identified:

- The importance of maintaining vehicle traffic flow (13)
- The desire for cycling connectivity (10)
- A need for a multi-use pathway (10)
- Improved facilities, resting places (9), and crossings (12) for pedestrians and transit users

Draft Goals

2. Help us refine the draft goals for the project. For each of the goals below let us know what you like or don't like, or how you would make the goal better.



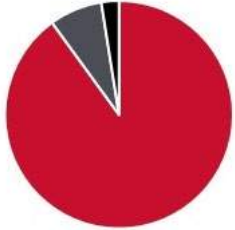
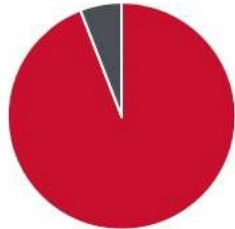
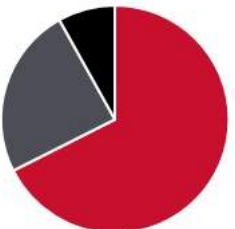


The Future of 16 Avenue N.W. - Discover Phase

Stakeholder Report Back: What we Heard
March – April 2020

Social and Healthy Lifestyle

Participants largely like the draft goals that support the Social and Healthy Lifestyle principle; Goal 1 (90%), Goal 2 (94%), Goal 3 (68%), and Goal 4 (83%). Note: percentages reflect percentage of responses received. In response to what participants liked, did not like, or would modify, comments reflected the themes identified below:

<p>Goal 1. Improve the comfort of public space by enhancing the tree canopy</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Trees and natural elements • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Local area is prairie not treed • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Where budget allows 	<p>Social and Healthy Lifestyle Goal 1</p>  <p>■ Like ■ Modify ■ Don't like</p>
<p>Goal 2. Support a healthy urban environment with a variety of resilient plantings</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Use local, water-wise plantings ○ Positive contributor to mental and environmental health • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ (no comments received) • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Use trees and shrubs, not long grasses 	<p>Social and Healthy Lifestyle Goal 2</p>  <p>■ Like ■ Modify ■ Don't like</p>
<p>Goal 3. Create places that support social gathering and interaction</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Helps reduce crime ○ Great for aging communities • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Nearby locations such as Bowness Road and Edworthy Park are better suited for social gathering • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Spaces need programming by the community association and business improvement area ○ Provide better connection to river pathway system 	<p>Social and Healthy Lifestyle Goal 3</p>  <p>■ Like ■ Modify ■ Don't like</p>



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<p>Goal 4. Design for public safety and physical comfort of all users</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Safer and more accessible areas by walking or cycling will reduce undesirable social behaviour • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Compromises flow of vehicle traffic • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Identifying a sidewalk separation from vehicle traffic ○ Balancing pedestrian crossings with traffic flow 	<p>Social and Healthy Lifestyle Goal 4</p> <p>■ Like ■ Modify ■ Don't like</p>
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Mobility and Functionality

Participants largely like the draft goals that support the Mobility and Functionality principle; Goal 5 (87%), Goal 6 (70%), Goal 7 (69%), and Goal 8 (83%). Note: percentages reflect percentage of responses received. In response to what participants liked, did not like, or would modify, comments reflected the themes identified below:

<p>Goal 5. Provide pedestrian and cycling connections to link destinations along the corridor</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Better connections to the river pathway system and Foothills Hospital • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Compromises flow of vehicle traffic • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Use overpasses for safe crossings without impeding vehicle traffic flow 	<p>Mobility and Functionality Goal 5</p> <p>■ Like ■ Modify ■ Don't like</p>
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<p>Goal 6. Maintain functionality of transit services or other high occupancy vehicles</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Links to major destinations such as the medical centre, Market Mall, and the city center • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ “Maintain” is limited, improve service • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Safer environments around transit stops ○ Transit in the area is not adequate, needs improvement 	<p>Mobility and Functionality Goal 6</p> <p>■ Like ■ Modify ■ Don't like</p>
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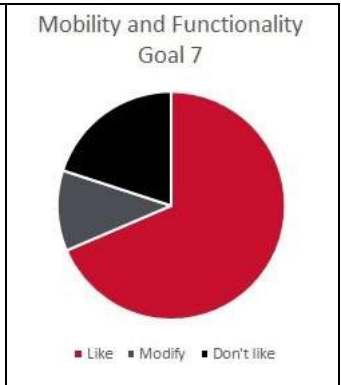
The Future of 16 Avenue N.W. - Discover Phase

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- Pick up passengers without blocking a lane of traffic

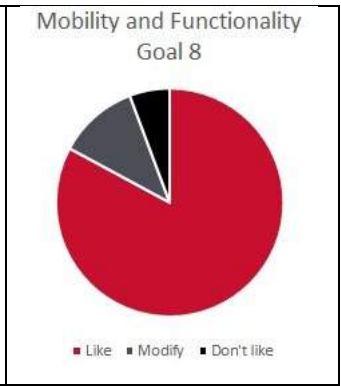
Goal 7. Facilitate the efficient movement of people and goods and accommodate future growth and development

- *What I like about this goal*
 - There is a lot of perceived redevelopment opportunity in Montgomery
- *What I dislike about this goal*
 - Would rather not have goods movement
 - Parking in alleys is better than on-street on 16 Avenue N.W.
- *I would improve this goal by*
 - Balance the operation of 16 Avenue N.W. with livability, noise of the community



Goal 8. Design all pedestrian facilities to be comfortable and accessible

- *What I like about this goal*
 - It is really important to improve the pedestrian experience on 16 Avenue N.W.
 - More safe crossings are needed for commuters who walk to work at the hospital
- *What I dislike about this goal*
 - Compromises flow of traffic
 - Cost concerns
- *I would improve this goal by*
 - Including pedestrian overpasses

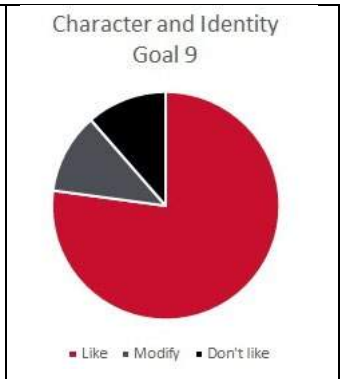


Character and Identity

Participants largely like the draft goals that support the Character and Identity principle; Goal 9 (77%), Goal 10 (79%), Goal 11 (67%), and Goal 12 (83%). Note: percentages reflect percentage of responses received. In response to what participants liked, did not like, or would modify, comments reflected the themes identified below:

Goal 9. Provide opportunities for showcasing the diversity of communities, residents and businesses

- *What I like about this goal*
 - May improve business opportunities and development
- *What I dislike about this goal*
 - 16 Avenue N.W. not an appropriate location
- *I would improve this goal by*
 - Not sure these actions will encourage business diversity which reacts to the market





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

Stakeholder Report Back: What we Heard
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<p>Goal 10. Foster a sense of arrival and place through design and materials</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Distinguishes the neighbourhood • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Do not understand the goal ○ Cost concerns • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ 16 Avenue N.W. not an appropriate location 	<p>Character and Identity Goal 10</p> <p>■ Like ■ Modify ■ Don't like</p>
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<p>Goal 11. Strengthen north-south connections across the corridor</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Safer pedestrian crossings • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Compromises vehicle traffic flow • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Should include crossings for active transportation 	<p>Character and Identity Goal 11</p> <p>■ Like ■ Modify ■ Don't like</p>
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<p>Goal 12. Reflect community identity in the Main Street design</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Distinguishes the neighbourhood • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ 16 Avenue N.W. not an appropriate location • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Address how 16 Avenue N.W. splits the community and create community connections to Shouldice Park 	<p>Character and Identity Goal 12</p> <p>■ Like ■ Modify ■ Don't like</p>
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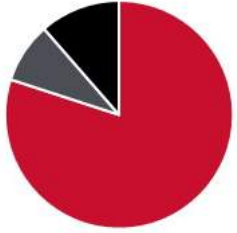
Economic Vitality

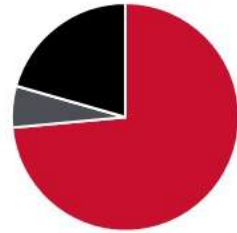
Participants largely like the draft goals that support the Economic Vitality principle; Goal 13 (80%), Goal 14 (74%), Goal 15 (86%), and Goal 16 (64%). Note: Percentages reflect percentage of responses received. In response to what participants liked, did not like, or would modify, comments reflected the themes identified below:

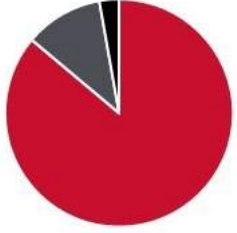


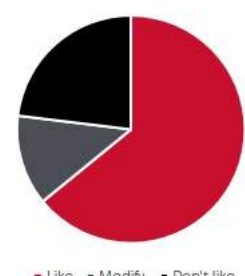
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<p>Goal 13. Create a flexible and adaptable public realm to stimulate investment that encourages a vibrant diversity of businesses</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Encourage pedestrian-friendly and family friendly restaurants and patios • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Do not see connection between public realm and economic vitality ○ Too vague, do not understand goal • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Relax zoning laws 	<p>Economic Vitality Goal 13</p>  <p>■ Like ■ Modify ■ Don't like</p>
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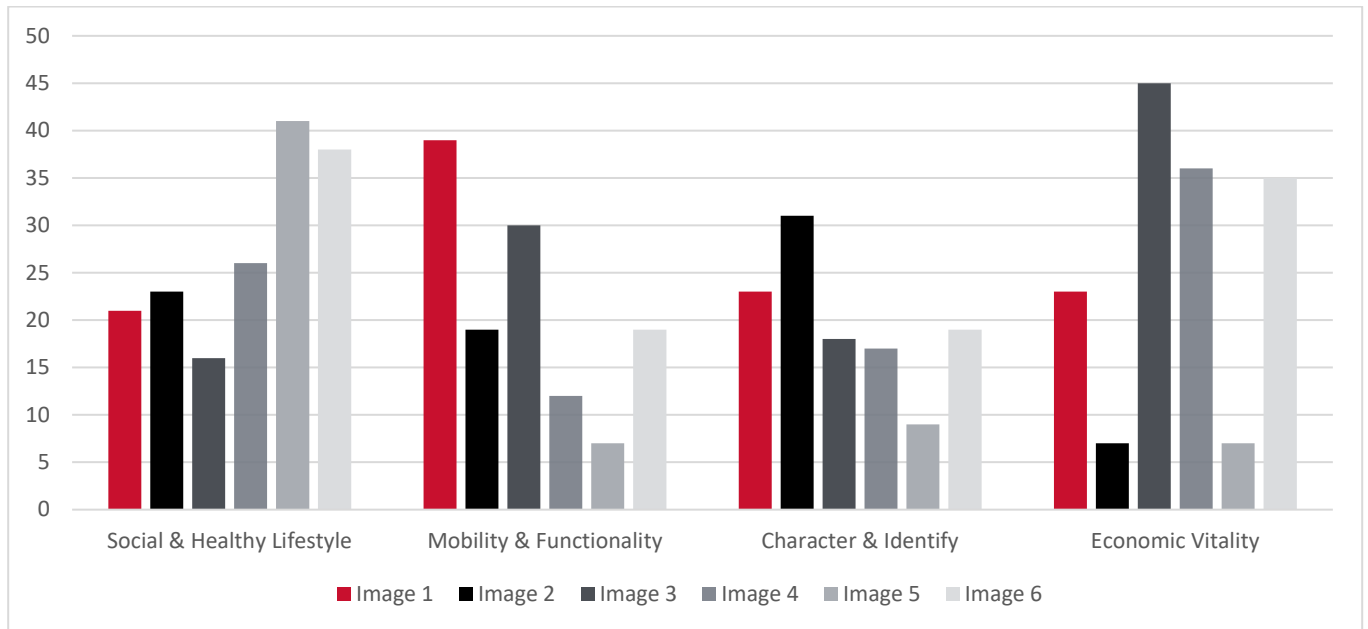
<p>Goal 14. Improve street interface and explore parking opportunities while sustaining access to businesses for all users</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ On-street parking will slow down traffic ○ A bypass tunnel would allow both through traffic below grade and on-street parking at-grade ○ Use alleys and underground structures as much as possible • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Parking will attract vehicles, should focus on walking, biking and transit ○ Parking takes away from greenspaces • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Use alleys for parking 	<p>Economic Vitality Goal 14</p>  <p>■ Like ■ Modify ■ Don't like</p>
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<p>Goal 15. Leverage storefront visibility from the corridor to encourage people to see, stop and stay</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ Places to gather and rest, patios ○ Variety of street front character using natural materials • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Access to business that does not impede traffic flow • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Focusing on Bowness Road Main Street ○ Easy access to businesses 	<p>Economic Vitality Goal 15</p>  <p>■ Like ■ Modify ■ Don't like</p>
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<p>Goal 16. Maintain the role of 16 Avenue N.W. as a critical economic east-west connector for goods movement in north Calgary</p> <ul style="list-style-type: none"> • <i>What I like about this goal</i> <ul style="list-style-type: none"> ○ This is a very important east-west route in the city ○ This is an opportunity to showcase the river valley neighbourhood • <i>What I dislike about this goal</i> <ul style="list-style-type: none"> ○ Would prefer to redirect goods movement further away from community (e.g. Stony Trail) • <i>I would improve this goal by</i> <ul style="list-style-type: none"> ○ Balance the east-west connection with being a local street through Montgomery ○ Reduce commercial traffic to essential deliveries within the city 	<p>Economic Vitality Goal 16</p>  <p>■ Like ■ Modify ■ Don't like</p>
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Design

3. Select the image(s) that you feel best represents the principle. Select all that apply. Tell us why you chose the image(s).



