

Verbatim Comments - South Shaganappi Study

Preliminary At-grade concept

Community theme: Safety
23-Nov
Does not address traffic calming, cutting through neighbourhoods
Don't add stoplights on 16 Ave (reduce collisions)
Not good for people with mobility problems
Restricts traffic speed, provides safer alternative to existing exit from wbound 16 Ave to sbound Shaganappi, improved visibility, support for ped/bike infrastructure
Easier to cross, remove tight curves and corners
I like remove Northbound Bowness to Westward to 16 Ave, cause high volume of accident
The lights on 16 Ave could reduce the speed of Westbound traffic on 16 Ave
Controlled crossing for walkers and bikers
Bike/pedestrian paths better than present (none)
24-Nov
Movement between roads well addressed. Like simplicity as long as intersections are designed to deal with future traffic flows.
Online Tool
Pathways, sidewalks and cycling infrastructure will make it easier to move through corridor, but intersections may seem overwhelming for people walking and cycling. Additional traffic will be driven onto Bowness Road.
More crossing of vehicular paths means more opportunity for accidents, most so for those who live in the area (due to increased presence
seems like everything will get backed up by the lights. But I like the cycletrack!
Traffic lights will slow the traffic. This is a good thing.
traffic lights will slow down traffic & increase safety; tight cloverleaf yields removed
Too many lights, creating congestion, which will increase accidents (especially in winter) and frustration for people to run the lights
Bikes and pedestrians have to cross major intersections
You are proposing a short distance of cycletracks specific to this limited area, with no foresight on what to do with the bicycles on bowness road in Montgomery outside of this specific area.
Easier crossing than the status quo, but these are still large intersections for people to cross on foot or by bike. Hopefully better channelization design, dedicated cycle tracks, and leading pedestrian intervals are being contemplated
i see no change in safety at all, and am not sure that increased safety needs to be an issue. Current model is not inherently unsafe.
Slower traffic speed and lights for pedestrian crossings
Intersections at speed increase vehicle crashes and incidents with pedestrians. Keep them separated.
Currently there is no sidewalk or cycletrack along Bowness Road from 41 St to Shaganappi.
At grade intersection will just provide more opportunities for collisions as well as slowing the commute along 16th ave across the city with more stops
Cyclists get screwed mixing with pedestrians on MUP. Left turns across 4+1 lanes of traffic. Vehicle traffic slowed by lights. How free land accessed? How does 8 lanes fit with mainstreets either side on 16 Ave? Make up mind what want road to be
Signalized intersections without complicated turn loops are easier for pedestrians and cyclists to navigate, and slow traffic speeds. Fast moving traffic is a major safety concern for non-drivers.
Traffic backup on bowness road into Montgomery. Trying to stop on steep Shaganappi hill for a light in winter dangerous
The proposed signalized intersection at !6th & Shag will be a problem during slippery conditions for both south bound Shag and west bound 16th motor vehicles. It will be difficult to stop, there will be accidents, and traffic will back up greatly.
Stop adding lights!!! They cause more accidents and congestion
Compared to the current infrastructure, having traffic cross at intersections is worse than merging
Increased frustration due to traffic lights where none existed before will cause aggravated motorists

too many intrseptions in a condensed area. peoplr will speed to make the next light before it turns red, increasing the potential for an accident.
Removes high speed merges and tight interchange loops. Provides signalled crossings for pedestrians.
Adding many more traffic lights helps safety a bit, but unsafe habits such as running red lights make this not much of a better option.
Slows traffic down on 16th ave
Signals can improve safety, but this alignment also increases the number of car trips on Bowness Road. More trips can decrease safety.
It seems to me that traffic at these intersections will back up significantly. As a cyclist I would feel less safe when drivers are impatient and urgent in making left turns
Removing interchanges, which are safer, and replacing with signals.
Pedestrian overpasses are the safest for roads like 16 avenue.
Traffic signal at the bottom of a steep hill.
Slows things down, controls intersections and reduces the height differential between the roads, making everything more visible in the area. Middle area should be redevelopment with housing/pedestrian-oriented buildings
Community theme: Business access/community connections
23-Nov
Keeps volume for Bowness Rd. businesses in Montgomery
No businesses
Improves access to Montgomery for ped/bike traffic
Good, slows traffic allows for possibilty of synchronizing lights to allow safer access to community businesses
Yes these lights would make traffic slower and would remove the convoluted lane changes. Could reduce the short-cutting traffic between 16 Ave and Bowness in Montgomery.
Online Tool
Almost too much connectivity, i.e. 16th Avenue to Bowness Road could make Bowness Road a much busier roadway and less favorable to people living in the area.
slightly less detouring for peds and cyclists heading towards river/downtown.
I don't want traffic cutting through our community.(Montgomery).
Allows all forms of flow, but not very efficiently.
The lights will slow traffic and push it back into Montgomery and Bowness. Pedestrians and bikes need to cross major intersections
The obscene number and timing of the traffic signals in Parkdale are already an issue on morning and evening commutes, and you wish to add more? Adding lights is going to slow traffic and drive mpore shortcutters thru the community of Montgomery.
Makes Bowness Road NW much easier to access from the pathway and from Parkdale.
slows traffic speeds and also allows land to be re-purposed for development
Traffic back ups at the lights, especially during rush hour.
A sidewalk is desperately needed in this area. Residents have no choice but to walk on the road.
Theres no businesses there anyway
Sidewalk, MUP, all turn access
Adding traffic lights to 16th is a ridiculous concept, that and removing access to 16th from
Makes it less efficient to get between communities.
No unreasonable impacts are caused by this alternative.
This intersection works great the way it is, only suggestion, add a on ramp from shag south to bowness west, could easily connect with existing 16 to Bowness off ramp
No real change
Elimination of continuous flow ramps will reduce access instead of improving it.
traffic congestion caused by all the intersections will make people avoid this area like a plague.
Would prefer to break continuity on Bowness Road between 16th ave in order to force all continuing traffic on Bowness Road onto 16th ave and out of Montgomery. Maybe retain a transit only lane (i.e. vehicle trap).
Better for Bowness road access, but worse for 16th and Shaganappi traffic flow.

Cycle tracks, sidewalks, and pathways are great! Reconnecting the communities will require development.
Good connectivity between Montgomery and both 16 Ave east and bowness road east
How are "repurposed" lands accessed? Even more intersections and lights on 16 Avenue?
Connects everything much better than currently in intuitive ways.
Worse movement for vehicles. Pedestrians and bikes would need to go through very busy intersections
Community theme: Transportation mode balance
23-Nov
Need pedestrian overpass over 16 Ave in Montgomery
Transit plans not shown
Minimal disruption to existing traffic patterns, used by transit routes
24-Nov
Don't like low track concrete separation. Prefer bike path or physical distance separation. Need passing space.
Online Tool
All modes are accomodated.
Major intersections, even careful ones, are hellish for pedestrians and cyclists. Eg: Shaganappi and 32nd
The cycletrack is a step forward, but what about cyclists heading N? They get shoved on a sidewalk, which makes peds *and* cyclists sad. Esp. because it's a very steep downhill S-bound.
It does that now.I don't see this changing.
Too much sharing and business going on
Movement is not improved for any mode of transportation
More lights doesn't make it easier to cross through this area either by foot or by bike, this is still a major blockage to movement.
This really depends upon the detailed design of the intersections and how they provide safety and comfort for people walking and cycling. Are transit queue jumps contemplated along Bowness Road at the 16 Avenue and Shaganappi intersections?
Would have to wait and see how walking, cycling and HOV are accommodated. Currently there is heavy vehicle traffic that greatly impedes other modes.
Better connections to Montgomery and Foothills pathway, but intersection interactions increase. Separated modes better.
If The City actually puts in a cycletrack and sidewalk then residents won't have to risk their lives travelling on Bowness Rd.
Routes are direct, no circuitous loops for active transpo, transit, or cars. Cyclists/pedestrians do get screwed since mixed with each other especially on hill.
Straightforward signalized intersections are easier for non-drivers to navigate. Please make sure there are wide sidewalks and, where used, wide clearly signed multiuser pathways.
Would cause further delays for buses and would back up traffic through montgomery putting more traffic into the community
I don't think this accomodates traffic during slippery driving conditions. Didn't see any HOV provisions. This is good, as HOV does not yet exist in Calgary and it would be foolish to start here.
Add a pedestrian / cycling bridge over Bowness road, most cyclists get on the pathway at this point and share the road well
A little more room potentially.
this plan is horrible. if shaganappi is an artery, why are you pinching it at two major intersections within 200m?? this makes zero sense
Makes this much more bike and pedestrian friendly
This looks like intersections will be dangerous for cyclists
Too focused on active modes.
More lights will cause more bottlenecks.
Bikers have to cross major lights to get to the river. Provide bridges instead.
I think it does this very well, although I hope no roads are widened during the re-build, which would defeat the purpose of connecting the two neighbourhoods in a more pedestrian friendly way.
Worse for everyone
Community theme: Integrated view & traffic flow
23-Nov

Too many breaks in traffic = stop and go = more frustrated drivers
Stopped traffic isn't flowing
Additional lights obstruct continuous flow, subject to light timings and traffic demand
May be a bit slower for cars
Online Tool
Signalized intersections could result in additional time vehicles spend idling.
Adding more, close together stops reduces traffic flow
+5 for the cycletrack, but still old thinking of lights and "put the bikes on sidewalks". What about traffic-circles? Ped over/under pass?
It does the job.
stop & go
Traffic lights will cause more congestion and inefficiency to move traffic, which increase GHG emissions
This will increase idling and increase GHG emissions
Adding lights will slow people down overall, not make traffic flow.
This seems as if it would slow down travel for everyone: vehicles, pedestrians, and cyclists.
Allows for all movements for all modes and hopefully spreads vehicle movements across the three intersections.
Creating two new intersections does not convey "flow." Improving separated ped and cycling infrastructure will.
This theme is set up to pre-determine a grade separated interchange, not at grade. Everybody wants to live next to the pollution and noise of freeways... Really justify 8 lanes on 16Ave? Are two lanes transit-only, BRT or LRT?
Slowing traffic speeds is only "inefficient" from a car-focused perspective. Improving the quality of other travel modes reduces GHG emissions.
Not continuous flow at all.
The new signals will not facilitate continuous traffic flow during slippery driving conditions. GHG will not be reduced because traffic flow will not be efficient, especially in winter when traffic backs up greatly. .
Lights once again stop traffic, create more ghg because congestion adds time to travel therefore increasing ghg
16th Ave forced to stop at intersections, increasing traffic volumes.
The constant traffic lights across the otherwise free-flowing stretch of 16th avenue from the end of Montgomery to the Hospital intersection will be destroyed. This will also increase the constant congestion at the Bowness/Shaganappi intersection.
Traffic lights are proven to cause the opposite of flowing traffic creating GHG! All over Europe traffic lights are removed and replaced by roundabouts, traffic circles. It's the only way to go!
Guaranteed traffic congestion at the traffic lights. Currently only a few cars have to wait on the on ramps for an opening in traffic to merge in. Now everyone will have to wait at red lights, decreasing flow and increasing GHG
if waiting at red lights is the concept then this plan is good. if free flow is what you are going for then remove this plan.
Suboptimal traffic flow. Couplets are better.
More stopping and idling means more GHG. Disrupted traffic flow due to the lights.
Traffic Lights are an inefficient way of moving people & goods
Increase in wait times for goods traffic due to signal intersections
Flow is not continuous, but will be lower speed, thus reducing GHG.
These intersections will almost certainly be backed up significantly
Will cause poor traffic flow and cause more emissions.
Stop-and-go at stop lights worse than free-flow.c
Seems like it would work, traffic is never bad here. Gives a great opportunity for redevelopment in a relatively central area which is much more sustainable.
Traffic would be constantly idling at intersections
Community theme: Planning, health & quality of life
23-Nov
Creates an island of poorly usable green space - wasted land
Don't put traffic lights on 16 Ave (reduce idle pollution)