Social and Healthy Lifestyle









13%	14%	10%	16%	25%	23%
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Images 5, 6 and 4 were chosen most often as best fitting the Social and Healthy Lifestyle principle. In response to why participants chose the images they did, comments reflected a desire to increase natural elements such as trees and greenery (6), create a destination to attract people to the community (5), create family-friendly spaces (5) and improve lighting (4).

Note: Percentages identified in the table above reflect percentage of responses received (participants were asked to select multiple images).

Mobility and Functionality

					
31%	15%	24%	10%	6%	15%

Images 1 and 3 were chosen most often as best fitting the Mobility and Functionality principle. In response to why participants chose the images they did, comments reflected a desire to improve pedestrian safety (10), and to provide business parking in the alleys or underground (8) in order to maintain sightlines and business visibility. Other comments reflected an interest in supporting active travel types (4) and transit access (2).

Note: Percentages identified in the table above reflect percentage of responses received (participants were asked to select multiple images).

Character and Identity

					
20%	26%	15%	15%	8%	16%

Images 2, 1 and 6 were chosen most often as best fitting the Character and Identity principle. In response to why participants chose the images they did, comments reflected a desire to create a destination that distinguished the community and attracted people to the area (7), create a gateway near Home Road that created a welcome into the community and the city from the west (6), and the use of public art to create a unique and memorable street character (5).

Note: Percentages identified in the table above reflect percentage of responses received (participants were asked to select multiple images).

Economic Vitality

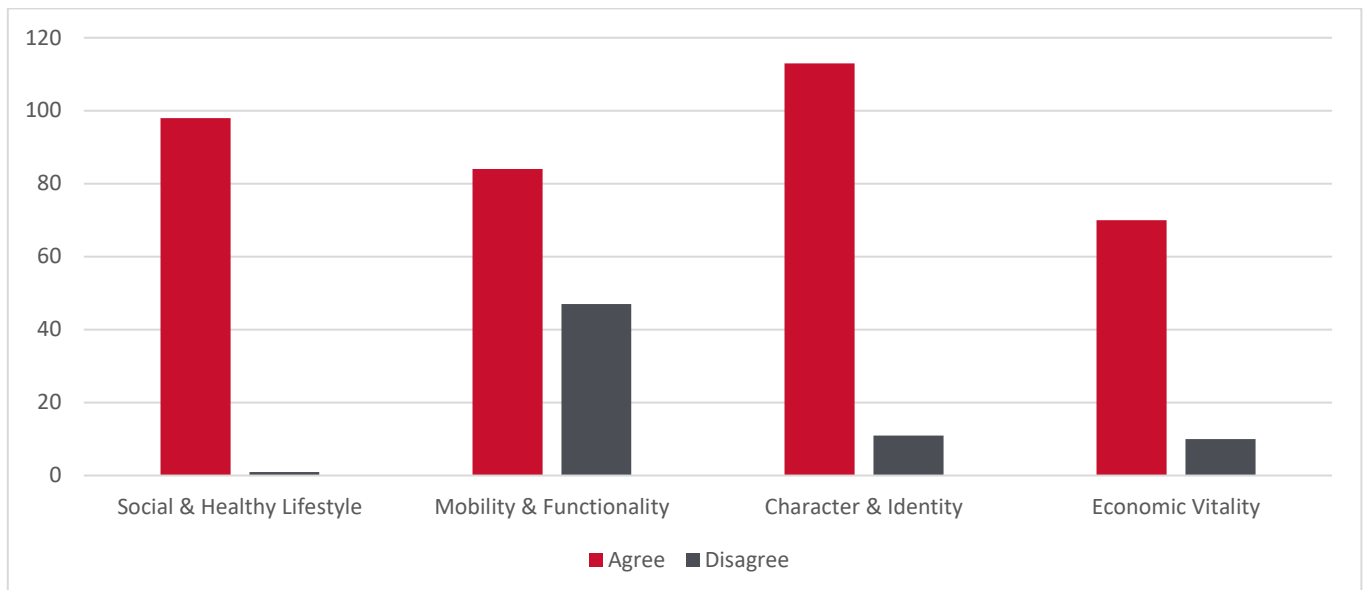
					
15%	5%	29%	24%	5%	23%

Images 3, 4 and 6 were chosen most often as best fitting the Economic Vitality principle. In response to why participants chose the images they did, comments reflected a desire for increase diversification of business types (8) and gathering places such as patios or public seating areas (5). Some participants expressed concern that the volume of traffic and noise on 16 Avenue N.W. will compromise the success of patios or street performance/flex spaces (5).

Note: Percentages identified in the table above reflect percentage of responses received (participants were asked to select multiple images).

Check-in 2014-19

4. Organized by project principle area below are some of the key ideas and concerns we heard during those engagements. We'd like to know if those comments still resonate today. For each group of ideas please tell us if you agree with the ideas, disagree with the ideas, or if there are items you would modify or change. Share with us how you might change an/some of the items to better agree with them.





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

Stakeholder Report Back: What we Heard

March – April 2020

Social and Healthy Lifestyle

Participants confirmed that comments heard in previous public engagement in the area were still relevant and important to the study area. Respondents agreed that improved pedestrian and cycling connections from West campus to the river pathways (35) and safe pedestrian crossings between Home Road and 43 Street N.W. (32) are needed. Participants also identified a park at 42 Street N.W. as a valued community asset (22).

Mobility and Functionality

Participants agreed that there is a need to improve left turns at Home Road and 16 Avenue N.W. (25). Several participants indicated that they'd like to see an increase of capacity at the Sarcee Trail interchange (20); however, this interchange is not within the scope of this project and has an approved long-term plan identified in Trans-Canada Highway and Sarcee Trail N.W. Interchange Study, 2016. Respondents largely disagreed that the speed limit should be reduced between 49 Street and Sarcee Trail N.W. (19) and were divided on whether traffic turning northbound off 16 Avenue N.W. between 43-49 Streets N.W. should be restricted (Agree – 16, Disagree – 19).

Character and Identity

Participants confirmed that comments heard in previous public engagement in the area were still relevant and important to the study area. Respondents agreed that creating a more welcoming entryway from the west (33) and improving the look of 16 Avenue N.W. in Montgomery with lighting, trees and banners (32) were important.

Economic Vitality

Participants strongly agreed with creating a business zone link between 16 Avenue N.W. and Bowness Road using 46 Street N.W. (30) and with exploring underground parking (28) as a desired alternative to street parking or car-oriented development that included large surface lots.

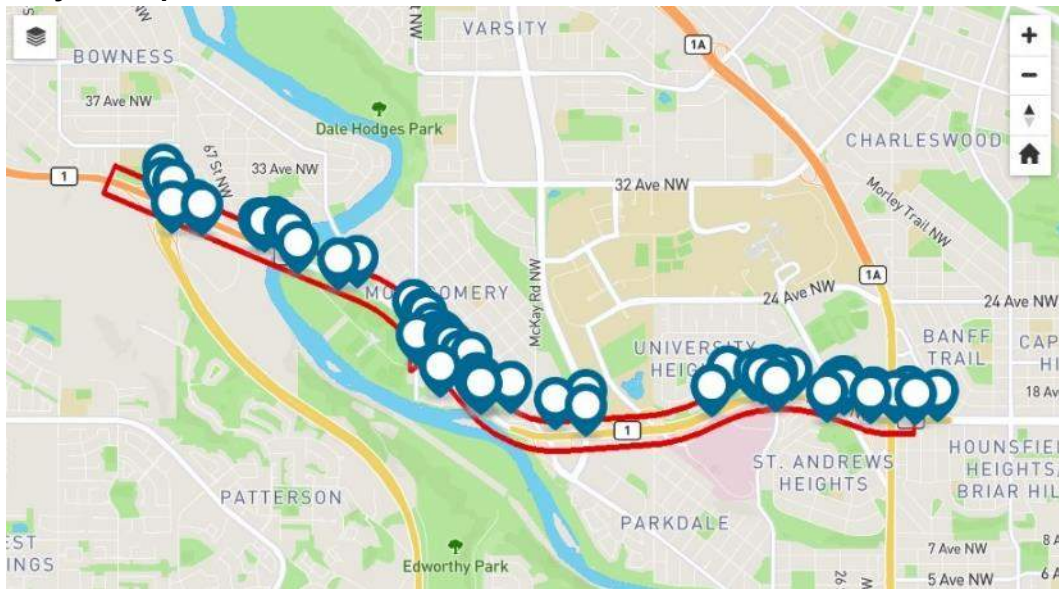
Verbatim Comments

The following is a record of the feedback received at the in-person events and from those who responded using the online Engage portal.

Please note all of 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 only edited to remove profanity, personally identifying information or to identify an illegible word; where this occurs, it is indicated using square brackets, for example; “[illegible].”

Social Mapping

1. Describe your ideas or concerns to improve the future of 16 Avenue N.W. for people who walk, bike, take transit, and drive. Show us spots that are important to you and tell us your idea related to that spot. Tell us what might be missing, and what is working well or is an opportunity for improvement.



Note: information identifying the location of mapping comments made at the Open House and through the Engage portal are included in parentheses, for example; “(43 Street N.W.)”. Where available, information identifying the location of comments received during the walking tour are included in the comment.

a. Online Responses

West Segment (Sarcee Trail – 49 Street N.W.)

- (188 Bowdale Crescent NW) 16 Avenue is not a highway, why is it still designated as the Trans Canada Highway? Change the Trans Canada Highway to Stoney Trail or



another road. 16 Avenue should be safer for pedestrians and for residents who live on it, not for national traffic to drive through it.

- (188 Bowdale Crescent NW) You can dress a goat in a tuxedo at the end of the day it is still just a goat. 16th avenue is a highway, it will never be, and should never be a pedestrian experience.
- (3036 69 Street NW) I think it would be a good idea to have Sarcee connect with TCH West and have 16 Ave turn off, similar to Barlow and Peigan Trail at Deerfoot
- (5003 16 Ave NW) Make this area safer to cross the street or more freeways in this city
- (5003 16 Ave NW) This should be 6 lanes of traffic free flowing with pedestrian bridges. Unnecessary slow down and pinch point.
- (5227 13 Avenue NW) Pathway and gravel road crossing is dicey as all heck with gravel winding up on the pathway, and vehicles turning through. Consider improving drainage, and maybe a large paved elevated crossing to act as a speed hump and reduce gravel interaction.
- (6200 16 Ave NW) "This pedestrian crossing over the Bow River is a much neglected bridge! There is no continued walking path west of Shouldice bridge alongside 16thave, which makes no sense since there is plenty of room to continue this straight up the hill toward Trinity Hills and Winsport. This bridge pedestrian pass is never maintained through any season, and not enough room when there is a cyclist and pedestrian at the same time crossing, plus absolutely NO lighting. And let's not forget the horrific gravel road underneath the bridge that the stairs lead down to on the east side!! Always a lake due to water dripping down from above and the worst potholes in the city!! Please make this bridge more user friendly , safe and maintained both above and below and continue the path on both sides of the river for multi-purpose use!"
- (6200 16 Ave NW) "Need to keep auto services and allow for efficient through traffic. Need to restrict left turns during rush hour"
- (6200 16 Ave NW) I love this converted pedestrian bridge, I think it's a great opportunity to enhance place-making and as a social node.
- (6771 16 Ave NW) A comment about where the speed limit drops to 50 km. As a driver, the drop in the signed limit is not matched by how the road 'feels'. The wideness and openness encourages you to continue at a higher speed, especially after coming into town from higher speeds. I know there are many methods for encouraging the road to feel slower, like more street trees, street parking, or a central meridian - I think some of those may help.
- (6771 16 Ave NW) The pathway system should go under this bridge and along the river on the west side. This area is littered with homeless garbage and degree, its also an important link in the pathway system, check Strava for heat maps of where people are actually going when cycling, running and walking.



- (6771 16 Ave NW) Why would you want to lower the speed on a highway? It is a highway not a residential road Stop trying to make a fish into a dog
- (7137 16 Ave NW) This area needs an improved connection from Bowness to the new Medicine Hill/Paskapoo development. How are pedestrians and bicyclists supposed to safely cross 16 Av?
- (Sarcee Trail NW) You NEED to have a walkway or pathway across 16 Ave from Bowness to the new Trinity development at THIS intersection.
- (Sarcee Trail SW) Please reconfigure this interchange, it's too confusing. Also, I think it would be a good idea to realign the TransCanada highway since it should be a freeway and 16 Avenue is nothing like a freeway.

Main Street Segment (49 Street – 42 Street N.W.)

- (1416 Home Road NW) After events at the athletic park, huge surges of traffic enter the community at absurd speeds trying to access 16th Ave E. This entrance from Home Road should be evaluated to ensure that the community is not affected during events.
- (1725 16 Ave NW) Maintain easy and no light access for Memorial traffic to get onto 16 ave. If not the memorial traffic will stay on Bowness road and congest the community
- (1755 44 Street NW) Traffic barricades need to separate residential streets from 16th Ave. 711 and the motels are beacons for criminal activities. Congested traffic results in users using 17th ave as a relief route and speeding is often a problem . There certainly must be a way to allow access to bowness road mainstreet off homeroad as well as at the 16th ave underpass. 17th ave is a residential street zoned for more density and will suffer from both streetscape projects unless it has separation. This is not new news. This has been demonstrated in kensington, rosdale, tuxedo - areas along 16th ave.
- (4304 17 Avenue NW) "Need to have a traffic light at pedestrian crossing as you enter Montgomery. Too many people either speed or dangerously ride bike across. Also need to have auto services on 16th through Montgomery to serve travelers"
- (4328 16 Ave NW) a pedestrian over (or under) pass would mitigate traffic and safety concerns at this junction
- (4399 16 Ave NW) If through traffic for 16 Avenue is placed underground, then 43 Street should be designed as a street more catered to recreational mobility from Bowness Road to the river. Cyclists and pedestrians should have a stronger at grade connection to the pathways and river.
- (4399 16 Ave NW) This is the closest connection point to the river pathway system at the east end of our community. It needs to be a safe place to cross 16th, the challenge being that westbound traffic is barely slowing down here and at sunset it's

hard for them to see the crosswalk. Anyone with mobility issues is taking their life in their hands here.

- (4399 16 Ave NW) A lot of the hotels in this area are not a great representation of Calgary, specifically the “Red Carpet Inn” Is known as the new Cecil and has increased crime and drawn in an unfavourable crowd to the surrounding areas. I think all residents would agree that building more modern accommodation along this strip would reduce the above issues and would also provide more favourable accommodation for those with family member in the hospitals up the hill.
- (4399 16 Ave NW) Here is where I cross as I bike to the university. The cross walk button is okay, but it still seems like a long crossing for the pedestrians I see there. Bulb-outs or a central island maybe?
- (4399 16 Ave NW) The amount of bicycle and pedestrian crossings, this intersection should be done to a far higher standard (e.g. fully controlled, narrowed lanes etc.) with better sidewalks (wider) and pathway connections.
- (4399 16 Ave NW) What pedestrians cross here? No need for any of these suggestions
- (4399 16 Ave NW) Please improve the pedestrian crossing at 16 Ave and 43 St. This is a key connection for the community to the river pathway. Most drivers don't stop, even when the lights are flashing.
- (4411 16 Ave NW) Cyclists trying to access businesses from the river pathway are met with a sidewalk here. I think a priority spot for cycling infrastructure.
- (4500 16 Ave NW) Widening to 3 lanes each direction through Montgomery will not solve traffic problems. Please focus the efforts to improve the street for people, not the convenience of single-occupant vehicles
- (4540 16 Ave NW) I might be wrong, but I think some crosswalks have no button or lights, just painted lines? I have the impression that some of the crossings have poor lighting, markers, and the many lanes of traffic to cross are dangerous (as cars turning left block vision of the pedestrian). It would be nice to improve existing crossing opportunities, and add more opportunities so people aren't encouraged to cross at an uncontrolled point.
- (4603 Montgomery Avenue NW) This area to the southwest of the current TCH should be expropriated by the city and reconfigured to make the road an actual east-west thoroughfare with less no traffic lights and higher speed limits. The old 'Montgomery Main Street' can be upgraded and maintained and one minor off/on ramp interchange can be constructed for access to/from the neighbourhood of Montgomery. This would result in an actual thoroughfare road with a speed limit of 80 to 90 km/h. More gas station/light industrial can be included in the area of the interchange that would be built on the land that would be expropriated by the City.
- (4620 16 Ave NW) Lots of auto-oriented signs and ads, more pedestrian oriented would be nice!



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

Stakeholder Report Back: What we Heard

March – April 2020

- (4627 16 Ave NW) Motels bring in less crime than low income housing. Poor people are usually the criminals
- (4627 16 Ave NW) The excess of budget motels in this area lowers the appeal of the neighbourhood and increases crime. This, combined with the sidewalks being directly next to the busy road makes this entire area feel unsafe. Low-income housing would be a preferable alternative to support the homeless population as opposed to the crowds drawn to the budget motels
- (4635 16 Ave NW) It's not uncommon for residents of this area to hear sirens from crime originating from motels in this area. Rezoning or relocating these businesses would help revitalize the community and make it a welcoming area for residents and visitors.
- (4647 16 Ave NW) Given the difficulty of reconciling a major thoroughfare (highway) with a main street, it seems there should be one of two strategies taken. First is finding a way to allow clear flow-through of the traffic while not limiting the ability for local traffic to get around and also attenuating increased traffic noise (due to a larger, faster, roadway). The suggestion of an underground freeway would be one way of doing it. The other is to move businesses off the highway and push them back into the neighbourhood (e.g., the Bowness Road main street Montgomerians have always wanted, which is walkable and transit and cycling friendly). This could mean putting up sound barriers on either side of the road and providing pedestrian/cycling overpasses at 43rd Street and Home Road (at least). 43rd street is the connector of the neighborhood (and many others) to the Bow River, so that should be particularly accessible across 16th.
- (4704 16 Ave NW) Another reason for there to be grade separation between through traffic, and local traffic, is for emergency traffic coming from Sarcee Trail SW; in particular for EMS to Foothills Hospital. Since there won't be a new river bridge crossing built that will connect Shaganappi Trail and Sarcee Trail, emergency traffic will need to have a quick and fast route without traffic and pedestrians impeding them.
- (4715 16 Ave NW) 16 Avenue is a major east-west expressway for the city, but also a key road for the community of Montgomery. This road should have two levels of traffic to serve the best of both worlds. A underground expressway would serve through traffic (primarily for commute and transport goods), and an at grade level for the local traffic, as well pedestrians and cyclists. The road would no longer be a barrier for the community, and traffic driving through the community wouldn't have to deal with traffic lights anymore; making commuting more efficient and in-line with how the road is west of Montgomery.
- (4732 16 Ave NW) Residents coming eastbound into Montgomery have a hard time turning left into their own neighbourhood during afternoon rush hour. There should be a dedicated left turn either at Home Rd or at 46St (which requires a new



light). Home Rd is the better option because of the light at Bowness Rd and Home Rd. Residents may complain that making it easier to turn north on Home Rd would increase shortcut traffic, but residents who live here shouldn't be made to suffer access. Having a turn here would also facilitate people from Trinity, Greenwich, Springbank, Valley Ridge, Crestmont and Harmony visiting our new Main Street revitalization on Bowness Rd.

- (Bow River Pathway) Cyclists have the river pathway why on earth would they need priority access on a road?

East (42 Street N.W. – Crowchild Trail)

- (16 Ave NW) Need a merge lane onto 16 Ave. to go east from southbound Shaganappi.
- (1620 29 Street NW) Adding cycling infrastructure, and or a wider pathway than sidewalk connecting from the lights at 16th to the hospital and the professional building would link to the pathway infrastructure on the north side, and manage pedestrian congestion.
- (1620 29 Street NW) The area around Foothills hospital needs better cycling connections. There is too much pedestrian traffic for cyclists to safely share the pathways with pedestrians
- (1620 29 Street NW) Need safer and better-connected bike path or designated on-street bike lane (preferably separated lane to ensure cyclist safety).
- (1620 29 Street NW) Pedestrian traffic is important here for staff and students at Foothills Hospital who walk to bus stations, the University of Calgary, McMahon, or the nearby community on their commutes.
- (1620 29 Street NW) Many people walk and cycle to Foothills Medical Centre. I would like to see a way for people walking and cycling to comfortably and safely get across 16 Ave N without having additional distance added to their journey by out of the way crossings.
- (1675 University Drive NW) Very narrow ped/bike clearance on the bridge decks over University Dr, or Crowchild Tr. They connect to wider pathways and are major regional connections to the hospital and university, and Foothills/McMahon athletic fields.
- (1675 University Drive NW) Narrow, unsafe sidewalks. Road is over-built and doesn't require a full cloverleaf. Remove the ramps to free up developable land and take away road space on University Dr for a better pedestrian environment
- (2227r Banff Trail NW) This turn onto Banff Trail from 16th Ave is too sharp (from both East bound and West bound directions).
- (2304 16 Ave NW) "Better pedestrian access. The 'sidewalk' is more of a median for 16th and the businesses there. A possible improvement would be to have a sidewalk



go in front of all the businesses. McDonald's have essentially built there own already, because not having it is a hazard."

- (2418 16 Ave NW) Please make the transition from 16th Ave onto crowchild easier! The entry behind Nicks steak house should be a yield sign not a stop.
- (2420 16 Ave NW) Please remove the light and intersection outside the McDonald's. The intersection is very confusing and the businesses are still accessible via the service road from Banff Trail. The light also needlessly stops traffic on 16th Ave as it is barely used by people turning from the sevice road. I live on 22 Street on the south side of the wall and often visit those businesses, and have never used that intersection.
- (2450 16 Ave NW) Looking forward to the planned active transportation improvements for this area!
- (2615 16 Ave NW) Make this area more pedestrian friendly, a lot of students run into contact with cars and makes it dangerous for students who want to make it to university
- (2615 16 Ave NW) No one lives here why would you make it more pedestrian friendly University students take the bus way too far to walk from here.
- (2615 16 Ave NW) This ramp from Crowchild to 16th Ave is awkward. You have to yield twice, it's on a hill (so poor visibility of traffic), and the merging lane is too short especially during rush hour when there is high traffic coming from the hospital.
- (2625 16 Ave NW) This road is nowhere near overbuilt. The clover leaves are a good thing.
- (2711 16 Ave NW) Sidewalk near senior's residents dead ends at the off-ramp from 16th to get to Crowchild Tr. Users then have to traverse grass gap between the on-ramp to 16th Ave from Crowchild, grass then take a set of stairs or tumble down the hill to a bus stop underneath the bridge. This connection needs to be improved.
- (2825 16 Ave NW) Make this a more pedestrian/bike friendly intersection. I disagree with the idea of the need for pedestrian overpasses because the street level should be just as accessible and safe for pedestrians and bikes as it is for cars. Adding separated bike lanes and wider sidewalks would be ideal. Pedestrians and cyclists should not come second to vehicle traffic. Furthermore a priority transit lane would be ideal to allow transit users to bypass vehicle traffic.
- (2825 16 Ave NW) Please make a proper MAX station here, a lot of healthcare workers rely on this station
- (2920 16 Ave NW) I would like to see truck traffic removed from 16 Ave N. Trucks should be diverted to the ring road
- (3020 16 Ave NW) Allow people to turn right prior to the light so the traffic can flow and not have to wait for a light before turning rich. So, add a yield right turn exit going from uxbridge drive onto 16 ave