Minimal impact to existing land uses, increased space and best access to internal triangle.
24-Nov
Frees up lots of land for other uses.
Online Tool
It could drive much more auto demand into Montgomery.
Fewer concrete ramps is always good, aesthetically, unless it creates more congestion, which isn't nice either
presuming the red-hashed area gets ... "something useful" it could be a good improvement.
Parkland with trees. Donot develop with high rises or apartments or multiple housing.
not much new land occupied by solution.
Some ramps are removed but the land remaining is still isolated
This frees up a lot of land for potential repurposing. Would be a great site for a mix of market and affordable housing. Does this allow for access into the site from Bowness Road and from Shaganappi Trail?
Improves quality of life in adjacent communities and will slow traffic which improves pedestrian experience.
Of all the options this will use the least land, involve the least number of overpasses, and is the most human scale infrastructure. Traffic slowing is also a benefit to quality of life.
I do not see what future developments might be reasonable (i.e. green spaces, business, residential) in the area.
You would have to rip it up to do this plan, what a waste of money!
Doesn't really change.
Lots of dead space in between that will be technically accessible but socially and practically inaccessible.
As above. Would like to see all westbound traffic on Bowness Road diverted onto 16th ave as opposed to continuing on Bowness Road through Montgomery. Would retain a transit only lane to maintain existing bus routes.
Smallest land use for the roads.
shows land available for re-purposing but how useful will it be in between these busy roads with no access to them.
Signals should decrease the feeling this is a massive road network and improve the feeling of community.
The big green space in the middle has more opportunities to be utilized. Would be great to see something here to encourage foot traffic from Montgomery
No way to access the land.
New redevelopment can help "de-expressify" 16th and Bowness Road, allowing both to integrate into the community significantly more than currently with their fast, loud traffic.
Large sections of land would be isolated. Poor movement through area.
General comments: Benefits
23-Nov
Less costly
Simplest design, low cost for capital, maintains existing traffic flow options.
Best of options presented
Preferred option
Reduces short cutting between 16 Ave and Bowness Rd. in Montgomery area. Allows for easy movement Eastbound 16 Ave and Northbound Shag. The lights will reduce the speed of Westbound 16 Ave.
Costs. Easier to upgrade in the future if needed. Allows most land to be repurposed.
The only one we like.
24-Nov
Good traffic flow.
Best so far
Removes loop ramps
Online Tool
This is a HORRIBLE plan that creates congestion and noise and will be incredibly disruptive for nearby homes.
Definitely cheaper option, both in terms of capital and maintenanc

Most straight forward and looks to be least expensive
Removal of confusing (for those unfamiliar) on and off ramps
cycletrack helps keep peds, bikes *and* vehicles safer mostly-direct routes for peds
Cost effective. Allows traffic to directly access Shaganappi Tr. from 16th Ave. and hopefully ends the short cutting through Montgomery (to go to the Market Mall). It will slow traffic down. simple solution
1. removal of tight cloverleaf yields on to 16th Av. 2. probably the least expensive
Safety only.
None
Much better access to Shaganappi south from 16 westbound and from 16 eastbound to access Shaganappi north
Possibly the best of the options provided - but given the 30 year timeline for this project - will it address the needs of a 2040 Calgary?
My brain still tells me this is a cleaner, more efficient option compared to the couplet option, especially if light patterns and synchronization are done well.
It's simple, probably relatively cheap, and provides access for everyone.
Allows both-direction access to all roads involved.
Simple
Few
This makes a large area available for potential repurposing and is flexible in that it allows for all movements for all modes. Also a much better connection along Bowness Road, making the Montgomery BRZ more accessible from Parkdale.
None
Improves experience for cyclists and pedestrians.
More lanes (capacity) on Shaganappi, especially under 16 ave bridge.
Actually having a sidewalk on Bowness Road would be a huge accomplishment. It amazes me that The City finds it acceptable to have no sidewalka under 16th Avenue on Bowness Rd.
None
Frees up most land. Pedestrians cyclists not climb up and over on bridge. Cheapest. Slows 16Ave traffic down.
This has the fewest trade-offs --- and the first "trade-off" is actually a benefit. Of all the options this will use the least land, involve the least number of overpasses, and is the most human scale infrastructure. This is the most pro-pedestrian and pro-cyclist of the design.
None, will back up even more traffic into the community of montgomery having the light where it would need to be. 16th avenue traffic east onto bowness east would backout the community. If anything 16th should be forced to shaganappi to then go south or north. Make that a larger and better intersection.
Likely least cost, but the existing area is fine as-is (i.e. the null option is best).
Repurpose land
None
None, obviously the designers don't travel this route ever
Safer for pedestrians potentially.
Safer passage for pedestrians and cyclists, good connection for Bowness Road into Montgomery.
none
None
None.
Would allow larger redevelopment parcels than couplets.
Major improvement in safety from reduction in speed and removal of mergers. Some reclamation of land from removal of interchange loops, but the freed land is mainly land locked between higher speed roadways. Not ideal for redevelopment.
Good for bikes and pedestrians
safety

Cheap maintenance, biggest gain in land opportunity. Improves pedestrian connectivity across 16 ave somewhat.
None.
No benefits.
Perfect opportunity to re-stitch the urban fabric back together, bringing Parkdale and Montgomery closer together. The key would be to ensure only well-designed redevelopment of the free land that becomes available: medium densities, very pedestrian-oriented (more so that other development along Bowness).
None
General comments: Challenges
23-Nov
Giant island of land lost in middle. Hard to give a purpose.
Adding in traffic control lights impeding continuous traffic flow (increased pollution)
Stop lights on 16 Ave. Too many stops already.
Two more traffic lights/controlled intersections on 16 Ave NW
Lack of free flow, light at base of Shaganappi hill is tight for speed/stopping, Bowness Rd N of 16 Ave has unrestricted access for shortcutting traffic
Grade of Shag and 16 Ave. What happens to bike lanes after study area on Bowness Rd?
People won't like the lights.
24-Nov
Safety in turns and merges.
16th Ave should have fewer no more lights. Limit the interaction of bikes, people, and vehicles.
Not the best use of existing bridges. Not easy to see lights on 16th as positive.
I don't think the 2 lights on 16th is great we already have a lot on 16th.
Online Tool
Grade level crossings may create a disconnect between Montgomery and Parkdale/Bow River, as people will not wish to wait for lights or may feel uncomfortable crossing a major roadway like 16th Avenue. Additional pollution from idling cars.
Doesn't really address or improve situation for any mode.
More stopping points at major intersections, more vehicular paths crossing. Increase in number of lanes does not reduce congestion beyond a few years - this is a well known planning concept.
slow for everyone (light-cycles), especially peds or cyclists who often have to cross twice to get where they're going lots of "MUPs where sidewalks go" which are bad for everyone
May not be able to handle the volume of traffic . Does it take into consideration the growth in the communities directly west.
1. slowdown of traffic on 16th, ie. too many lights; long backups at lights in busy times 2. slow between Montgom. & Pt McK along Bowness Rd 3. very frustrating long delays for cyclists with at-grade intersections
the temporary build is better than this. This is a step backward.
Likely the worst option due to the introduction of more traffic lights.
Increased traffic. Poor movement for all modes of transportation
You are slowing traffic on 16th Avenue. Traffic lights are a poor solution.
How much congestion is created from all the new lights, especially during morning and afternoon rush.
There is a chunk of land surrounded by roads.
Will significantly impede traffic down on 16th avenue and Bowness road - this will drive more short-cutters through already overburdened community roads in Montgomery (Home Road, McKay Road, 48th) as people try to get up to the UofC, and Market Mall.
Increased traffic on Bowness Rd. Doesn't increase safety of 16th ave and 43rd St. - still unsafe for pedestrians and cyclists.
Having to cross busy intersections on bike or on foot really reduces connectivity.
Those could be big intersections and it will require good design and smart trade-offs in order to ensure that they are safe, comfortable, and convenient for people walking and cycling, and that they work for transit. Hopefully right-turn channelization angles that favour safety, high quality separated cycling links, and leading pedestrian intervals as part of the signal timing are being contemplated. Queue jump and signal priority provisions for transit along Bowness Road might also be a good idea...

Increased time in vehicle. Lowering this time should be at the top of every priority list.
Heavy traffic on 16th ave and Shagnappi will still cause large delays in cyclist and pedestrian mobility.
More traffic (less flow), and more vehicle and ped/cyclist interactions.
8+2 lanes of traffic is a disaster. Why not 20 lanes or elevated or tunnel 16 Ave from each end of the ring road? \sarcasm Planning disaster. Cyclists and pedestrians are in shared space, especially on a hill. Basically screws the pedestrians. Does nothing to connect street grid between Parkdale and Montgomery.
Still too many traffic lanes. The mindset of city planners still seems to be to increase lanes and speed, which has been shown in study after study to provide only short time congestion relief and to encourage more drivers. We should be discouraging drivers.
Does not alleviate traffic through Montgomery to local traffic. We are trying to offload traffic onto 16th avenue to be more efficient vs going through the community.
Adding lights on Shaganappi Trail will create significant traffic congestion and force more traffic down the already terrible Crowchild Trail
Traffic back-ups during slippery conditions caused by the proposed signalized intersection at 16th & Shag.
Why would you remove ramps to replace with lights? That will cause traffic jams.
Traffic congestion for everyone
Construction time, wasted money, decreases traffic flow, I rarely see huge congestion at this particular intersection
Increased traffic volumes/times for all modes of transportation.
Out of all the designs I think this would be the one to increase gridlock the most.
A really bad idea, makes every intersection worse than it is today.
This is the worst by far as it can only increase travel times in the area
Traffic congestion. Increased lights. Reduced flow. Bad idea.
Road rage, increase travel times due to congestion at numerous lights, decrease in local business, increase in ghg, unhappy voters.
Traffic flow is worse than couplets.
Does not free up more riverfront land and retains a higher speed, higher capacity roadway next to the river pathway.
slower traffic
Pedestrians have to deal with wait times when crossing 16th. 16th ave still a major barrier for the community.
I don't like the new traffic lights on 16th ave. Looks like a major bottle neck for people travelling in all directions. Especially since pedestrians and cyclists are also going to be using them. It will be a long wait time for everyone. These large intersections are very unappealing in the urban setting. 16th ave should be treated like the highway that it is and bowness road treated like a local neighbourhood road that it is.
Significantly increased likelihood of traffic on Bowness Road. It would be faster to take the channelized turn at Bowness to avoid two lights.
The traffic flow on 16 Ave is significant and these intersections will back up and probably force people to go through Montgomery to avoid traffic congestion
Increased congestion.
Poor traffic flow.
No obvious challenges. I feel there will be a temptation to use this project to justify road-widening and excessive turn-lanes which would offset the gains to make the area more walkable, sustainable and attractive to live in. As I see in the drawing this has already happened : Trans Canada does not need 8 lanes (up from the current 4), that is madness and completely over-built given how busy it is and how it connects to other roads. If we want to be more sustainable - economically, environmentally - this is obviously a step back.
Slower traffic movement. Bikes and pedestrians needing to cross large busy intersections
General comments: Changes
23-Nov
Scrap this concept in favour of separated grades
None I can think of.
Restrict Bowness to single lane North of 16 Ave intersection for dedicated left turn lane/advance, consider shortcutting bike lane from Bowness towards Edworthy bridge rather than remaining on road to Shaganappi intersection (where options appear to go either to river path or north on trails already accessible from river path)

Southbound Bowness @ 16 - 2 lanes to 1 lane left only; 1 lane through Eastbound 16 @ Bowness - right turn ramp - dedicated lane on Bowness
24-Nov
Unless there are multiple turning lanes on 16th for Shag. I don't see this as a good option.
Online Tool
For cyclists and pedestrians, improve the intersections along Bowness Road at 16th Avenue so as to remove the channelized turns. Specific to cyclists, this will allow for creation of intersections where cyclists are not crossed by fast moving motorists entering or exiting the channelized turns.
Consider other options instead.
Frankly, I just wouldn't consider a level crossing plan.
traffic-circles instead of lights? proper cycletracks N/S on Shaganappi, too a ped tunnel/bridge at one of the new lights
Keep it simple. Make the changes simple ' Don't crowd the roadway with development or distractions. Give the surrounding communities their space. Remember this part of 16th Ave. is travelling through a residential community. We (the community of Montgomery) have shared this major roadway for 40 some years.
[I am a cyclist - JH] - The as-yet unspecified connections to new housing near Children's Hospital up hill from 16th/Shag intersection are unnecessary; I'd do anything possible as a cyclist to avoid this intersection
Scap it.
Scrap this plan
We need to free-flow the traffic from 16th Avenue to Shagganappi with ramps and no lights.
Pedestrian overpass on 16th and and 43rd St
I don't like this option.
Separate ped and bike infrastructure. Keep bridges. Expand lanes under east bridge.
Leave it the way it is and spend the money on something that actually needs improvement.
Limit 16Ave to 4 through lanes and 2 transit only lanes. People can still drive and transit actually given some priority. Separate cycle tracks and pedestrian pathways on both sides of Shaganappi. Connect pathways/sidewalks on Bowness to MacKay Rd and 41Ave. Limit 16Ave to 6 lanes, 4 + 2 transit only lanes. Set aside right of way for 16 Ave LRT and transit interchange station for Shaganappi BRT route. Maybe the answer is elevating/tunneling 16Ave and connecting the street grid under/over for Parkdale and Montgomery. Probably cheaper to elevate and since building an 8 lane traffic sewer anyway... Learn that transit is much more efficient for moving this amount of people. If goods are that prevalent, set up a commercial traffic only lane... Decide whether 16 Ave is to be a freeway or not. If hospitals are required to be surrounded by freeways do the same for Peter Lougheed, Rockyview, and S Health Campus by removing all stop lights within 2.5km of them.
One lane in each direction should be transit only -- why not take the opportunity to run a Rapid Bus Transit route down Bowness Road to downtown. This would improve access to Bowness business from the communities along the North side of the Bow, and downtown.
16th avenue should not be able to offload onto bowness road and should go to shaganappi. Local montgomery traffic should still be allowed to get onto 16th east. Can go through the community to get to 16th west.
Leave 16th & Shag as-is, with the overpass and on/off ramps.
Finish the original concept, will relieve congestion on crowchild
Put a turn lane at 37 street and 3/memorial/Bowness road for east bound traffic, that's where it congeats. Add a off ramp from 16 ave west to shag south (could use the existing bowness west off ramp but increase to two lanes), include shag south onto above mentioned ramps (now two lanes for a short stretch) quaila...a clover leaf intersection that diverts traffic wherever it wants to go, minimal construction costs too I might add. Another great idea for that area would be from shag to just passed 37 street from 7-9 do lane reversals (also cost effective)
Coordinate the lights (eliminate some?) on Memorial Drive at point Mackay to make traffic flow better. There are 4 traffic lights in 300m and they are not coordinated.
Not this option

Remove this option.
Would make the intersection at 16th ave and Bowness Road a T-intersection and remove the section of Bowness Road that runs south of 16th ave to the intersection with Shaganappi Trail. Separates cars further from the park and frees up more land with direct access to the river front.
Either the above suggestion or consolidating the two intersections into one intersection located somewhere between the two proposed above.
no more traffic lights
Pedestrian bridge to connect north and south side of 16 avenue to help pedestrian/cycling connectivity.
Have only the signal at Shaganappi, with Bowness passing under 16 Av with no automobile turn access. Preserves walk, bike, and transit access, while increasing 16 Av flow and reducing likelihood of cut through on Bowness.
The main traffic corridor is 16 Ave. This unfortunately crosses bowness road. Cut off bowness road access and force all Montgomery traffic to turn right via other roads on 16 Ave might work better
Remove option from further consideration.
Scrapping it.
Do not expand the road capacity on Shag, 16th or Bowness. No extra lanes. It just leads to more traffic.
Traffic circles. Or leave off ramps as is.

Preliminary East-west couplet concept

Community theme: Safety
23-Nov
Less speed, at-grade crossing
41st - reduced well being of residents there
Reduced traffic speed, better exit from Wbound 16Ave to Sbound Shaganappi
Added stoplights = more collisions
Online Tool
Way too much space is given over to roadways. Bowness Road becomes too close to the River.
Creating single direction lanes is potentially safer for cyclists, but creates more stopping points ala Shaganappi & Crowchild
i like the cycletrack, but this is way too many lights.
Not many lights, and traffic problems
So many busy intersections to cross for pedestrians, cyclists and motorists
Forcing bicycles into traffic on Bowness road northwest of 16th avenue. No plan for bicycles on this road at all.
Big intersections are hard for pedestrians and cyclists to cross, complicated.
Better and flexible connections for all modes, but really depends on how well intersection design and signals work for people walking or on bikes.
It's working perfectly well right now. Minimal traffic impacts in rush hour, and rarely have seen any accidents with existing system. Please leave it the way it is.
Same as at grade. 16 Ave crossing slightly safer (fewer lanes to cross), and no left turn across through traffic since now all at right angles.
Car traffic flow would be controlled in an intuitive manner.
Doesn't allow for redevelopment opportunities. Likely expensive. Significant amount of land dedicated to roads. Not effective. Confusing. Doubling up of unnecessary free flow right turning ramps.
I don't see how more signalized intersections can possibly be safer than free-flowing traffic.
It would seem the current problem areas have been addressed namely the left turn off 16th Ave onto southbound Shaganappi.
Intersections with lights have the highest injury accidents
Slows down traffic
Would allow for good walkability. It would also minimize complexity for the roads in the area, helping new drivers avoid accidents.

More red lights increases the opportunities for rushed drivers to run the lights.
Better than grade separation, worse than tight signals.
This has even more waiting at intersections than the at grade solution. This means more impatient drivers and less safety for cyclists
More intersections, more chance for collisions.
Couplets will lead to higher-speed traffic (this is bad for the community, area and city) and significant delays due to all the lights, for pedestrians.
Community theme: Business access/community connections
23-Nov
Improved non-motor access between Montgomery and Edworthy
No businesses affected
24-Nov
Don't like extra intersection for pedestrians along Bowness
Online
I think this spreads out the roadways too much and will make the area feel too auto-centric and not people-focused.
Provides multi-directional access to/from all directions
It better than the current scheme, but still heavily favours personal vehicles.
you're basically ensured to sit at a red light (for peds, cyclists and vehicles)
Congestion increases
So many busy intersections to cross for pedestrians, cyclists and motorists
Big intersections are hard to cross.
Improved access from Parkdale to the Montgomery BRZ.
See above
Same as at grade
Easier access to Bowness Road and north bound Shaganappi from the east.
Access to businesses is favourable.
Slows people's commute home with more lights! Yippee just what I want more stop and go commuting
This could realistically allow for the "merging" of Parkdale and Montgomery as one walkable/bikeable area.
So many traffic lights! This will involve lots of waiting for all traffic directions.
Couplet adds extra barriers
Little benefit over tight intersections for accessibility.
Communities are accessible but potential long wait to get across
Too many intersections, leads to delays. Discourages walking by making things too far apart and too car-oriented to be able to walk easily.
Community theme: Transportation mode balance
23-Nov
Should connect cycle track NW of Bowness Rd. Parking lot to river sooner
Support existing traffic flow, relatively easily used by transit, at grade intersections support non-motorized infrastructure
Transit plan not shown
Don't add stoplights on 16 Ave
Too many traffic lights may create turning lane back up i.e. the situation eastbound 16 Ave turning south 14
24-Nov
Again prefer not to have cycle track where a wide bicycle path can be used. Need passing space.
Online
Potential for increased traffic due to direct connections between Bowness Road and 16th Avenue.