- (3020 16 Ave NW) Remove the leading left-turn phase as it slows pedestrian crossings here. Make the full signal shorter to reduce pedestrian waiting
- (3020 16 Ave NW) Consider having an overhead pedestrian crosswalk for safety here
- (3020 16 Ave NW) Do not remove the left turn light, just increase the length of the pedestrian lights.
- (3020 16 Ave NW) Overhead pedestrian walkway crossing 16 Ave (preferably covered)
- (3045 Utah Drive NW) "The green space along 16th avenue is vital to the University Heights neighborhood. The green space is widely used by residents for recreation, to reduce noise (e.g. ambulances) and air pollution, and to connect the residents to the ACH and University District. University Height residents do not support an expansion of 16th Avenue that encroaches into this green space."
- (3045 Utah Drive NW) Consider adding bike path here to connect Foothills Hospital to ACH and the University and help promote physical activity in the community.
- (3120 16 Ave NW) There has to be a overpass pedestrian crossing here, this is a popular MAX station and a lot of healthcare workers find it dangerous to cross the road at this busy intersection
- (3120 16 Ave NW) "A pedestrian bridge is needed. Running 16th Ave West of 29th St NW under surface level would reduce noise and dust in the medical centers area. One mian bus station for the medical centers is needed (currently different busses stop at different locations - confusing for patients/visitors and inconvenient for staff). There should be a branch of CTrain from Lions Park to the medical centers, possibly with another stop at University City/Alb.Childrens' Hospital."
- (3120 16 Ave NW) Pedestrian and bike-friendly overpasses from the hospital to Stadium would be extremely helpful. These overpasses would reduce the pedestrians crossing at the intersection and allow more cars to cross, and facilitate ease of access across 16th to the retail spaces at Stadium.
- (3420 16 Ave NW) bike lane on the north side of the road for bikers traveling back west.
- (Shaganappi Trail NW) A ramp south bound
- (Shaganappi Trail NW) Very dangerous left turn
- (Shaganappi Trail NW) I would like to echo the comment about the dangerous left turn needing to be addressed.

b. Open House Responses

West Segment (Sarcee Trail – 49 Street N.W.)

- (Sarcee Trail) What is the development at former Sunnyside greenhouse land?
- (Bowdale Crescent) Happy to see this intersection close. Just confusing



- (Bowdale Crescent) Narrow
- (West of CPR bridge) No reason to reduce speed (hard to justify) Agreed. (1 checkmark)
- (West of CPR bridge) With speed being higher I often wonder if a separation between E-W traffic would be better.
- (Bow River bridge) Bridge too narrow
- (West of Bow River bridge) Have better speed transitions
- (West of Bow River bridge) Elevated or tunnel roadway?

Main Street Segment (49 Street – 42 Street N.W.)

- (Home Road) Speed changes drastic
- (Home Road) As speed slows – gateway to community – incentive to stop.
- (49 Street) Traffic confusing at 49th – Chaotic
- (49 Street) Not safe for peds at DQ driveway crossing road (49th)
- (49 Street) EBL at 49th could be banned to help safety
- (49 Street) Turn signal at 49th St Northbound would be great idea
- (Home Road) Drop speed at Home Rd – help with shortcutting and safety
- (49 Street) Need turn signal at 49th St. Eastbound
- (49 Street) Would be good if it was obvious the city & urban realm “started” at 49th st. & lower speeds there
- (Home Road) What does city see Home Rd future to be? Access to Market Mall or not?
- (49 Street) Blind intersection
- (49 Street) Gateway feel to/from mountains
- (49 Street) Make a destination.
- (48 Street) No parking signs along 48th Street from Bowness Road to 4 way stop at top. Both directions.
- (Home Road) Hard to cross 16th Ave (as ped)
- (Home Road) Signal timing to cross 16th Ave along Home Road is very inefficient for cycling & walking – long wait times
- (Home Road) Ped xing green time not long enough for distance to cross road (16th Ave) & Home Rd.
- (Home Road) We want people from Harmony, Trinity, Greenwich etc., to come to our new Main Street. They need a left turn option coming East...
- (Home Road) EBL traffic light needed at Home Rd.
- (Home Road) Pedestrian crossing feels exposed and North – South traffic is rushing to turn left on short N-S light
- (Home Road) NBL at Home Rd. has safety issues w/ N-S ped movement. Protected left turn?



- (Home Road) Provide some even one, good & safe N-S x-ing 49th St/46th/ St/Home Rd.
- (Home Road) Not safe very big intersection for pedestrians
- (46 Street) Sidewalks between Safeway & 46th St. are next to roadway. Need to relocate sidewalk with a boulevard next to 16 Ave. Please! (1 checkmark)
- (46 Street) Signals at Home Rd & Bowness/46th Street need to work together
- (46 Street) 46th St very wide & lots of potential – feels like the gateway more than Home Rd
- (46 Street) – Agreed
- (46 Street) Speeds and vehicle cut thru a problem on 46th
- (46 Street) Rezoning & Re-development 130.00 sq ft main floor retail
- (Monterrey Ave) Skate parks
- (17 Avenue) 17 Ave NW pavement condition requires condition between 46 St & 45 St.
- (46 Street) Slow speeds along 46th
- (46 Street) 1 – 46th St should be treated as major ped/bike connection & pathways (arrows) all the way from parkway and Bowness Rd.
- (46 Street) Encourage active connection to river path on 46th st & park
- (46 Street) Not easy & not safe to cross 16th Ave
- (46 Street) Lack of parking
- (Monterrey Ave) Will more lanes on 16th Avenue only encourage more traffic & enable make crossing more difficult?
- (45 Street) People speed (safety) so hard to turn left
- (45 Street) Very insufficient parking for NW1 & NW2 – short-term and long-term
- (Monterrey Ave) South side cut off
- (Montgomery Ave) Grade separated ped x-ing closer to the central area of the main street
- (Montgomery Ave) WBL onto Montgomery Ave is very soon after end of south Shag Plan/ freeway – speed hard to turn
- (Home Road) Too much traffic on Home Rd./shortcutting thru Home Rd
- (44 Street) Protected WB LT's? (safety) (pockets are safer)
- (Montgomery Blvd) Encourage businesses that promote [illegible]
- (Montgomery Blvd) Provide better cycling connection b/w Home Rd & Montgomery Rd along Montgomery Blvd.
- (44 Street) Not obvious parking on 16 Ave for businesses on 16 Ave
- (Montgomery Ave) Cut off access to cross streets (cul de sac)
- (Montgomery Ave) Those that live here have their kid walk to Terrace Road School everyday, often by themselves
- (43 Street) Ped bridge at 43 St?



- (43 Street) Signal here (43rd)
- (43 Street) Extremely dangerous bike & pedestrian crossing. Needs a light or overpass before a death
- (43 Street) Connect to regional pathways
- (43 Street) Need a pedestrian/cyclist overpass at 43 Street & 16th Ave. Now! Yes
- (43 Street) Very dangerous – lights – overpass
- (43 Street) Please improve crossing of 43rd Close off 43rd to some degree.
- (43 Street) Need to formalize crossing for cyclists travelling between pathway & 43rd St. NW
- (43 Street) Consider pedestrian overpass at 43 St. – Yes Please
- (43 Street) Connection from George Gall to regional pathways
- (43 Street) Get trucks out of 16th Ave in Montgomery (hard for truckers to stop at ped x-ing)
- (43 Street) Need separation b/w vehicles & public realm
- (42 Street) Whole Mont. Area needs to be more walkable to/from area destinations

East (42 Street N.W. – Crowchild Trail)

- (MacKay Road) Direct path b/w Bowness & Foothills (Short-term)! Hospital staff need it
- (MacKay Road) Multi-user pathway for people who work at hospitals Montgomery – Foothills ASAP (prior to starting this construction)
- (Shaganappi Trail) Keep access as is today at Mont. View
- (Shaganappi Trail) Provide a more direct route to Bowness Rd. from WB 16th Ave
- (MacKay Road) Shortcutting thru Bowness Rd to get to 16 Ave (WB) west of Home Rd
- (Shaganappi Trail) Drawing of Gateway
- (Shaganappi Trail) Drawing of pedestrian pathway/crossing options south of Memorial Drive
- (Shaganappi Trail) And no river crossing
- (Shaganappi Trail) Not anxious to see Shaganappi short-term plan. Need something to move traffic
- (Shaganappi Trail) Confirm future tie in at South of Shaganappi
- (West Campus Blvd) Ped crossing of Shaganappi b/w children's + 16th Ave. Not to go all the way up hill to cross
- (Montalban Crescent) [Drawing of pathway between Children's Hospital (University Ave) and Montgomery
- (West Campus Blvd) What is future land use either side of West campus Blvd?
- (West Campus Blvd) [Drawing of pathway connection north of ramp to 16 Ave] Path crossing here?



- (West Campus Blvd) [Drawing of pathway connection north of ramp to 16 Ave] Path on north side of wall? Property lines?
- (West Campus Blvd) Need a viable way to bike E-W along or beside 16th
- (West Campus Blvd) Path connection northside 16th Ave // North of wall?
- (Foothills Hospital) Bench needed somewhere along the ped pathway connected to ped underpass near Banff Tr.
- (Foothills Hospital) Consider state of cancer patients coming out of cancer centre & proper/improved ped facilities & connections
- (29 Street) [Drawing of pathway parallel to 16 Ave, south side] Pathway missing?
- (Home Road) Shortcutting from NB Sarcee to Home Rd to get to Market Mall or Crowchild Tr.
- (Crowchild Trail) Pedestrian flasher needed for the ped x-ing for the WB to NB Crow Tr. Ramp
- (Crowchild Trail) Add bike troughs to any bridges with stairs
- (23 Ave + Crowchild Tr) How to get from 23 Ave to shopping areas?
- (Banff Trail) Banff Tr bus stop needs a bench

c. Walking Tour Responses

i. Social and Healthy Lifestyle

- (3) 43 Street - favorite spot for cops to park - some community members want a pedestrian overpass
- (6) Transit – why doesn't Max come further? - going to SAIT needs a transfer
- (7) Co-op Gas Corner - lots of jay-walking men
- (8) 46 St lots of "homeless people" one business owner says due to bottle depot
- Transit infrastructure [46]
- Motel
- Signal @ 43th
- Ped Xwalk
- Speed
- Visual cue
- Setback – 44
- Transit benches
- MAX – Orange BRT - Montgomery - Transit - East from here - foothills - MAX terminals - fix the street
- HOV lane level use
- channelized into sections awful for peds
- pot more grasses
- want it to look more like memorial



- (2nd Location) Turning left on 16 ave the lane isn't long enough
- People taking illegal turns on home road to get home
- Put in traffic calming speed bumps
- "sleeping policeman" an option on home road?
- Pedestrians are exposed to splash zone
- Seat that is rusted
- Feels unsafe for pedestrians walking along 16
- Stone & brick circle, bit empty
- SBR may think that NB are left turns. Conflict SBL & NBT ←
- Sidewalk not wide enough and too close to roadway
- Accessibility is poor (for wheelchairs etc.)
- Better park and river access from 16 Ave
- Perhaps this isn't the place for social plazas etc. but make the transit stops nice to offer that place to potentially connect/gather
- Need to make sideways wider
- Doesn't feel safe to walk alone at night
- Not many pedestrians in area, walking not being encouraged in area
- Accessibility is an issue in many areas along the corridor
- Ensure clear and safe sightlines
- Unsafe bench noted
- Why are the sidewalks so close to 16th? Set backs could allow for great distance between sidewalk and road.

ii. Mobility and Functionality

- Want to left turn arrow back up at the Dairy Queen
- Vesque – trees – 5' tall line of sight
- low shrubs & businesses
- Bike lane ←
- →home
- @Buess – Right turn lane
- Forced RHR
- People turning left & right at same time. Nobody can see. Need a turning lane or traffic signals
- traffic backs up to get onto TH.
- intersection of 16th ave
- lots of traffic coming out of sports field & turning out.
- waiting for accident
- 43rd & 45th w/ 16 Avenue
- too big of intersection for pedestrians to cross. very [?]
- people driving through on bike lanes