Good for transit and HOV, provided it isn't clogged with personal vehicles.
Movement is worse for all transportation modes
Favours cars.
Reduces the conflicts between modes at each intersection (but adds intersections!); would queue jumps and signal priority for Bowness Road transit service be needed?
I've had no issues before this
Same as at grade
The increased number of signalized intersevtions will not improve traffic. There is no provision for HOV vehicles (nor should there be. HOV is not yet practiced in Calgary and it would not be reasonable to start here).
All methods of transportation seem to have been addressed.
Most people are using this intersection to access the pathway
Potentially safer for all.
All roads at grade is optimal for use of the land for future development, and the "merging" of Parkdale and Montgomery into one long, nice developed area.
Ok for bikes and pedestrians, although it is a challenge to cross these big double-wide intersections, especially with light timing.
Couplet adds cross sections
Worse than tight intersections due to increased exposure and larger road only spaces. Cycle tracks, sidewalks, and pathways are great though.
This looks unsafe for cyclists. Motorists will be impatient and that means not being attentive
Way to car-oreinted. Big couplets don't work and waste space, increasing travel time for all modes, particularly pedestrians (who obviously are the mode that needs the most support).
Increased number of intersections slows movement for all
Community theme: Integrated view & traffic flow
23-Nov
No bridges - step backwards for traffic flow
Lights restrict continuous flow, with additional intersections much more likely to be poorly timed
If you want a better environment keep traffic flowing, don't add stoplights.
Too many lights
Online Tool
Signalized intersections will potentially increase vehicle idling.
I keep hearing that coupled intersections are better for traffic flow but I swear it never seems to work whether I am turning into a light or heading straight to one.
More stopping points means more traffic means more idling, unless route is mainly used by transit and HOV. For this to work there need to be fewer moving units involved.
too many lights
lights
Not efficient due to lights. This method does work on deerfoot (at 16 ave and memorial) and won't work here. You would be better to make a large traffic circle and ditch the lights.
Movement is worse for all transportation modes. If you want to go from 16 ave to point McKay you have to wait at three sets of lights
Restricting flow via lights on Bowness road will further impede traffic and lengthen commute times. Adding lights on 16th Avenue will push more shortcutting into Montgomery. Not acceptable.
See above
Same as at grade
Too many traffic lights
Traffic flow will be significantly degraded.
I don't know if increased wait times at lights would defeat the purpose of smooth traffic flow.
Stop and go traffic increases congestion which increases ghg
Slows ALL modes of transportation down, increasing travel times for all.

More stopping at lights means more idling traffic, more gas use to accelerate, and more GHG! This is not a good idea for traffic flow or GHG.
Increased wait times due to signal intersections
Unclear on whether better than tight intersections.
If you're going from Montgomery to eastbound Memorial, you have to go through three traffic lights. This will back up significantly
Too many signals, too much auto-oriented design. Takes up way too large of a footprint, forcing all transit/active mode trips to be longer (opposite of efficient sustainable). Therefore it wastes space and is far less sustainable.
Increased number of intersections slows movement for all
Community theme: Planning, health & quality of life
23-Nov
Significant impact to existing residences (Montgomery View), fragments land sections and access
Wasted volumes of land - not efficient use of space
This cost up these lands. Loss of housing in Montgomery
24-Nov
Extra intersection uses land.
Online Tool
Again, too much space will be taken up by roadways and existing space will be broken up due to spacing of one-way couplet.
Cuts into already overflowing parking at Edworthy, other means of arrival would need major attention
probably very hard to repurpose to put anything into the fragmented parcel S of W-bd 16th
This takes up just as much space as what currently exists and impacts existing properties
This has a huge footprint. Not sure how accessible/developable the lands inside the couplet would be, and the lands to the south end up reduced in size and perhaps with greater access constraints relative to alternatives.
See above
2nd best after at grade, but now buying and selling versus just selling
Don't see how this can possibly improve land use, for instance by creating new green space, business, or residential potential.
There is less land designated for future possible changes which alleviates uncertainty as to what might be built. The land designated (it would seem) would not impact as many people.
Gets rid of housing, businesses so how does that 'enhance' life?
Potential to use land around and clean up, creating more green space.
Allows the best future flexibility,
This leaves a large footprint for the road in the area.
While it improves connection to available land, it's intrusive enough to not make it that appealing
Takes more land than necessary, leaving less room for redevelopment.
This takes up the majority of the green space in the middle
You will never be able to redevelop the weird triangle medians or the block in between the couplets. Developers won't want it. T
Takes up more space than what currently exists. Property impacts
General comments: Benefits
23-Nov
No bridge construction costs.
Slows down traffic, safer crossings
Minimal benefit over at grade intersection option
3 lanes both E/W, 16 Ave will still bottleneck east and west of intersection. The only reason is to facilitate stop and go at the extra lights.
Slows traffic on Eastbound 16 Ave
Cheaper of @ grade intersections
24-Nov

Like the separation and potential for improved traffic flow.
Better/more conventional layout
Online Tool
This plan is RIDICULOUS! Splitting the road and putting in a ton of lights will do nothing to improve traffic flow. it will increase noise and will be horrible for nearby homes in terms of land use and traffic congestion in backyards and noise issues.
While there is potential to redevelop between the couplet, I think the one-way concept will limit how comfortable the area feels for people walking and/or cycling.
cheaper, flexibility for transit and arguably more "fair" -in that everyone loses something traffic wise.
Better than level crossings as it keeps one direction flowing smoothly (but still easily clogged by too many cars)
Costs will be lower, this is my second most favourite
None
This is the worst of the options provided. Lots of pavement with wasteland in between. Maintains the "residential desert" between the two communities.
Connection between both directions of 16th ave and Shagganappi is good.
The volume can be accommodated going north on Shag.
No benefits. As a Montgomery resident I can see this will definitely add time to my daily commute.the existing interesting works really well. Traffic lights don't solve everything, if you really need to do something, maybe explore the use of a large scale traffic circle. They are in use all over Europe and work really well.
Same as at grade. Slightly safer than at-grade.
Easier to follow the traffic flow. I have lived in NW Calgary for 50 years and still find that I have to carefully read the signage to know where to go at the south end of Shaganappi coming from the north.
None, other than to make roadway contractors happy with the prospect of future expensive project development.
This is my second choice. My main focus would be to fix existing problems in the least disruptive way with the least cost.
None, I am just wondering WHY the City of Calgary is trying to SCREW UP EVERYONE OF MY COMMUTE ROUTES HOME???
Between this and the bike lanes in Bowness (you are forcing upon us) every route I could use to get home is going to be under construction in the next two years...SERIOUSLY!!!
May look better, adding more green space.
None
This could allow for the integration between Parkdale and Montgomery if done properly. This is the optimal solution, but likely a politically hard one to do. Construction costs could be recovered by sale of the land.
Few to none
Improved connection to available land
I like that cycle tracks/paths are incorporated into design.
East West on 16 Ave traffic seems optimal
None.
None
It only has 6 lanes on 16th as opposed to 8 like the other one, so at least it's less overbuilt.
None
General comments: Challenges
23-Nov
Less parking for day parking in the area. Where will people park?
The dead spot between the two roads is not good. Impacts property.
Too many lights
Lack of free flow, proximity of light to base of hill, unrestricted access to Bowness Rd. north of 16 Ave, at least as space intensive as existing layout, highly limits potential repurposing of land, may seriously impact existing residences. Likely to be significantly slower for all types of traffic due to additional lights.
Does not take advantage of exsiting 16 Ave roads/corridors
Short distances between lights will back up traffic and cause short cutting through Montgomery. Creates two parcels of land making this land hard for future access and egress.

Too many barriers to flow in the form of traffic lights. Traffic could be tied up and build up back into Montgomery and Parkdale.
Interruption of E to W traffic flow on 16 Ave NW
24-Nov
Keep bikes and pedestrians separate. Improve bike path.
No too many lights. Too many lights which are seldom coordinated so that passage is slowed down - similar to Shaganappi Trail and Crowchild Trail near Northland Shopping Centre.
Access to revised land use
I think this is too many lights - disrupts traffic flow
Online Tool
Either a back-up on 16th (which already has a fair bit of pedestrian crossings and signals) or on Shaganappi (which is already going to be backed up due to the new signal by children's hospital!). Property impacts to Montgomery View--if that is a lower income area--that doesn't seem fair to them--they should be compensated for the disruption to their lives (the people using 16th to get to downtown from the new development at COP should have to pay their share of that).
This is similar to the crossing at Shaganappi and Crowchild, which works poorly in the east/west direction. It is important to note that this would place two couples on Shaganappi not far from one another. It also cuts into a heavily used access point for Edworthy Park.
<ol style="list-style-type: none"> 1. slowdown of traffic on 16th, ie. too many lights; long backups at lights in busy times 2. slow between Montgom. & Pt McK along Bowness Rd; worse than At-Gd. 3. very frustrating long delays for cyclists with at-grade intersections; worse than At-Gd.
slower traffic flow on 16th Ave.
This solution doesn't work well on deerfoot (16ave and memorial) and won't here as well.
Increased congestions and property impacts. Reduced movement for bikes and pedestrians
More traffic lights!
This challenge applies to all of the proposed options, but I'm putting it here. In some explanations of what options were not considered, in particular, the free flow option not being needed due to predicted traffic patterns in the future, I think that conclusion is short-sighted. There are a lot of new medium to high density developments coming into existence over the next decade that will substantially increase traffic along 16th Ave and Shaganappi. University District, Stadium, Medicine Hill, West Crestmont, Greenwich, Harmony, unnamed development SW of Stoney Trail and Trans Canada will all contribute greatly to traffic along 16th Ave.
Seems like a less efficient use of space than the at-grade intersection idea. Chops up the islands surrounded by roads into two pieces instead of one.
Traffic needs to be free-flowing, or you are going to be driving short-cutters into Montgomery on 48th Ave, Home Road, and McKay Road. Not acceptable.
Complicated intersection. Removes a lot of infrastructure.
Looks like the lands inside the couplet are almost set up as reserve for a future elevated 16 Avenue, which would make them hard to develop!
The traffic lights on 16th will cause problems but it is better than the dangerous access right now at Shag. trail going west on 16th AVE.
Construction delays, traffic lights adding time to commute, ease of access/merging onto and off 16 ave from Bowness road being removed, access to market mall off 16 ave is going to be more difficult now for westbound 16ave traffic.
6+2 lanes is better than 8+2 lanes. Need to make up mind what 16Ave is supposed to be:
Urban Boulevards form the backbone of higher-density Corridors and Activity Centres. The highest priority is given to walking, cycling, and transit patrons, while high volumes of vehicular traffic are expected. These streets are local and regional destinations, fully integrated with adjacent mixed land uses, and provide high levels of connectivity to surrounding communities. Urban Boulevards make up some of the Primary Transit Network. High quality urban design and green infrastructure are critical components of Urban Boulevards. A level of congestion appropriate for a dense urban area is acceptable on this street type.
A current example of an Urban Boulevard is 16 Avenue N.W.
This is not good human scale development -- it is car focused and pedestrian and cyclist unfriendly. The At-grade intersections is the best proposal.
Slower traffic due to traffic lights.
Disruption to existing traffic while construction is underway.
Shaganappi Trail would still be a very busy roadway, especially at peak times. Therefore it would have to be considered that the traffic would be free flowing without a lot of lights and cars backing up further north of 16th to downtown.

CONSTRUCTION WASTED MONEY CONGESTION
YOU SEEM TO WANT TO MAKE ELABORATE PLANS THAT ARE DISFUNCTIONAL LATELY, NEED NEW PLANNERS
Slows down all modes of transport. Very inefficient.
Selling this to the public will be hard since this has a lot of intersections, but emphasis should be given that this shouldn't affect traffic flow much.
Too many lights, too much waiting and idling, poor light timing for pedestrians and cyclists in double-wide intersection
Couplet makes things more inconvenient for all
too many intersections and too large of a footprint. the large space in the median of 16th ave would be cut off from future potential development.
Traffic flow in all other directions seems to be sacrificed. With that many lights, I imagine it will take significant time to get from Montgomery to Memorial
Very inefficient design, large potential for delays at intersections.
No benefit to car transportation which is still the major form of transportation to work in the core.
Land to be re-purposed will never get developed into anything valuable; too auto-oriented and in the middle of a highway median essentially. Silly to put extra land there that can't be used. The sprawling design is contrary to city of Calgary objectives at fiscal and environmental sustainability (which is the whole point of this project if I read that correctly). Please don't waste so much valuable, highly accessible (to primary transit, pathway network, parks, university, hospitals etc) inner city land on such a large and over-built car-oriented design.
Slower traffic movement. Property impacts
General comments: Changes
23-Nov
Discard this option
Scrap this one too!
Don't add stoplights on 16 Ave
None come to mind.
Online Tool
To be honest, I am not sure any of the suggested options address the concerns about free flow of traffic (they seem to make everything a bit worse) Is there any way to keep using access ramps where it is a right turn and have signals where there is only a left turn? Wouldn't that keep the flow more reasonable?
[I am a cyclist - JH] - The as-yet unspecified connections to new housing near Children's Hospital up hill from 16th/Shag intersection are unnecessary; I'd do anything possible as a cyclist to avoid this intersection; more lights than the At-Grade = worse!
get the signals right so traffic moves optimally
Scrap this plan
K would leave well enough alone. Calgary has much more pressing traffic challenges—Crowchild Trail for example. Spend the \$\$ there.
Eliminate the lights and get to a free-flowing traffic design.
Different design.
I prefer a series of over passes.
Leave the existing system in place
See at grade comments.
This is the best solution in my opinion.
None. This is a very poor alternative and no time or effort should be spent further on it.
As few lights as possible.
KEEP IT SIMPLE
Don't understand why 16th Ave needs so much space between the East- and West-bound roads?

This is an even worse idea than the first one, plus it takes up more land and cost more money for a net negative impact
Why is the eastbound 16th alignment between Bowness Rd and Shaganappi so curved? If it was a bit straighter, it may increase the redevelopment potential of the land.
This seems like the least appealing option.
Prefer first at-grade option
Scrap this
Use roundabouts instead of the new traffic lights and replace the existing traffic light at Point Drive and Memorial Dr/Parkdale Blvd with a roundabout.
Remove option from consideration.
Do not add any extra lanes on the roads and tighten up the design. Focus on making the area pedestrian oriented, with a very high quality entrance (on foot or bike) to connect direction to Edworthy Park. It's a brilliant location for redevelopment, this really shouldn't be a roads-only project.
Traffic circles. Pedestrian/bike overpass

Preliminary Hybrid concept

Community theme: Safety
23-Nov
Additional traffic making left turns across 16 Ave, Shagnappi, light does significantly improve from existing
Bike and pedestrian traffic greatly improved
Confusing interchange people may be less likely to use.
Don't add stoplight on 16 Ave (accidents)
Raises new safety issues for pedestrian, bikes and cars in Montgomery residential. Greatly increases likelihood of cars cutting through montgomery for access from 16 to Bowness Rd.
Very convoluted traffic movements this will force people to get from 16 Ave to Bowness Road to short cut between the two in the Montgomery area
24-Nov
Road system for changing from 16 Ave to Bowness Ebound is difficult to follow
Online Tool
Fewer on/off ramps is less confusing for people unfamiliar with the area. Fewer short, high speed merge lanes
probably means faster traffic through 16th
This will likely direct more traffic onto 16 ave than what currently exists reducing neighbourhood traffic
You create a short cycle track lane, then dump the bicycles straight onto Bowness road into a single lane of traffic.
Complicated intersection - hard to navigate around it.
Left turns across 4+1 lanes check. Mixing bikes and pedestrians on hill check. This could be much safer, see at grade comments.
Terrible! The signalized intersection proposed on Shag is at the base of the slope. There will be traffic accidents galore whenever the roadway is slippery, as descending cars will not be able to stop for a red light, even with a new grade.
Separates traffic
Fewer loopy intersections and tight merges, but quite a round-about way of accessing to and from Bowness road!
This is the best option for cyclists. Fewer intersections means fewer opportunities to collide with cars
pedestrians better accomodated and don't need to cross 16 ave
Community theme: Business access/community connections
23-Nov
Improves access Montgomery to Edworthy, may restrict access to University West development, ped/bike accesswhere loop built
Cuts off business access and forced cut through residential

No impact
Too convoluted traffic pattern
Cutthrough does not equal reconnecting . If we do not encourage flow along 16 Avenue we will see an increase in traffic cutting through Montgomery.
Very poor design. No consideration was given to short cutting traffic in Montgomery.
Online
You haven't provided an "ok" option so I've chosen not sure. Increased ped pathways is good.
OK directly along Bowness Rd, but v poor coming from 16th into Pt McK/Parkdale
Not any better than what currently exists
I don't think the "optional" Eastbound 16th to Southbound ramp is optional at all. Without it, people will shortcut through the community roads onto Bowness road.
Doesn't slow traffic on 16th Ave.
Reduces vehicle access from 16 Avenue onto Bowness Road (Montgomery BRZ), though this is both good and bad...
Less than at-grade, see at grade comments.
Existing jaywalkers on Shag (at the top of the slope adjacent to the Alberta Children's Hospital) will be severely impacted during construction of the new roadway and removal of the existing roadway.
Does impede access along Bowness
Overly complicated interchange for the average citizen makes them more likely to just use 43rd St.
Good access to and from 16th, but poor access to and from Bowness road. Seems very confusing.
Having pedestrian access under the bridge allows for no delays in crossing
Significantly less traffic on Bowness Road is a benefit.
Honestly not terrible. Even if you're in Montgomery, the worst case is getting to 16 Ave. I'd probably resort to using home road as opposed to 43 St so it wouldn't be that bad.
less intersections than other plans
Community theme: Transportation mode balance
23-Nov
Loop complicates existing traffic flow, may interfere with transit routes, creating 16 Ave to Ebound Bowness offramp would reduce impact here but increase property impact
Transit plans not shown
24-Nov
Prefer bike path over track with narrow concrete medians. Dislike concrete medians. Need passing/passed space.
Online
The Cycletrack helps get cyclists more safely through the bulk of the busy intersection, but they leave the cyclist with a block or two to negotiate before they can turn on to a calmer
Mich better ped access, proposed cycling lane is kind of pointless since it deadends at Shaganappi and you can't move north from there.
removing the MUP and making it a "sidewalk MUP" seems bad (and further for bikes, peds with a decent "out of the way" detour).
better for cyclists with removal of at grade crossings of 16th; don't like the change to (loss of) path away from Shag. Tr just north of Bowness Rd
bikes and pedestrians need to cross busy intersections
Makes it easier for others to use Bowness Rd.
Makes 16 Avenue harder to cross on foot or by bike relative to alternatives.
Not cyclists. not pedestrians. transit? no transit only outlined. single occupant cars-yes. Commercial traffic somewhat. See at grade comments.
This alternative does a very poor job of accommodating traffic coming down Shag whenever the roadway is slippery.
Especially along 16th Ave.
Transit not accommodated very well.
Nice that pedestrians and cyclists can essentially bypass 16th when crossing on Bowness road.

Better and more continuous walk/bike connections than the intersection proposals.
Good flow for cars and good access to bike paths with little overlap
Community theme: Integrated view & traffic flow
23-Nov
Traffic flow becomes surprising, passage through lights and Shaganappi/Bowness, 16 Ave/Bowness doesn't match intended direction of travel
No one will use westbound access to 16 Ave. They will dissect Montgomery in GREAT volume.
Minimize stops to reduce idling traffic pollution
Don't like the light on the incline near the bottom of Shaganappi Trail
Very round about way to get between 16 Ave and Bowness Road
24-Nov
Convoluting to change roads
Online
There are more traffic lights than presently, but major routes are free flowing more so than the level crossings or couplet.
New lights on 16 ave
I think that the lights on 16th avenue to Shaganappi is a bad idea. This needs to be a full clover-leaf design, which will keep traffic flowing.
Complicated intersection - don't like moving Shaganappi trail.
See at grade comments.
See my comments below on challenges.
There will not be continuous traffic flow due to the many accidents which will occur on Shag.
Moves traffic fairly efficiently along 16th and Shaganappi.
Smoother traffic flow than current design. The additional traffic light on 16th will increase waiting time, idling, gas use during acceleration, etc. and is not good for traffic flow or GHG.
Traffic flow has an increase in traffic lights to deal with, but wait time shouldn't be too significant
This option looks like it has the least waiting at intersections
Intersection on steep gradient.
Community theme: Planning, health & quality of life
23-Nov
Mostly maintains size of existing land blocks, doesn't fragment overly. Offramp option would adversely impact the existing residences
Poor use of land, design cuts Montgomery into more isolated islands.
Take the land/bluff from Montgomery. Increases noise and closeness of traffic to houses.
The north Shag ramps are inefficient use of space
Irrelevant to these lands when it will create such issues in the Montgomery
24-Nov
Reasonable use of green space for roads
Online Tool
Opens up some land usage near the entry to Edworthy.
easy to repurpose land to E of S end of Shag Tr.
Takes up just as much space and leaves areas isolated
If for no other reason than the new structures over Bowness road and Shaganappi are wide and long enough to accommodate an appropriate number of lanes.
This seems to fragment the potential land for repurposing, but does split it into reasonably accessible/developable pieces, so maybe it's a good thing. Again, need to ensure all modes/turns access from Shaganappi Trail and Bowness Road is possible.
see at grade comment-predetermined.
I would have to see the grading plan to be able to judge what the future land use might be.