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- people getting into TH backup
- very busy in summertime when sports fields being used
- good opportunity to [illegible]
- where Wb is – turn is 2x wider than it needs to be
- circle w/ brick bit empty
- Traffic issues with left turns off 16th ave need to be addressed
- Wheelchair & accessibility standards, Curb cuts [?]
- MAX coming to Montgomery (will it go to Medicine Hill?)
- When stadium is close MAX will be a good link between [illegible] 2
- Home Rd/16 Ave NW - difficulty in turning left: both from 16 av & home rd
- Home Rd/16 Ave NW - Permissive left: almost impossible to turn in peak times
- Home Rd/16 Ave NW Two NB lanes reduced to 1 lane & bike lane -> Difficult for thm traffic (NB) to get thm the intersection -> access to Bowness RD is a major concern
- 16 Av 14 St WBR – too generous
- 16 Av 14 St EBL vehicles can't turn left on 16th & home rd so they turn @ 44 St-> Signal? -> No left turn? - safeway access too close
- W of Home Rd: sidewalk south of the bird space (Unsafe)
- (1) Home Road - long crossing - Couldn't find WCRS - car turning – don't know when to go - not safe for peds or cars - first traffic light into city - bike lane (N – S) not clear of snow - City never clears their own sidewalks
- (2) 49 Street – business access makes awkward - use to “shortcut through community - more EDL's than Home Road? - install a light here? No left turns? - speed bumps here?
- (3) 46 St – business shoveling parking stalls but not sidewalk - many residents turn here first to be safest - collector, good road to [illegible] (4) left turns into businesses cause “road rage” ie blocking traffic - but Sports Rent wants left turn access
- Move bus stop to outside bottle depot
- Lots of jaywalking at 45th street (no marked crossing here?)
- Turning safely from 16 eastbound onto northbound Home Road is not safe right now
- Left turn lane eastbound on 16 Ave to 49th is too short – it backs up during peak times (people often turn left here instead of Home Road)
- Visibility is low for people turning westbound onto 16 Ave from businesses on north side of road
- Safer crossing is needed at 43rd
- 46th is good street to provide left turns to access Bowness Rd



- 43rd street is very hard to cross for pedestrians
- Wondering why MAX doesn't go to Montgomery?
- Inconsistency in width of sidewalk
- Sun (some points of the year) makes the road very dangerous (especially for pedestrians as cars do not see people crossing)
- Possible pedestrian overpass at 43rd (some people advocating for it)
- Left turn Eastbound 16th for business (Sports rental store concern for returns)
- Pedestrian crossing safety issue identified (by Physio – one crossing does not have lights just signs)
- Left turn into Medicentre (across from sports rental) always a traffic concern – when car turning backs up traffic and creates issues
- Short time to cross 16th Ave at home road for pedestrians
- Ped 'porkchop" offset from the intersection
- Poor sightlines for pedestrians
- Safety issues for ped crossings
- Bike lanes define area (16th Ave and home road)
- 49th Street is an issue
- Could MAX line continue on 16 Ave?

iii. Character and Identity

- Needs character + identity
- would be nice to see something continuous along street
- Sidewalk – too narrow Doesn't feel safe to walk Barrier between sidewalk + 16th
- Good:
- 16 Av east of Home Rd Sidewalk too close to road
- 46 St Ped Crosswalk. -> double threat -> 4 lanes to cross
- 16th & Monterey Av unsignagled - (large signs) ped crossing - Difficult to cross 16 Av - CWK! Or make it safer.
- 43rd St @ 16 Av NW SB to pathway. Hard to cross. too high speed on WB 16 Av PM sun low – may not see the ped light (WB) signal may help! Cyclist use this a lot!
- Trees that are uniform + draw
- trees don't block commercial signs - not a "canopy"
- Connections between Bowness Rd and 16 Ave important
- Northside of 16 Ave feels safer than southside
- Gateway features that point people to Bowness Rd would be nice (at Home Rd and 43rd)
- Continue with streetlight upgrades
- Celebrate George Gell Park (connect, gateway etc.)



- Tree rings are empty or not maintained
- Any design/beauty implemented hasn't been maintained
- Old benches that need to be removed (safety issue)
- Bus stop benches are too close to road (Get sprayed by cars if
- Need gathering spaces
- Area needs beautification
- Lights at home road are the 'gateway'

iv. Economic Vitality

- Access –
- Start on the sidewalk
- Curb cuts –
- 49th ST *
- Long – vision
- Auto-oriented land use
- Front-parking lot
- Walking
- Parking – walking – drop-offs
- Max – Transit – 16th Avenue – Medicine Hill
- Stadium Developed
- Could be improved – some parts need a facelift (motels)
- Our number one concern it so keep access open both west and east bound for easy access to our business
- Most customers drive
- Some ped/transit/bike traffic in summer
- Parking is an issue – need more on-street or on side streets (residential permit only in some areas has restricted parking)
- Signage visibility is important
- Better use of setback
- Lots of backup caused by Tim Hortons drive through, long lines causes congestion at turning
- Lots of unmaintained businesses
- Tree's shouldn't block business signage – needs to be the right species of trees for the location
- Tree height
- Parking concerns for Dentist/ Medicentre



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Draft Goals

2. Help us refine the draft goals for the project. For each of the goals below let us know what you like or don't like, or how you would make the goal better.

	Total			Open House			Online		
	Like	Don't Like	Modify	Like	Don't Like	Modify	Like	Don't Like	Modify
Social & Healthy Lifestyle									
Goal 1	36	1	3	4		2	32	1	1
Goal 2	32		2	1			31		2
Goal 3	35	3	9	1	1	2	24	2	7
Goal 4	34	3	4	3		2	31	3	2
Mobility & Functionality									
Goal 5	34	2	3	2		1	32	2	2
Goal 6	26	4	7		1	1	26	3	6
Goal 7	24	7	4		2	1	24	5	3
Goal 8	29	2	4		1		29	2	3
Character & Identity									
Goal 9	27	4	4	2		1	25	4	3
Goal 10	27	6	1	3			24	6	1
Goal 11	26	7	6	2		2	24	7	4
Goal 12	29	4	2	2		1	27	4	1
Economic Vitality									
Goal 13	28	4	3	1		1	27	4	2
Goal 14	25	7	2			1	25	7	1
Goal 15	31	1	4	2		2	29	1	2
Goal 16	25	9	5	2	2	1	23	7	4

a. Social and Healthy Lifestyle

i. Goal 1. Improve the comfort of public space by enhancing the tree canopy

1. Open House Comments

- *Like.* Important!
- *Like.* Creates a more pedestrian/user friendly space
- *Like.* It's a factor that drew us to the neighbourhood 20 yrs ago
- *Like.* # 1 & 2 – Montgomery is lacking shade & has lots of commercial signs (ie. Hotel & gas stations) Trees are so so needed. Need to keep kids inside on the sunny, summer afternoons
- *Modify.* There are a lot of plastics that we have no market for recycling. We need a fake vegetation/bush or branch solution make from waste plastic as a tall physical barrier.
- *Modify.* Always for more trees I just don't know how they would fit in this space. Shade is always welcome

2. Online Comments

- *Like.* Trees look good and are good for the environment.



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- *Like.* We can't see about the necessity of greenspace to health and wellbeing. We need trees. Calgary's greenspace is abysmal as is.
 - *Modify.* There are a lot of plastics that we have no market for recycling. We need a fake vegetation/bush or branch solution made from waste plastic as a tall physical barrier.
 - *Modify.* Always for more trees I just don't know how they would fit in this space. Shade is always welcome
 - *Modify.* in locations where this is needed and where budget allows.
- ii. **Goal 2. Support a healthy urban environment with a variety of resilient plantings**
1. **Open House Comments**
 - *Like.* As developers 'eat up' yards, greenspace in public areas more important.
 2. **Online Comments**
 - *Like.* Gives off a vibrant and more lively vibe.
 - *Like.* Plant native species which do not require care
 - *Like.* It needs more!
 - *Like.* More native plantings require less water and are more resilient. Add nesting sites for birds, bats, and bees.
 - *Like.* Good for the environment
 - *Like.* Foliage is always nice and a positive contributor to the environment and to mental health.
 - *Like.* I support any environmentally friendly choice!! Plants should be local and self sustaining
 - *Like.* Native foliage Pays itself of by reducing annual maintenance and upkeep
 - *Modify.* They should be trees and shrubs. I don't think that 'tall grasses' is a nice-looking streetscape.
- iii. **Goal 3. Create places that support social gathering and interaction**
1. **Open House Comments**
 - *Like.* Social gathering and interaction can help reduce crime
 - *Dislike.* I really don't think 16th is a place of gathering. Not like Bowness Road. It is a place to come and go at best.
 - *Modify.* Consider people with pets.
 - *Modify.* Creating the space only goes half-way. Work w/community or BRZ to ensure sustainable events happen & use these spaces to their fullest. (Park by Safeway is a good example of what doesn't work)
 2. **Online Comments**
 - *Dislike.* It's a highway, focus



- *Dislike.* I feel edworthy park and shoudice park already do a lot to fill this need. I don't think more is needed. Also social improvements to park next to Safeway have not been used as not safe with drugs.
- *Like.* The area looks like the hood. The vacant lot collects garbage. It is not welcoming.
- *Like.* Great for aging communities
- *Modify.* Suggest moving the social gatherings to Bowness Road.
- *Modify.* I would focus on positive social gathering, the current crowd in this area (home road to Shaganappi) is not great
- *Modify.* where appropriate, not everywhere. Sometimes function is more important.
- *Modify.* Not necessarily improve, but we must be mindful about how we do this. Our city is full of lovely spaces that do not get used. Just because you build it doesn't meant they will come.
- *Modify.* I think it is vital to design a direct pedestrian connection from the bowness road mainstreet business district to the shouldice fields and river pathway making Montgomery a true river community
- *Modify.* Perhaps outdoor space for gatherings (benches, park) could be focused more on the bike path while more social business (restaurants) could be along 16th
- *Modify.* What they did with 16 Ave. further east did not work. Who uses those benches and gathering places? Perhaps the gathering places should be on the connecting roads.

iv. Goal 4. Design for public safety and physical comfort of all users

1. Open House Comments

- *Like.* Makes Sense
- *Like.* Lots of people come with loads of cans & bottles for the Bottle Depot, sometimes with bikes & trailers. It looks really dangerous for them coming down the sidewalk
- *Like.* Crossing 16th Ave as a pedestrian is a nightmare at best. Improving pedestrian safety is key to enjoyment of the space.
- *Modify.* Please improve walking safety. With no buffer I hate walking on 16th Ave with my children.
- *Modify.* Please note there are kids that must cross daily to get to school without parents! Please plan with them in mind.

2. Online Comments

- *Dislike.* Utility
- *Dislike.* This is a major traffic corridor need to strike a balance between free flow of traffic public safety. Already there are too many crosswalks that just jam up the traffic. Use Bowness Rd not 16th



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- *Dislike*. This is a coded way of saying bike lanes, traffic calming, pedestrian friendly, anti-car. I agree with safety but physical comfort is deceiving.
- *Like*. 16 Avenue currently is intimidating and cold for pedestrians and cyclists. Trying to cross the road in Montgomery with the through traffic on 16 Avenue is intimidating.
- *Like*. Minimizing crime and the attraction of unfavourable individuals to the area
- *Like*. It's a main road, but it is scary to cross.
- *Like*. 16th ave has a lot of sex and drug trade that increases crime in the area and leaves residents feeling unsafe.
- *Like*. Safety is key
- *Like*. If most people don't feel safe, they won't go. If they don't go, it becomes a seedy area. This is a positive feedback loop (with negative consequences)
- *Like*. A feeling of safety and accessibility is important for the community and people's willingness to visit the spaces and businesses.
- *Like*. Safe pedestrian designs reduce anxiety and add more users to the neighborhood
- *Like*. So many pedestrians cross the main Street section of 16th and not all the crosswalks have lights making visibility poor. Better planning of how and where pedestrians must be part of the plan
- *Like*. That route sees a lot of cars, bikes and pedestrians. Need to plan for all three
- *Modify*. There seems to be a conflict between the two goals, mainstreets and place making and corridor study to move through. Balancing the needs of all uses a real challenge
- *Modify*. This needs to be balanced with traffic needs. Big time.

b. Mobility and Functionality

i. Goal 5. Provide pedestrian and cycling connections to link destinations along the corridor

1. Open House Comments

- *Like*. It recognizes many of us like to walk to shops in our neighbourhood
- *Like*. Love this – We connect right to the bike path along the river. Let's encourage this to residents beneficially with bike paths & MCA's development of pump track
- *Modify*. Consider use of pedestrian/cyclist overpass to reduce motorist-cyclist-pedestrian conflicts Yes! Yes!