The large amount of land for future designation makes me uncomfortable. Too much inner city green space is being used that detracts from the beauty of parks and open areas.
Doesn't really account for future growth.
Smaller road footprint
Uses a large amount of land.
a lot of wasted space in the middle of the area
General comments: Benefits
23-Nov
Potential to reduce traffic flow into Montgomery or Bowness
None
Maintains free flow E/W motor traffic on 16 Ave NW
This creates even more issues than the existing situation.
24-Nov
The 16 Ave to Shag connection is ok but moving the road over seems to eliminate a lot of cyclist parking.
Safer crossing from Westbound 16 Ave to Shaganappi
Online
This is the second best plan (After the tight urban diamond) and would be beneficial to the area. it meets most of the community needs and concerns addressed at the consultation sessions.
Does not strand so much land, offers routes to all modes.
Easier to understand, increased pedestrian pathways.
I like the cycletrack
only 1 light on 16th underpasses for bikes
Too expensive. If you want to go to the expense of building overpasses, then at least eliminate the traffic signals on TCH.
New bridges are in a new location, which could make construction task easier.
It will probably reduce traffic on Bowness Road.
Definitely moves traffic better than the other designs, allowing for free-er flow, which should eliminate short-cutting through the community.
Least impact on 16 Avenue vehicles and Bowness Road transit. Splits potentially redevelopable land into reasonable parcels.
See at grade comments. Stoplight slows traffic. Cyclists/pedestrians at grade.
None.
This is terrible. Why would you combine both plans for the most costly way to get the worst result?
None.
Lots of benefits to the towing and body shop companies in Calgary.
The least and simplest amount of changes.
Best option to enhance main access whether Shaganappi or via transcanada, which are major arteries. This option avoids the major constraints on traffic flow from the excessive light combinations.
Safer and better movement of traffic.
No benefits over the existing intersections. In general makes thing worse.
Small footprint, good pedestrian and cycling route along Bowness road
Keeps traffic flow at an optimal level while improving pedestrian connectivity from either side of 16th ave.
- better flow of traffic - better for cyclists heading downtown from Montgomery - reduction of bowness residents cutting through Montgomery
None.
None

better traffic and pedestrian movement
General comments: Challenges
23-Nov
Significant realignment, traffic flow changes, single point of failure for all traffic flows between Shag/16 Ave
Ridiculously confusing
People will get lost! Too confusing.
Traffic signals on Shaganappi Trail on a declining hill? Really. Does anyone understand how slick and slippery this road is in bad weather conditions. Try stopping on icy hills.
Overpasses would make future changes expensive.
REALLY need an easy driving connection Parkdale Blvd to Bowness Rd Wbound to 16 Ave Wbound
Way too confusing. So.... Not safe? This would encourage people to use residential streets of Montgomery to cut through to (and from) 16 Avenue from Bowness Road.
This proposal will only create a nightmare of short cutting traffic between 16 Ave and Bowness Road in the Montgomery area.
24-Nov
Poor traffic flow. Too much cost for benefit ration. Nothing we like about it. A transit mess.
NO.
New bridge = \$
Online Tool
Cost, RIP Angel's Cafe
Still a bit odd for cycling.
Putting MUPs where sidewalks should be is bad for pedestrians and cyclists. re-routing the MUP up the hill is bad: it's out of the way for all users.
If you put in 2 new bridges, might as well go to the TUDiamond - the loopy access to Bowness Rd is just weird - will be v frustrating.
Too Expensive
more congestion on 16 ave
No access from South Shaganappi into Tower II and Riverside Club
Still need new bridges to be built. There will definitely be shortcutting on 43rd St due to complexity and distance of getting from WB 16th Ave to WB Bowness Rd. For all the complexity this adds to the transition to/from Bowness Rd to/from 16th Ave., there's still one more new light on 16th. Not good.
It could increase the number of people getting to 16th avenue via Montgomery, which could increase traffic on Bowness Road from Shaganappi to Home Road.
The lights on 16th avenue to Shaganappi will be a challenge. I like the concept of moving Shaganappi further west, and by doing so, I think you have opened up the possibility to put a full cloverleaf with no traffic lights onto the Transcanada/Shaganappi intersection.
16 Avenue would continue to be difficult to cross on foot/bike.
See at grade comments. Less land for city to sell and put to work earning property tax. Can see this one being worst for vehicles. No real improvement for active transpo and transit.
Increased traffic on Bowness Road – drivers travelling Eastbound on 16th Avenue will access Bowness Road via Home Road or other intersections, leading to a large increase in traffic on Bowness Road, increased risk of motor vehicle accidents due to left turns at uncontrolled intersections, increased risk of pedestrian collisions on Bowness Road Increased traffic on 29th Street – drivers travelling Eastbound on 16th Avenue will access Parkdale Blvd. via 29th street, leading to increased traffic on 29th Street which also happens to be access used by Emergency vehicles for accessing the Foothills Hospital, increased traffic through playground zone on 29th street, large increase in traffic making left turns from 29th street to Parkdale Blvd., increased risk of pedestrian collisions. Increased traffic on Crowchild Trail - drivers travelling Eastbound on 16th Avenue will access Memorial Drive via Crowchild Trail south, an already very congested roadway.
This is not good human scale development -- it is car focused and pedestrian and cyclist unfriendly. Bridges and overpasses are hostile to non-drivers as well as costly. The At-grade intersections is the best proposal.
I live in Valley ridge. The most direct route to Valley Ridge from the downtown core is Parkdale to 16. This plan adds additional time and a set of lights to that route. I would choose to continue on Bowness Rd. Westbound and access 16th via home Road. This increased traffic on Bowness road would actually cause more risk to pedestrians. Extremely short sighted proposal.
Cost. Public safety. Increased traffic on Crowchild because drivers will avoid south bound Shag in the winter.

I think the number of cars travelling Shaganappi at peak times with more lights to contend with could be a deterrent to traffic flow.
Future traffic flow, especially for transit are effected.
Reduced access Lots of work for no tangible gain Still no ability to get from EB 16th to NB Shag
Should not put any more lights up along 16th. This disrupts traffic flow and increases idling times and gas use during acceleration.
Do not support the potential ramp. Defeats the purpose of reducing traffic on Bowness Road. Also leaves less land for redevelopment.
Access to 16 Ave from Montgomery, although I'd probably take home road. Turning left from home road onto 16 Ave may get very difficult
The traffic light at 16 and shag will probably back up
Property impacts are likely untenable.
Do not favor any extra lights on these major roads.
Wasted space in the middle of the area
General comments: Changes
23-Nov
Attempt to retain existing links from 16 Ave to Bowness towards Parkdale/P. McKay (offramp Ebound 16 to Bowness, onramp Wbound Bowness to 16 Ave). Reduce lanes on Bowness to match lanes in Montgomery from Shaganappi light or 16 Ave access ramps if restored.
Scrap this concept.
1. Add a bridget over 16 Ave (similar to Northland Dr. / Crowchild) for Ebound 16 Ave to Nbound Shaganappi and Shaganapi Ebound to 16 Ave then you won't need stoplight on 16 Ave. 2. Retain modified loop from Wbound Bowness Rd. to Wbound 16 Ave but have it east so you can merge to 16 Ave. 3. Retain Ebound 16 Ave to Ebound Bowness (dashed line).
No traffic lights as proposed on Shaganappi Trail
Integrate somehow (??) an ability for motorists to readily access 16 Ave Wbound from Parkdale Blvd and/or Bowness Rd Wbound
Online Tool
Protected bike lanes to provide the same movement as other vehicles. Increased means of access to Edworthy Park that via personal vehicles - increased parking will mean increased usage.
If you're re-building all of Shaganappi, there *better* be proper cycle-tracks on it. Putting a "sidewalk MUP" in a place where cyclists can easily hit 80+km/h S-bound is Very Very Bad and Unsafe for peds, cyclists *and* drivers.
Do not re-route the MUP up the hill -- make the E/W portion S of 16th in the picture connect to the existing MUP (i.e. make a triangle). Nobody will ride or walk in a square when they can cut directly across the triangle.
Will require a "no left turn" onto 43rd from E-bd 16th (this needs to be put in now)
Scrap it.
connect bowness road from montgomery to the north intersection on shaganappi then remove the south intersection. Add pedestrian bridges or underpasses
Eliminate the lights on 16th Ave/Shaganappi by putting in ramped access all ways.
More detailed accomodation for walking and cycling at the 16 Avenue/Shaganappi Trail signalized intersection. Clarity/certainty on ability to add intersections for site access along Shaganappi Trail and Bowness Road.
I would suggest removing the lights on 16th ave, to help provide a more seamless flow throughout the system
See at grade comments. Bowness-16Ave OK, sure do that. What about just one stop light at Shaganappi-16Ave instead of overpass and stoplight on both? Why turn the overpass into two stoplights like this? What's the benefit-don't see how this is safer... At grade and at grade couplet both better.
Plan is unworkable
No signalized intersection on Shag.
Lane reversal is a possibility during peak times. Also make sure that green space and open areas are left untouched if this concept is favoured.
Do nothing
Do not add light on 16th.

Why does the alignment of Bowness Rd west of Shaganappi need to change? This requires the construction of a new underpass structure but ultimately doesn't seem to change anything else with regards to traffic on that portion of the road. If you left that portion of Bowness Rd as is there is no further impact to the properties adjacent
No potential ramp.
Add a ramp onto 16 Ave from bowness road in Montgomery (but not the reverse) will likely resolve the issue of people turning left from home road onto 16 Ave
Remove option from further consideration.
Connect bowness road with north intersection on shaganappi trail. This will remove the need for a second bridge and free up more area close to the river

Preliminary Tight diamond concept

Community theme: Safety
23-Nov
Short distance between lights will create a stacking problem for left hand turns i.e. westbound 16 to S 14 st. This concept will increase short cutting between 16 Ave and Bowness Road in Montgomery.
No - too much cut through traffic on Bowness Road.
16 Ave remains free flow into residential/commercial Montgomery
Does not address traffic calming and volume cut through Montgomery. HUGE SAFETY ISSUE.
Suggest moving Shaganappi West as in Hybrid concept
Too busy and complex to cross for pedestrians
Better merge lanes to 16 Ave
24-Nov
Improved access to 16 Ave. poor/convoluted access to Bowness Rd.
Online Tool
The bowness bike lane is a bonus for safety.
sidewalk-MUPs crossing slip-lanes and 4 roads just to make it under 16th
isolates slower moving traffic on bowness to faster moving traffic on 16ave very well.
More through traffic likely to use 16 ave instead of going through parkdale
The proposed pathway on the north side of 16 Ave only appears on the east side of Bowness. What about west of Bowness?
Slows down traffic and access to Bowness Rd.
Difficult walking/cycling connection to/from University District.
signalled intersection at Shaganappi removes dangerous access from 16th to SB Shaganappi
See at grade comments, cyclists and pedestrians mixing on hill, etc.
Easiest access with least obstruction. Safer for pedestrians and bikers as well
It slows down Shaganappi Trail.
Massive increase in traffic on Bowness road will negatively impact safety.
Removes bowness road access from 16th but why remove the access from 16th to bowness. 43rd is the main corridor for people to access the river due to the crosswalks at bowness and 16th, increased traffic would be a concern
The new signalized intersection on Shag will lead to traffic accidents for southbound traffic descending the slope during slippery conditions. It is difficult enough today to negotiate this area safely. Having to stop would be a big problem.
Less new roads, uses existing infrastructure and allows for 16th ave to remain free flowing. The less time vehicles are stopped, the more efficient they are, in turn burning less fuel.
This plan reduces the amount of traffic using Bowness Rd. to access 16th Ave.
Smooth travel ways, fewer intersections, no more fast merges
Reduces traffic on Bowness Road.
Bikes cross 16 Ave under bridges. No lights on the steep hill.