2. Online Comments



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- *Like.* The City has enough documents talking about the importance of improving walking & cycling to line most of the actual improvements to this effect. Put them into action every time; prioritise them
- *Like.* We need more areas to walk run and bike in this city
- *Like.* Better pedestrian and cycling infrastructure will encourage these behaviours
- *Like.* But do not interfere with traffic flow!!!!
- *Like.* Calgary has a great pathway system, and Montgomery sits in both the bow river valley network and is a link in the Canada Great Trail network. This should be emphasized and applied in the overall design
- *Like.* Reduce dependence on owning a vehicle, encourage physical activity
- *Like.* This is essential. More overpasses are required to cross 16th avenue, especially near the Foothills Hospital
- *Modify.* Consider use of pedestrian/cyclist overpass to reduce motorist-cyclist-pedestrian conflicts Yes! Yes!
- *Modify.* But don't give up car traffic expedition for the benefit of cyclists. And don't screw up parking for bike lanes. The need of the many outweigh the needs of the few and all that.
- *Modify.* Street lights at an intersection would help, lights all along would frustrate motorists.

ii. Goal 6. Maintain functionality of transit services or other high occupancy vehicles

1. Open House Comments

- *Dislike.* "Maintain" is not the best (limited) – improve service & connect area e.g. Max Orange
- *Modify.* Creating a safer environment around bus stops. Specifically, across from Safeway

2. Online Comments

- *Dislike.* "Maintain" is not the best (limited) – improve service & connect area e.g. Max Orange
- *Dislike.* Home road can also be used.
- *Dislike.* Not that I don't like the goal, more that I'm not sure to what you are referring. It would depend what the outcome would be. Are we talking HOV lanes or what?
- *Like.* It is still a major highway
- *Like.* The more people we can move, the more efficient of a transportation system we have



- *Like.* Design the transit so that in 30 years, an electric street car system could be integrated. This would fit the cory plans for transit as well as nod to the history of the bowness street car. Should dice
- *Like.* Since the transit changes, University Drive is now poorly served by transit
- *Like.* Transit links bowness to the medical centre, mall and city center this is important. Also it is still a highway so need to allow for larger vehicles
- *Modify.* Creating a safer environment around bus stops. Specifically, across from Safeway
- *Modify.* I am not sure that transit within the area is adequate, may need to improve transit services
- *Modify.* Need a way to pick up passengers without blocking a lane of traffic.
- *Modify.* But not at the expense of traffic flow. Most of us drive
- *Modify.* O.K. as long as it doesn't impact free flow of traffic (including single occupancy vehicles).
- *Modify.* Public transit is a priority in this area, but I would not introduce a carpool lane.

iii. Goal 7. Facilitate the efficient movement of people and goods and accommodate future growth and development

1. Open House Comments

- *Dislike.* Although this is the TransCanada Highway – I'd prefer 'good transport' to be diverted to the ring road. This street is in the middle of a young community.
- *Dislike.* Parking off alleys? Better than front?
- *Modify.* Consider impact of more lanes on traffic volumes. i.e. induced demand. Also, consider how enabling increased traffic volume further perpetuates urban sprawl.

2. Online Comments

- *Dislike.* Although this is the TransCanada Highway – I'd prefer 'good transport' to be diverted to the ring road. This street is in the middle of a young community.
- *Dislike.* Parking off alleys? Better than front?
- *Dislike.* Don't like big trucks and speeding through this area.
- *Dislike.* There shouldn't be any 'goods' like trucks using the road as through traffic. It'll cause disruption to the people living there.
- *Dislike.* Efficiency should not be prioritized over safety and comfort
- *Like.* Facilitating movement is the key here. Please don't lose sight of this as we seem to have in so many other areas of the city!!



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- *Like.* If 16 Avenue has two levels to serve both of these goals in Montgomery, it will ensure appropriate growth and development on the 16 Avenue corridor.
- *Like.* Remember movement of goods is a priority.
- *Like.* Transit oriented development is cheaper
- *Like.* We need a coffee shop! More local businesses along 16th. Attractive store fronts.
- *Like.* I think this area will only get more desirable as the mental centre grows and the city pushes out
- *Like.* It's a main thoroughfare so this goal is obvious. Decisions should be based on what will create growth in our economy.
- *Like.* Montgomery will continue to be the first traffic light for drivers coming from the west into the city. Also, there are major densification projects occurring in ever neighboring district. Ex
- *Modify.* Consider impact of more lanes on traffic volumes. i.e. induced demand. Also, consider how enabling increased traffic volume further perpetuates urban sprawl.
- *Modify.* I don't understand what this means / implies. 16th as the TransCanada is a major thoroughfare for people/goods. Making road more efficient is unlikely to improve local growth in Montgomery.
- *Modify.* A goal that ensured that areas of the road that run through communities balance the desire to keep the area noise down and improve livability would be helpful to improve this goal.
- *Modify.* I would like to know what kind of growth and development is proposed before I decide.

iv. Goal 8. Design all pedestrian facilities to be comfortable and accessible

1. Open House Comments

- *Modify.* Yes please. I feel so uncomfortable walking on 16th Ave. Seems better on N side but the speed for W side is higher.

2. Online Comments

- *Dislike.* Bus shelters do not need to be architecturally inspiring.
- *Dislike.* More hidden agenda stuff for the City's war on cars.
- *Like.* Again focusing on not catering to the low income, unfavourable individuals that linger around the current hotels in the area
- *Like.* S is really important through Montgomery. The pedestrian experience is truly scary.
- *Like.* We need to reduce road deaths
- *Like.* Make more places to safely cross 16 and shaganappi especially for montgomery commuters to walk to work at the hospitals



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- *Modify.* Yes please. I feel so uncomfortable walking on 16th Ave. Seems better on N side but the speed for W side is higher.
- *Modify.* If we want a dual purpose for the Montgomery corridor (and possibly others), this will be key to ensuring the Main Street concept doesn't interfere with traffic movement. Don't want another Marda Loop
- *Modify.* If you are talking about a pedestrian overpass then I agree with this.
- *Modify.* Not sure what this means. Pedestrians should have a few well designed intersections to ensure their safety while promoting efficient vehicle on 16th.

c. Character and Identity

i. Goal 9. Provide opportunities for showcasing the diversity of communities, residents and businesses

1. Open House Comments

- *Like.* It will encourage business development
- *Like.* Totally support this. An attraction to the live/work aspect

2. Online Comments

- *Dislike.* Focus on the highway aspect.
- *Dislike.* Not sure this is the place for this. 16th Ave. Is the HIGHWAY. It needs to move. This is a nice to have here.
- *Like.* It will encourage business development
- *Like.* Totally support this. An attraction to the live/work aspect
- *Like.* Diversity is strength, we should show off what Calgary has to offer
- *Like.* I think the street appeal is extremely important, especially as 16th AVE. borders communities that strongly value thoughtful and compelling community development - such as Parkdale.
- *Like.* It's important to invite people into the community and the small businesses that make the area interesting, may improve business opportunities.
- *Like.* Need more local businesses, bakeries, coffee shops, as rent isn't as high as downtown and there is a up and coming, younger surrounding neighbourhood
- *Like.* Bowness and Montgomery have always had a unique character.
- *Modify.* How would you do this? Ultimately the marketplace will determine which business survive.
- *Modify.* I believe the motels/bottle depot and the transient people it attracts is what is limiting Montgomery from being a showcase neighborhood. Park by safeway shows limitations if issues not addressed..



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- *Modify.* I am indifferent to the fact that everyone will like change in the community

ii. Goal 10. Foster a sense of arrival and place through design and materials

1. Open House Comments

- *Like.* It will help in slowing down the traffic (x1)
- *Like.* Distinguishes the neighbourhood – makes it special & [Illegible] & lessens the impact if 16th (x1)
- *Like.* It recognizes Montgomery as a ‘village’ or proper neighbourhood
- *Like.* I echo the “village” aspect of Montgomery! Yes village! Yes
- *Modify.* Park space at 43rd. Support improvements.

2. Online Comments

- Not sure I understand this goal
- *Dislike.* Bus shelters do not need to be architecturally inspiring. You're on a budget.
- *Dislike.* I don't know what you mean.
- *Like.* It will help in slowing down the traffic (x1)
- *Like.* Distinguishes the neighbourhood – makes it special & [Illegible] & lessens the impact if 16th (x1)
- *Like.* It recognizes Montgomery as a ‘village’ or proper neighbourhood
- *Like.* I echo the “village” aspect of Montgomery! Yes village! Yes
- *Like.* Most people have no idea where Montgomery is.
- *Like.* Public art is great and brightens the street
- *Like.* Whatever you do it will require constant cleaning due to road grime. How to keep cost of maintenance down?
- *Like.* A way to give this neighborhood a unique feel.
- *Like.* Stated above
- *Like.* This does not feel like a main entrance to the city, should be more showy and we'll kept
- *Modify.* Park space at 43rd. Support improvements.
- *Modify.* I feel money better spent elsewhere.

iii. Goal 11. Strengthen north-south connections across the corridor

1. Open House Comments

- *Like.* Yes – connect 16th M/S to Bowness Main St – road lined w/ trees
- *Like.* Think of those going across daily – kids to school

2. Online Comments

- *Dislike.* This should not be a car corridor
- *Dislike.* Not at the expense of primary west-east traffic movement on 16th avenue



- *Dislike.* Will directly impact traffic flow on 16 Ave. More hidden agenda stuff for the City's war on cars. 3 connections max: one on either end and one in the middle.
- *Like.* Yes – connect 16th M/S to Bowness Main St – road lined w/ trees
- *Like.* Think of those going across daily – kids to school
- *Like.* Crosswalks crossing 16th ave between home road and 43rd street are dangerous especially at rush hour. Consolidating into one accessible overpass or underpass might help both traffic and safety.
- *Like.* Focused on a few key streets and block off access from 16th to rest of the community. Higher speed on 16th and lower in community.
- *Like.* Just don't set up a bunch of traffic lights!
- *Like.* Yes! Intersections and smooth transitions will be key.
- *Like.* Bowness road business district should have easy pedestrian access to the shouldice athletic park and the bow river pathway system
- *Like.* But not at the expense of traffic flow
- *Like.* Fewer, better controlled intersections would facilitate traffic flow and improve safety
- *Modify.* If it's cost effective
- *Modify.* A good plan to increase community connection, but without compromising efficient traffic flow on 16th Ave
- *Modify.* We need N-S active transportation connections improved and this is not clear from this goal

iv. Goal 12. Reflect community identity in the Main Street design

1. Open House Comments

- *Like.* Important as we are Montgomery with Bowness Road
- *Like.* Signage!!
- *Modify.* Paying specific attention to how 16th Ave. splits Montgomery in 2. How to bridge this? Yes
- *Modify.* Emphasis on connecting Montgomery community to Shouldice Athletic Park so park users will visit Montgomery businesses. Also be mindful that Montgomery needs great connection to river pathways.
Agree
- *Modify.* Incorporating the history of Montgomery and respecting the land – First Nation connection.

2. Online Comments

- *Dislike.* 16 Ave will never be a main street with all the traffic noise and pollution.
- *Dislike.* A highway is not a community, it is a border dividing between communities.
- *Dislike.* It is ever shifting.



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- *Dislike.* Montgomery does not have an established identity or something to boast about. Perhaps the history of the shouldice family and the former site of the shouldice manor could be a lookout point
- *Like.* Important as we are Montgomery with Bowness Road
- *Like.* Signage!!
- *Like.* Bowness looks fabulous. No one knows mont8.
- *Like.* But I see this as secondary on the this particular road.
- *Like.* Needs a serious revamp to also showcase calgary well to visitors first coming into the city
- *Like.* Distinguishes the character of Bowness/Montgomery from other communities.
- *Modify.* Paying specific attention to how 16th Ave. splits Montgomery in 2. How to bridge this? Yes
- *Modify.* Emphasis on connecting Montgomery community to Shouldice Athletic Park so park users will visit Montgomery businesses. Also be mindful that Montgomery needs great connection to river pathways. Agree
- *Modify.* Incorporating the history of Montgomery and respecting the land – First Nation connection.
- *Modify.* Feel money better spent elsewhere. Park by safeway used this approach but not utilized by community as unsafe. I don't walk to safeway as feel unsafe with drug/sex trade.

d. Economic Vitality

i. Goal 13. Create a flexible and adaptable public realm to stimulate investment that encourages a vibrant diversity of businesses

1. Open House Comments

- *Like.* We really need local café's or pubs! (3 checkmarks)
- *Modify.* Is there a need/demand for the dodgy hotels? Can they be removed?