Community theme: Business access/community connections
23-Nov
No connect between west communities and east ones
Improves ped/bike access Montgomery and Edworthy
Access to Bowness Rd. businesses pushed to cut through options only in Montgomery (keeps one route through)
Synchronize Bowness Rd stoplights east of Shaganappi to 37 St, optimized for eastbound in morning and westbound in evening. Change ebound light at 37 St to advanced green to allow school buses and cars to turn safely
Shaganappi flow improved N.
24-Nov
Poor access to Bowness Road from 16th Ave westbound
No stop and go lights
Online Tool
Parkdale to westbound 16th was reduced access. 16th eastbound to memorial has reduced access.
Seems to meet the need of enhancing flow and yet protecting residential areas.
Easier to use Bowness Rd. for cyclists and pedestrians.
Reduces vehicle access from 16 Avenue to Bowness Road (Montgomery BRZ)
No 16th/Bowness direct connection
If direct route from Eb 16 Ave to Eb Memorial/Bowness/ParkdaleBlvd built from off.
These are still big busy roads. To truly connect the communities, a narrower walkable, bikeable street should connect Montgomery to Parkdale.
The majority of people will jump off of any path onto the river pathways at shaganappi. The other main corridor is 43rd street but along bowness would be smoother.
Streamlined connection to 16th for Bowness and Shaganappi, fewer confusing exits from 16th
Safe road connections between neighbourhoods.
Community theme: Transportation mode balance
23-Nov
Turning lanes and lights will not allow any HOV on any road except 16 ave
Moves more traffic patterns onto Shaganappi including redirection of transit routes
Need pedestrian overpass 16 Ave in Montgomery. Transit plans not shown
24-Nov
Bicycle access from Bowness Road to river bicycle path system is good. Dislike narrow concrete separations for bike track. Prefer grass median separation or bike lane painted.
Lots of bike and walking pathways
Online Tool
Bike lane and walking path redevelopment under 16th is great to see.
Again, where do folks go when taking the proposed pathway westbound next to 16 Ave once they hit Bowness?
Footprint of vehicle infrastructure is significant.
See at grade comments. Reduces potential for transit. Cyclist or pedestrians not accomodated when mixing on hill. 16 Ave supposed to be Urban Blvd or skeletal freeway?
It seems as though bike connections are provided. I'm unsure because the connections are not detailed.
This alternative doesn't accomodate motor vehicles well during slippery driving conditions.
With reduced motor vehicle usage of Bowness new pathways would feel safer
Allows for pedestrians and cyclists to access the area without having to cross 16th at all!
The signals at the Shaganappi TR ramps add wait times for pedestrians wanting to cross 16th ave
Quality walk/bike connections with fewer conflict points.
Free-flow 16 Ave plus lots of pathways.

Community theme: Integrated view & traffic flow
23-Nov
Traffic stacking
Free flow onto 16 Ave, at cost of two existing lights on Shag
Diamond works for 16 Ave and Shag traffic! 16 Ave DOES NOT connect logically to downtown, traffic will cut through Montgomery might back-up traffic going west on Parkdale. May increase westbound traffic on Bowness through Montgomery
Online
No stops on 16th prevent idling
best traffic flow out of all options, due to no lights on 16ave
Because flow on 16th(TCH) is minimally impacted, GHG will be lower.
I would rate this highly as long as the 'potential eastbound to southbound' connector is built. Surely the replacement 16 Ave-Bowness Rd connector can be constructed without coming any closer to Montgomery View homes.
Good outcome for vehicles on 16 Avenue, but reduced connections/convenience for other movements/modes.
Again, pre-determined. This assumes most commercial traffic not using Bowness/Shaganapi.
Seems like the most efficient option for all types of traffic
Connections seem efficient.
Not sure how efficient the diamond will be during peak times inbound and outbound. Stopping on shag hill is dangerous in the winter depending on road conditions.
Accidents will occur as south bound traffic backs up for the new signalized intersection.
Linking the pathway from Bowness to Parkdale is essential as crossing at 16th ave is very dangerous
Little waiting, no stopping of traffic on 16th, smooth traffic flow.
Most efficient option.
Less stop and go traffic.
Community theme: Planning, health & quality of life
23-Nov
Footprint is comparable to existing, generally only affects right of way
Best design, but need modification to address SAFETY in Montgomery, business in Montgomery and traffic cut through * Bowness Rd. westbound needs BETTER access to 16 Ave W - current design too bothersome will push cut through
24-Nov
Like freeing up of land by eliminating ramps
Online Tool
Opens up surrounding space for more use.
Frees up green space
Fragments and reduces potential redevelopment sites and likely constrains access to them.
Less land available. Doesn't re-connect street grid.
uses the least amount of space
Provides opportunities for land redevelopment.
Linking communities with pathways is imperative to promote sustainable modes of transportation to and from local businesses
Tight footprint
Leaves open more river pathway adjacent land for redevelopment, which is more desirable than the land within the road network.
Can turn extra land into park space.
large amount of wasted space
General comments: Benefits
23-Nov

May reduce short cutting traffic on Home Road but will create much residential street short cutting between 16 Ave and Bowness Road in the Montgomery area.
Free flow on 16 Ave
This design works for Parkdale, Point McKay and Shaganappi traffic safety and claming. *Ability to re-develop River Front property and connect communities. Best use of land.
Better than at grade, couplet, and hybrid
Continuous flow
Improved E-W flow on 16 Ave NW
24-Nov
Eliminate loop ramps
This seems to be the best option at achieving the desired goals. Free flow 16; reasonable acces on/off Shag; ltd. Bowness traffic. Looks good!
Positive - traffic will move efficiently
Keep traffic moving
Smoothes traffic flow on 16th
Prefer tight urban diamond
Online Tool
This is the best plan of all. This meets the needs and comments provided at consultation sessions. This is the only truly useful, beneficial and viable plan shown.
1. I think it important to keep 16th traffic flowing smoothly through this area 2. better/quicker access to hospitals for emergency vehicles coming from the W 3. like the preservation of the easier access to Bowness Rd from E-bound 16th 4. underpasses for bikes
Best option out of all. Would of liked to see a traffic circle option.
Gets all modes of traffic moving especially the TCH. this is my favourite.
Safety is improved substantially. There will be limited impact on flow of TCH. My favourite plan.
Traffic on 16 ave kept moving. Likely less traffic cutting through parkdale and taking 16 ave instead. More open space near the river. No property impacts
Best option overall. Promotes better traffic flow and generally improves pedestrian/biking access. Potential connector from eastbound 16 Ave to southbound Bowness must be added to make this work. In the Cons listed it was said that this may have a negative impact on future transit options. An explanation would be helpful. Or a link to a page with an explanation?
Traffic flow on 16 Ave will be better...
Nicer flow due to no additional lights along 16th Ave. Could allow for more parking by the river.
Solves the problem of 16th Ave East to North Shaganappi. Safer turn from 16th Ave West to Shag South Slows down traffic on Bowness Rd. Overall safer
Few or none.
This makes the most sense.
Easier access to Shaganappi may reduce cut through traffic. Good connection for walking and biking
See at grade comments. Benefits for single occupant vehicles, and some commercial traffic- not other modes.
I think it provides traffic flow.
Best for all, vehicle traffic, pedestrian, and bicycle. Looks very efficient for all. Should improve traffic flow on Shaganappi, Memorial, and 16th Ave. Appears safest to me. MUCH safer entry onto 16th Ave west bound, and improves east bound as well.
I really wanted to like the other plans, but this one seems to best open up land for redevelopment without restricting traffic flow too much.
None.
Attempts to isolate bowness road to local traffic
Great alternative for 16 Ave traffic.

None, makes things worse than they are now
Continuous traffic flow on 16th Safer bike path connection from Bowness Road to pathway system
This design is by far the best from a traffic flow, # of intersections and connectivity perspectives.
At the present Bowness and parkdale seem like major interchange routes and not so much like urban corridors like they should be. Montgomery and Parkdale are divided by a wall of traffic and inaccessible pathways. The "Safest" crossing, currently 16th Ave/ 43rd St. is the worst for safety of pedestrians and traffic flow. (The city should place a ped. overpass here)
This is the best design proposal. It would not disrupt traffic flow along 16th, it streamlines the access to and from Bowness and Shaganappi, it prevents pedestrian and cyclist requirement to cross 16th, and it removes the dangerous and loopy intersections with quick merges. Great compromise.
Keeps 16 freeloader, which is beneficial
Keeps traffic flow at optimal level. Increases land use opportunities.
Reduces traffic on Bowness Road. More desirable land made available for redevelopment along the river pathway.
I looked at all the designs and this one looks like the best overall. I like that it better connects montgomery to parkdale for walkers and cyclists. I like that it separates the through traffic on 16th ave from the local traffic on bowness road. I like in parkdale. It also seems to allow easy access to 16th ave from bowness road. I like that there are new cycle tracks on shaganapi.
Free flowing traffic through 16th ave; Easier and safer exit and entrance ramps from 16th to Bowness Road and Shaganappi
Efficient design, reuse of major infrastructure.
Better flow on 16 av.
free flowing traffic on 16 ave
General comments: Challenges
23-Nov
Difficult to transition from east bound 16 Ave to east bound Bowness/3Ave/Parkdale/Memorial - #40 bus route, local traffic, not everyone is heading for Crowchild or downtown
All traffic travelling west on Bowness Road is fed into Montgomery. This is unacceptable. Traffic should have an easy option onto Westbound 16 Ave so that they don't cut through Montgomery
Free flow on 16 Ave entering into Montgomery
The concept of pushing traffic onto 16 and eliminating connection to Bowness Road will GRAVELY impact safety throughout MONTGOMERY
Bridges would make future expansion expensive and delay start of project
The seamless transition between Parkdale Blvd - 16 Ave NW wbound is not present. Having to negotiate 2 traffic lights for this maneuver is awkward.
24-Nov
Too expensive. Not much improvement on no build. Much too expensive and not much improvement over the existing.
Keep bikes and pedestrians away from roads. Optimize and extend the Bow River Parkway, do not encourage bikes on Bowness or any other road.
Any development on NE area of Shag/16th
Getting everyone on board
Cost!
Online Tool
Cost, very SOV centric.
having a "sidewalk MUP" which crosses 4 roads and 2 lights and 4 slip-lanes is a terrible idea for everyone.
- Bridge costs! - 43rd St traffic - future transit on 16th; but this may
May need some light synchronization along shaganappi.
Cost
Two new Bridges? it looks as though existing are being used, and if not, use existing and add adjacent.
takes up the same amount of space. Pedestrians and bikes need to cross multiple intersections to go from river up shaganappi