2. Online Comments

- *Modify.* Is there a need/demand for the dodgy hotels? Can they be removed?
- *Modify.* As usual, limit certain business types such as vape shops and payday loan shops
- *Modify.* Relax zoning laws and that'll do it.

ii. Goal 14. Improve street interface and explore parking opportunities while sustaining access to businesses for all users

1. Open House Comments

- *Modify.* Yes please. Off alley. Sufficient short-term and long-term parking



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2. Online Comments

- *Dislike.* We don't need extra parking
- *Dislike.* Focus should be on walking/biking/public transit. Increasing parking opportunities will attract cars.
- *Dislike.* Not while impeding traffic flow on 16th avenue. Adding a left/right center turn lane to allow east-west traffic flow would be ideal.
- *Dislike.* Parking takes away from greenspace. This city has an overabundance of empty/ unused parking lots that take away from potential public space.
- *Dislike.* Resident parking already scarce.
- *Like.* I would support on street parking along 16th Ave as a way to slow down traffic.
- *Like.* If 16 Avenue is two levels through Montgomery, on street parking is possible for the at grade level of 16 Ave.
- *Like.* Please don't put in a pay for parking system!!!
- *Like.* Would like key parking areas on 16th Ave by key roads/in/out of community to limit traffic inside community. Pedestrian crossings on Bowness rd are not safe cars do not respect them even with lights.
- *Like.* keep parking open and available for free
- *Like.* Need parking for businesses to thrive. It should be off of 16 Ave. and/or underground. Do not allow parking on 16 Ave. Stop the war on cars. If people can drive and park here businesses will die.
- *Like.* Use alleys and underground structures as much as possible
- *Like.* Without parking people will not stop in the area
- *Modify.* Yes please. Off alley. Sufficient short-term and long-term parking
- *Modify.* And sustaining traffic movement.

iii. Goal 15. Leverage storefront visibility from the corridor to encourage people to see, stop and stay

1. Open House Comments

- *Like.* Places to gather, rest, enjoy the community & outside. Patios & community events
- *Like.* It lessens the "Drive Thru" mentality. Stop, See, Buy, talk to a neighbour
- *Modify.* Optimizing store front visibility would be helpful as it might lessen the need of commercial signs. Needs more thought to consider the drivers looking at nu signs & not focusing on the road. Lots of things to pay attention to.
- *Modify.* Please City work to get rid of or improve motels on south side!!

2. Online Comments



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- *Dislike*. As long as there is ample easy access to the businesses that does not impede traffic flow.
- *Like*. Places to gather, rest, enjoy the community & outside. Patios & community events
- *Like*. It lessens the “Drive Thru” mentally. Stop, See, Buy, talk to a neighbour
- *Like*. Open this up to local businesses
- *Like*. The business fronts are not visible.
- *Like*. This will increase sales
- *Like*. Store front with true character and not one uniform streetfront. Variety should be welcomed, and naryal materials should be used where possible, similar to Canmore type architecture
- *Like*. Yes, as long as it doesn't affect traffic flow on 16 Ave.
- *Modify*. Optimizing store front visibility would be helpful as it might lessen the need of commercial signs. Needs more thought to consider the drivers looking at nu signs & not focusing on the road. Lots of things to pay attention to.
- *Modify*. Please City work to get rid of or improve motels on south side!!
- *Modify*. As long as there is ample easy access to the businesses that does not impede traffic flow.
- *Modify*. Would like focus for business revitalization to be on Montgomery Main st not 16th

iv. Goal 16. Maintain the role of 16 Avenue N.W. as a critical economic east-west connector for goods movement in north Calgary

1. Open House Comments

- *Like*. Key. Unfortunately, the Home Rd. intersection is the first light eastbound and last westbound. Consider alternatives?
- *Like*. Make sure it is welcoming for those as first impressions
- *Dislike*. 16th Ave goes thru our community – unfortunately. Safer to redirect “good transport” to ring road. Move it from this area
- *Dislike*. The ring road is much safer
- *Modify*. Seeing Montgomery as the first “stop” into Calgary and a way to showcase an entrance to the “urban” environment from the highway

2. Online Comments

- *Dislike*. 16th Ave goes thru our community – unfortunately. Safer to redirect “good transport” to ring road. Move it from this area
- *Dislike*. The ring road is much safer
- *Dislike*. Move this to the north of the city away from residential neighborhoods



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- *Dislike.* With the building of Stoney trail, it may be time to revisit the [need] to keep 16 Ave as a connection
- *Dislike.* Many communities live near this road, if possible, large goods movement should be restricted to less community centered roads.
- *Dislike.* we have a ring road and goods should not be travelling on 16 Ave N.
- *Like.* Key. Unfortunately, the Home Rd. intersection is the first light eastbound and last westbound. Consider alternatives?
- *Like.* Make sure it is welcoming for those as first impressions
- *Like.* Expanding to three lanes in each direction is necessary but it will further separate the north/south sides of the community and worsen crosswalk safety.
- *Like.* Priority #1
- *Like.* There is a tremendous lack of east-west expressways in North Calgary. It is important that from the western city limits, to Crowchild Trail, that this is not just maintained, but improved upon.
- *Like.* This is still very important. It will be challenging to meet some of the community appeal related goals with this, but at the end of the day 16th ave is a major corridor for travel.
- *Like.* Ultimately 16 AVE is the Trans Canada a major shipping route that is priority.
- *Like.* Keep traffic moving
- *Like.* No brainer. It's a very important road.
- *Like.* This is very important. Adding a center bidirectional north-south turn lane would keep east-west traffic moving while allowing north south turns. Use traffic circles to eliminate lights.
- *Like.* Utilize the number of people driving through as an asset to show off the river valley neighbourhood and small town feel
- *Modify.* Seeing Montgomery as the first “stop” into Calgary and a way to showcase an entrance to the “urban” environment from the highway
- *Modify.* For goods movement and people movement.
- *Modify.* It needs to be maintained as a critical E-W connector, but this should be secondary to the goal of being a local street through Montgomery.
- *Modify.* As much traffic as possible should be diverted via ring road.
- *Modify.* I think the Trans Canada highway should be redirected to one of the ring roads around Calgary, rather than through the city. We should reduce commercial traffic to essential deliveries within the city.



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Design

3. Select the image(s) that you feel best represents the principle. Select all that apply. Tell us why you chose the image(s).

Social and Healthy Lifestyle. <i>Positively impact the social environment; including human and environmental health; by creating spaces where people can connect, supporting physical activity, and providing access to nature.</i>																	
Image 1			Image 2			Image 3			Image 4			Image 5			Image 6		
8	13	21	10	13	23	5	11	16	10	16	26	21	20	41	18	20	38
Mobility and Functionality. <i>Improve 16 Avenue N.W. for those who walk, bike, drive and take transit to safely connect people to community and city-wide destinations.</i>																	
Image 1			Image 2			Image 3			Image 4			Image 5			Image 6		
24	15	39	7	12	19	14	16	30	5	7	12	3	4	7	7	12	19
Character and Identity. <i>Boost economic vitality by encouraging redevelopment opportunities, promoting investment and bringing more people to destinations along the corridor.</i>																	
Image 1			Image 2			Image 3			Image 4			Image 5			Image 6		
11	12	23	14	17	31	8	10	18	10	7	17	2	7	9	5	14	19
Economic Vitality. <i>Create streets that establish a sense of place and offer memorable experiences for both residences and visitors.</i>																	
Image 1			Image 2			Image 3			Image 4			Image 5			Image 6		
9	14	23	3	4	7	20	25	45	14	22	36	3	4	7	19	16	35

Open House	Online	Total
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a. Open House Responses

i. Social and Healthy Lifestyle

- Family picnic areas would be great – lots of young families here
- I worry about homeless making it a home
- To create a Montgomery for both residents & businesses is beneficial to worker who comes here too
- Showcase history of this community and gateway areas need to promote summer festivals and events
- Get outside build community. Flex space that people can book for own/group use.
- More inviting social spaces and lighting for safety to help build and engage community
- As nice as [Image] 1 is, I don't see families using 16th Ave as a path to their destinations based on the absence of family-oriented businesses.
- Because...people can be more active
- As long as businesses are willing to keep the areas clear of vagrants.



- Given the traffic on 16th Ave – the family space seems a stretch. Trees & beautification at most. Lighting is good but tasteful
- Enhance Safety & natural elements
- To enhance safety & livability – lighting & space for pedestrians (especially children & older adults is very important. This is an opportunity to turn an ugly & unsafe road into a great space.

ii. Mobility and Functionality

- Like in Bridgeland
- That makes things more cool
- Scooter & Ebikes welcome if racks for returning are provided. Tired of seeing them throughout Montgomery
- I don't like the scooters. Especially e-scooters
- Encourage foot traffic and shared mobility options. Bikes, scooters.
- [Image] #4 Need more physical barriers. Cars don't stop. We have lots of kids.
- I like e-scooter & lime bikes. More cheap eco friendly transit corridors please
- Traffic should respect the pedestrian
- Create a visible walkway at grade across 16th
- Change materials
- [illegible]
- [Image] #4 concern for vehicle-cyclist pedestrian conflicts. Currently, vehicles do NOT even stop for pedestrian lights when people are crossing
- [Image] #5 Underground parking at realistic price. Less than Kensington
- [Image] #5 Is it a driving destination?
- A cool pedestrian bridge to connect to regional pathway

iii. Character and Identity

- Fewer hotels and gas stations as these attract transient users (1 dot on sticky)
- Gateway makes it less like a highway
- Gateway feature would be great to feature community culture
- YES to all of this so people don't just go through [illegible] they visit it that they just don't speed through our community.
- Local art that is affordable/creates an opportunity to showcase up & coming, local artists. NOT expensive intentional waste of money? Community schools offer art as a project
- City welcome! Calgary identify gateway idea
- Long term plan to sign a 'Montgomery Village' to bring TCH people onto Bowness Rd.
- Connect to River these (1 dot on sticky)



- A pronounced gateway is important to denote Montgomery. As different from the highway (1 dot on sticky)
- As long as place making features are not that awful, rusty stuff like the 10 Ave bridge by Poppy Plaza

iv. Economic Vitality

- Be fair to businesses that pay the property tax in the area and not cut into their business
- Performances would better suit Bowness Rd/Community Centre
- I think a nice green seniors complex would be a great fit and also be nice to walk past on the way to Bowness Rd
- Based on what is happening close by, I think expanded medical facilities are a natural fit.
- I disagree with the above statement
- Let's change this road from bad motels & just offices to businesses that will bring people into the community e.i. cafes, specialty stores (2 dots on sticky)
- I echo this above thought
- Completely Agree w/this above Yes!
- I want places to hang out outside the home, meet people, get outside, build community
- Patios with that much traffic going by. No Thank you!
- Bringing Calgarians to the area should be important
- Diversification of business is critical. Gas-station alley is getting old. Yes (3 dots on sticky)
- Business, recreation essential services.
- There are some long-term businesses that are a part of the community but good to attract new options to increase foot traffic & vibe

b. Online Responses

i. Social and Healthy Lifestyle

- Making the area have locations that draw people at all times of the day is good. Greenery is a always appealing.
- People are not going to congregate with all that noise and pollution.
- The images are inviting, they offer a destination, something that is social like restaurants to revitalize the area and become more of a destination than a pass through
- I think it should be walkable - urban trees, lights, sidewalks. but you should also WANT to walk it. What are the stores? Are there gathering places? Think Inglewood.
- This corridor is awful and will need an entire suite of improvements



- 16th ave in this area feels like a truck stop. It is a high crime area with lots of homeless people and it's loud and dirty in all seasons. Not an ideal family space.
- Fitness areas encouraging exercise
- the captions
- I want a safe, friendly and clean community
- I struggle with these options as I feel they apply better to pathway system and Bowness Rd/Montgomery main st NOT 16th Ave itself. Park next to safeway still not safe /useable due to drug motels.
- Outdoors
- I want traffic to flow, most of us drive around here
- Most trees of all the images.
- Interactive street space and family space promote community
- I truly would be happy with all or some of these

ii. Mobility and Functionality

- Improving the streetscape to make it look more urban, and is safer is ideal. On street parking also helps business along the corridor.
- To as their ally revamp the area. Parking is a must for those stopping in restaurants or store fronts
- Mobility/accessibility improvements greatly needed along with better pedestrian safety. On-street parking is not needed and would not work well here.
- Art to encourage safety and accessibility
- Principles
- 16th should be improved to make it safer for cars and pedestrians. Discourage crime businesses e.g. drug motels, sex trade.
- These are the ones that actually make this better. On street parking makes it more difficult, beautified crossings don't address functionality but it is nice.
- Most of us drive and pus our stroller. Give us free parking options
- Need more and better transit

iii. Character and Identity

- Art, greenery and signage gives the sense that the area isn't a standard street or community.
- I really like the character potential with image 1 and 3. How can 16th ave be memorable, and unique...
- Looks great but how do you plan to deal with the dust/dirt/noise from the heavy traffic and the litter and safety issues due to the large homeless population in the area?
- Now a days everything that is photographable becomes a destination through social media, it would be great to make this area a destination



- These ideas apply more to pathway and Bowness rd /Montgomery main st. Not sure how this applies to 16 ave itself.
- We need places we can stop and admire art
- These are nice. Don't waste too much money on signage
- To promote outdoor activity and commuting
- Never thought of a gateway feature. That would be interesting. I have seen them in larger cities and think it would help identify the area
- Would help define the character of the community.

iv. Economic Vitality

- Again not for 16th Ave but for Bowness Road/Montgomery main street. Ideally there would be parking accessible from 16th ave and then people would walk to businesses on Mains street.
- All important to create a culture within the community and make it more desirable, again with a focus of bringing in a better crowd
- Commercial business on the street that are draw for people both within and outside the community is important for the corridor to be successful. Having people on the street makes it a destination.
- Great ideas
- Looks great but street performance and patios are better suited to Bowness Road than 16th ave. How do you plan to deal with the dust/dirt/noise from the heavy highway traffic?
- These would be great enhancements in the area
- This is so important!!!! This will allow for 1, 2, 5 and 6 in the future....
- This will increase business and spending
- With all the motels in Montgomery, it's a huge detractor to the community.
- many of the businesses in Montgomery are sketchy. we need revitalization
- Seem like viable options for economic activity.



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

Stakeholder Report Back: What we Heard

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Check-in 2014-19

4. Organized by project principle area below are some of the key ideas and concerns we heard during those engagements. We'd like to know if those comments still resonate today. For each group of ideas please tell us if you agree with the ideas, disagree with the ideas, or if there are items you would modify or change. Share with us how you might change an/some of the items to better agree with them.

	Total			Open House		Online		
	Agree	Disagree	Modify	Agree	Disagree	Agree	Disagree	Modify
Social & Healthy Lifestyle	98	1		33	1	65	0	
Improve pedestrian and bike access to river pathways from West Campus	35		2	10		25		2
Park near 42 Street N.W. is a valued community asset, there is an opportunity to improve it with features and noise mitigation	22	1	3	3	1	19		3
Need safe pedestrian crossings at 43 Street, 46 Street and Home Road N.W.	32		3	11		21		3
Separate sidewalk from roadway with trees	3			3				
Improve lighting for pedestrian safety at night	6			6				
Mobility & Functionality	84	47		17	14	67	33	
Difficult to leave health care centre at 42 Street N.W.	15	3	5	1		14	3	5
Restrict traffic from turning north off of 16 Avenue N.W. between 43-49 Streets into the community	16	19	2	8	9	8	10	2
Concerns about left turns at Home Road and 16 Avenue N.W. from east-bound to north-bound and from south-bound to west-bound	25	5	1	7	1	18	4	1
Reduce speed limit from 49 Street to Sarcee Trail N.W.	8	17	2	1	3	7	14	2
Increase capacity of interchange at Sarcee Trail	20	3	2		1	20	2	2
Character & Identity	113	11		35	1	78	10	
46 Street N.W. is an entry road to the community	25	5	2	8	1	17	4	2
Improving the look of 16 Avenue N.W. with light standards, trees,	32		2	10		22		2



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and banners will improve the impression of Montgomery								
Create a more welcoming entryway to the city from the west	33	1	1	11		22	1	1
Businesses set far back from the road with little lighting feels unsafe for pedestrians at night	23	5	4	6		17	5	4
Economic Vitality	70	10		17	2	53	8	
Need 2-hour parking near the park at 42 Street N.W.	12	6	4	2		10	6	4
Opportunity to create a business zone link between 16 Avenue N.W. and Bowness Road at 46 Street N.W.	30	2	3	8	2	22		3
Underground parking makes more developable land at grade	28	2	1	7		21	2	1

a. Open House Responses

i. Social and Healthy Lifestyle

- The pedestrian crossing at 16th and 43 St is a major connection to river pathway and is scary (x2)
- Please improve the crossing at 43ST. I don't know what age I will feel it is safe for my kids to cross there with the current form (x1)
- This park has great potential for improvement

ii. Mobility and Functionality

- Close off the 49 St left turn off 16th Ave. Put left turn arrow at 16th & Home Road. Will help those flying off 16th Avenue & 49th St then turning right immediately at Safeway :-)
- Need a North bound turn arrow at 49th Street at Safeway DQ
- Cars attempt to turn before at 49th Street and back-up traffic
- Need consideration for West bound turn from North bound Home Rd at 16th Ave Short timed privilege light. This is dangerous turn with poor line of sight
- Southbound Home to Westbound 16th is a right turn
- Don't keep it 50 KM all the way to Sarcee. Kind of confusing when there is no buildings and freeway afterwards
- Home Road is a collector & if used as such will provide a safer environment. Put in cross walks on Home Road going up the hill. (Traffic count is high enough)
- Need light westbound 16 Ave @ 49 St and need a turn light east bound on 16 Ave at 49 St. And need left-hand turn arrow at Home Road off 16th Ave. Home Road is a collector.



- If west bound 16 Ave @ 49 St had a light to allow East bound turn left it could slow down traffic between Home Road & 49 St west bound (x1)
- Need a more defined transition. 50 km/h doesn't make sense if there's nothing around.
- Please restrict traffic from entering off 16 Ave and using 43rd as [illegible]
- Need an advance turn signal from 16th east to Home Rd North! (x4)
- Also left turn arrow North bound on Home Road to improve flow
- Please, please restrict traffic from entering the community!!
- Parking off 16th Ave needs to be addressed, Limitations at current buildings really impacts community access points to 16th need to be considered

iii. Character and Identity

- Can this entry (46th St) road be restricted to pedestrian and cycling traffic only? Make vehicle access limited to 1 or 2 streets
- Remember that 46 St serves as the primary connector from Montgomery through to the pathway system for people traveling by foot, bicycle and other non-car methods
- This is definitely a main connector wide enough to accommodate parking
- Further consideration to the types of businesses on 16th Avenue. More medical buildings will not help the character of the neighbourhood
- We need more trees along this corridor having trees that provide shade and hide the 'commercial feel'
- Please limit speeds on 46th street w/ speed bumps or [illegible]. Cars are using it as a cut through at unnecessary speeds.
- It [trees and light standards] would improve to a certain extent, but with the amount of traffic that goes through it, it would ultimately need to have through traffic go underground so that both sides of the 16 Avenue at grade level are better connected for pedestrians and businesses in general.
- It is also the type of businesses that create the lack of safety.
- So...set back businesses with better lighting?
- Its the homeless population and crime that makes the community feel unsafe. The hotels and bottle depot attract the wrong people
- "Pedestrian friendly beautification and businesses should be encourage on Bowness Rd/Montgomery Main st e.g. patios.
- While 16th should encourage safety for pedestrians going to/from Bowness Rd/Montgomery main st to river pathway system. Reduce crime prone areas 7/11 and motels."
- Biz's set far back from road is to be seen as an OPPORTUNITY. Use the space to improve access in general through the area (bike lanes, wider sidewalks. Biz like the Red Carpet Inn feel unsafe for peds (or anyone) at night (or anytime). Make a plan that requires a bulldozer thru that yard.



- " - 46 st is also a connector
- - Improving its aesthetics is nice, but secondary
- - for the last part, it's an 'I don't know'."

iv. Economic Vitality

- There is already 2-hour parking now

b. Online Responses

i. Social and Healthy Lifestyle

- Need to maintain free flow of traffic consider overpasses.
- We DO need safe pedestrian crossings at 43 st, 46 st, and home road BUT are we better off consolidating these dangerous crossings into an accessible pedestrian overpass that bypasses traffic instead of cutting through it? Moving to three lanes each way will make crossings more dangerous.
- Install left turn medians or close off left turns and use traffic lights at Home Road
- The park at 42 st is poorly utilized and not safe due to drug deal & use. Not sure improvements would help unless underlying drug issues are addressed e.g. motels.
- Aren't there already pedestrian crossings at these locations?
- " - These accesses should not interfere with excellent traffic flow.
- - don't know enough about this park to comment on detail
- - not at the expense of traffic flow. Need to be well thought out."

ii. Mobility and Functionality

- Need free parking for health care centre. Roadway between sarcee tr and Safeway should have a divider.
- This area to the southwest of the current TCH should be expropriated by the city and reconfigured to make the road an actual east-west thoroughfare with less no traffic lights and higher speed limits. The old 'Montgomery Main Street' can be upgraded and one minor ramp interchange used for access.
- Allowing access into businesses is important. Home Road is way too busy, it would be great to figure out a way to move traffic to Shaganappi Trail to alleviate a lot of cut through traffic.
- Yes to restricting north turns from east-bound and south turns from west-bound 16th ave but only if there are advanced turn arrows in both directions at home road. Northbound turns at home road are already either dangerous or impossible, and not always avoidable.
- The fundamental problem with the plan is that you are essentially turning 16th into a more community focused road when, in fact, it remains the primary connection from SW Calgary to north central Calgary. This has been an ongoing problem with transportation design where we have major roads to nowhere.



- Interchange with Sarcee is very confusing. Please improve this intersection with more standard approaches and better signage. Assuming access from Montgomery will be restricted to a few key intersections - these should have turning lights and improved pedestrian crossings.
- Of all the places in the city to reduce speed limits [between 49 St and Sarcee Trail], this is the last one necessary. It's a completely fenced-off area with no residences or really anything beside the road, which is straight w/ good vis. Focus these efforts on areas where there is more potential for ped/cyclist interactions.
- " - for cars trying to head westbound only
- - concern is for wait times to make the turn on/off Home Rd. This needs to be safely addressed"

iii. Character and Identity

- It is also the type of businesses that create the lack of safety.
- So...set back businesses with better lighting?
- Its the homeless population and crime that makes the community feel unsafe. The hotels and bottle depot attract the wrong people
- "Pedestrian friendly beautification and businesses should be encourage on Bowness Rd/Montgomery Main st e.g. patios.
- While 16th should encourage safety for pedestrians going to/from Bowness Rd/Montgomery main st to river pathway system. Reduce crime prone areas 7/11 and motels."
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- " - 46 st is also a connector
- - Improving is ascetics is nice, but secondary
- - for the last part, it's an 'I don't know'."

iv. Economic Vitality

- What is a business zone link and why on earth would you put it on 46th street?
- It would be great to see this part [park near 42 street] cleaned up and brightened with lighting
- Parking lots will encourage current criminal activity without other measures e.g. enhanced monitoring video, police.
- Maybe, but this is a low lying area near river - [underground parking] might be a challenge due to potential for flooding.
- " - two hour or more, if you truly want this park to be used
- - point 2: Not sure what this really means so no real opinion at this time



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

Stakeholder Report Back: What we Heard

March – April 2020

About the Session

Open House

1. How satisfied are you with today’s session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	1	3			
Format of today’s session	2	2			
Opportunity to provide my input	3	1			
Opportunity to see others’ input	3	1			
Session location	3	1			
Session time	3	1			

2. What worked for you about the format and activities today?

- Opportunity to comment directly
- To possibly have concerns voiced
- Lots of space for providing input

3. Is there anything we could do differently to make it better?

- No comments received

About the Project

4. Are there any other ideas or opportunities for improving 16 Avenue N.W. that you would like to share with the project team?

- This area is the entrance to Calgary – feels dumpy and dirty when you come into Mont. How do we clean up 16th – let people know they are in a world class city! Let’s show people how proud we are of our home, place of business. We need to believe in Calgary again!!
- Please close NB turn on 49 Street at 16 Avenue. Extremely unsafe intersection for both pedestrians and vehicles
- Force traffic onto Home Road NB off of 16 Avenue. Put in advance arrow for NB traffic. Extend turning lane.

5. Do you have any questions or concerns about the project that we should know and can answer online or at future sessions?

- Why only coffee? Tea/Hot Chocolate would be nice!! (Just to lighten it up!!) 😊😊