I don't see how properties along Montgomery View would be impacted if the proposed off ramp is built. Does this allow for improved access to the Children's Hospital from northbound Shaganappi Trail? This is essential!
Lights on Shaganappi Trail and costly builds, not a solution at all!
But everything else will be worse. It will take longer for cyclists and pedestrians to get under 16 Ave. And it will not provide easy access to business etc. on Bowness Road. And it will be expensive and use a lot of land.
While 2 new bridges are built, traffic could be a nightmare..
More traffic on 43rd St. Doesn't address issues of 16th Ave and 43rd St - Not safe for pedestrians, and cyclists.
Poor connectivity on foot/bike across 16 Avenue. Fragmented redevelopment sites with poor access.
Speed along the route
See at grade comments. Pedestrians and cyclists are mixed on hill. Future 16Ave transit gets limited, really not good. Primary transit, primary cycling routes through this intersection... Doesn't slow vehicle traffic down on 16 Ave.
Accessing Bowness Road from 16 ave. would be difficult as a turn would have to be made off of 16 and then a left onto Bowness Road.
Perhaps cost .. but from a community perspective this would be best.
This is not good human scale development -- it is car focused and pedestrian and cyclist unfriendly. Bridges and overpasses are hostile to non-drivers as well as costly. The At-grade intersections is the best proposal.
I live in a Valley Ridge. 16th Avenue to Parkdale is the most direct access to downtown. If this plan were implemented, I would have access Bowness Road on or about home road, continue eastbound on Bowness road to Parkdale. This massively increases traffic on Bowness road. I would do the same on the return trip, continue westbound on bowness rather than making my way northbound on Shaganappi through two sets of lights. This proposal increases risk to pedestrians in Bowness. Incredibly shortsighted. Contacting my alderman tomorrow.
Could cause issues for 43rd, a major pedestrian corridor to get to the river. Might need mitigation methods through montgomery limiting through traffic on side streets like 16th AVE from 10th street to edmonton trail. 46th street would be the best access for bowness road and could have an intersection on bowness road if required. Whether you'd put lights on 16th so close to home road though I'm not sure.
Cost. Public safety. The proposed signalized intersections will be a problem for south bound Shag motor vehicles during slippery driving conditions. There will be accidents, traffic will back up to Crowchild or Dalhousie Drive during morning rush hour, and the City will be forced to make expensive post-construction revisions.
Major capital outlay for no benefit
Why remove the access ramps (from EB 16th to Memorial, and from WB 16th to Bowness Rd)?! The majority of EB traffic during morning commute is transitioning from 16th to Memorial. I like this design, but keep the access ramp!! Otherwise, they will all have to turn right at Shaganappi, then wait at the lights at Memorial to turn left. This will be a dog's breakfast in morning commute that would easily be avoided if the ramp from EB 16th to Memorial is kept. The only thing you'd need to sort out is a safe way for cyclists to cross this continuous flow of traffic (perhaps a cycle bridge?)
Westbound Memorial to Westbound 16th Avenue, a major connection in evening rush hour, will require a left turn. You might need to do a dual turn lane for that section.
Motorists will have a slightly longer commute.
None - this looks like a great option.
Increased traffic on 43 street and maybe make it a one way road
Crossing 16th ave still a challenge at Shaganappi TR for pedestrians.
The potential ramp would eliminate the benefit of reducing cut through on Bowness Road.
No direct route to Bowness Road, but a safer outcome overall
None. Uncertain why the comment regarding impacts to transit on 16 Avenue NW was made, transit would be very effective along the corridor with this option.
No direct access from 16th to Bowness rd.
multiple intersections close to each other on shaganappi trail. Wasted space close to the river
General comments: Changes
23-Nov
Maintain connections for 16 Ave and Bowness on Parkdale side
Traffic calming and BARRIERS at all 6 northbound access roads through MONTGOMERY. With the densified parking, urban redevelopment and population of residents (children) on these streets it is critical for SAFETY. Needs traffic CALMING on 16 Ave, 43 to Home Rd.
Leave in ramp from 16 Ave Ebound to Parkdale Blvd Eastbound

1. Retain the loop from Bowness westbound to 16 Ave westbound BUT tie it into the Shaganappi to 16 Ave Westbound ramp so you could safely enter 16 Ave. 2. Retain relocated ebound 16 Ave to ebound Bowness Rd pushing that traffic onto already jammed Shaganappi just adds to Shaganappi congestion
Too complicated
Maintain the existing ramp Bowness Rd wbound to 16 Ave wbound with these 2 modifications: 1. increase the radius of the existing ramp; 2. include a merge lane from loop ramp to 16 ave wbound
24-Nov
I would suggest keeping the exit that's existing from eastbound 16 to memorial
Would like to keep # of lights to a minimum
Online Tool
Build one of the other concepts.
Will require a "no left turn" onto 43rd from E-bd 16th (this needs to be put in now)
Traffic circle to remove lights at 16 Ave and shaganappi.
Get 'er done boys.
pedestrian bridges
Speed bumps on 43rd St. Traffic circle on 43rd St and Bowness Rd. Pedestrian overpass at 16th ave and 43rd St. Fix blind intersection of MacKay Rd. and 19th Ave - cars go too fast up/down MacKay Rd.
Do not proceed with this option. Lowest ranking. See at grade comments. Require provision for future BRT/LRT right of way on 16 Ave and Shaganappi. Separate cycle track and pathways instead of MUP.
It would be good to see Veteran's way connect up with Shaganappi Trail and proceed through into the developable land. This would make Shaganappi Trail feel more like an urban street.
So far this might be the best overall plan, but still have some concerns during peak times.
None for 16 Ave traffic. Much more consideration needs to be given to south bound Shag traffic during slippery driving conditions.
More connections are better! Keep the access ramp from EB 16th to Memorial!
This design definitely needs the 16 Ave Eastbound to Memorial Drive Eastbound direct connection. That is a major routing for people going downtown, and flowing those vehicles through two intersections (one right-hand turn, one left-hand turn) while merging with Southbound Shaganappi traffic will create traffic chaos.
If pedestrians are of high priority in this, the hybrid option is preferred.
Do not support potential ramp.
That the two proposed lights on Shaganappi MUST be timed to prevent a back-up on shaganappi
Replace the two traffic lights with roundabouts.
Uncertain why both a cycle track and a multi-use path are required on Bowness Road NW, in essence only one is required.
Provide a cloverleaf for traffic from south Shaganappi to east 16 Ave, so traffic doesn't have to wait at a light.
Reroute bowness road to connect with shaganappi at north end of area. Remove the south set of lights between bowness road and shaganappi.

No-build concept

Community theme: Safety
23-Nov
16 Ave west to Shag SB is dangerous
Dangerous for pedestrians crossing Shaganappi & 16th!!! Cars going west trying to go south on Shaganappi.
Unsafe entry to wbound 16 Ave from Wbound Bowness Rd
Current volumes, parking and flow all issues. Old infrastructure.
24-Nov
On ramp situation for traffic onto 16 Ave from Bowness/Shaganappi not addressed. Cycle access from Bowness to River, bike paths not addressed.

Online Tool
Works fine now !
The current system works well for vehicles and that is what it is intended for. Pedestrians and bikes should use the nearby paths on the river.
Left turn from 16 WB to Shag SB.
Point yields aren't safe. Not safe for pedestrians. Leaves East entrance way of Bowness Rd into Montgomery looking ugly and unsafe.
With the roads staying the way they are, I see the area remaining safe. There have been very few if any accidents or collisions due to how the roads are layed out. The only "tricky" part exiting from 16th west on to bowness road north.
No data has been presented to necessitate the changes.
No improvement.
I don't see an advantage to any of the other plans.
I use this area often, for 16 years now, and have never had a safety concern. There is no problem with safety.
Some change needs to be made
Crowchild to Shaganappi intersection needs to be Expanded!! 1 lane is Not enough! Lots of traffic to ACHispital & FNC
This intersection is insane. It's confusing, the merges are very short, and the traffic flow is too fast.
I live in and use the corridor daily and do not feel that these roads are unsafe
Generally very efficient, however signage could be improved.
Community theme: Business access/community connections
Online Tool
This will to help Montgomery or Bowness. Market Mall is already clogged at the North exit on 40th Ave.
Free-flow. Limited lights to stop vehicle movements. Adjacent pathway system links Montgomery & Parkdale well. New intersection at top of Shag will link Montgomery and University City. No further changes required.
still too many access montgomery just passing through
Not helpful.
Knowing the community and area make it easy to navigate the corridor. However, individuals who are not familiar with the area may have difficulty finding thier way to 16th west from shaganappi trail.
The community of Montgomery was designed using the road grid system which means there are many poins of access in various directions.
Only for single occupant cars. reconnecting adjacent communities-no. Dead zone not earning property tax for city.
I don't see how the the other plans would improve this.
Accessibility is not an issue now.
Only option that keeps everything open, allowing access to everything from everywhere.
need pathway through the bowness - 16 ave overpass
Current design feels like a major waste of land. The land inside the area can't be used for anything at the moment.
The number of times I've messed up this intersection and gotten sent off in the wrong direction is too high to count! Way confusing!
the communities are far apart because they are separated by a big road. Putting traffic lights in or re-routing traffic will not change this. There are beatiful paths to take along the river.
Community theme: Transp. mode balance
23-Nov
NOT pedestrian or cycle friendly
Pedestrian have made on pathways, city has not developed natural paths.
24-Nov
Poor cycling area.
Online Tool
Why not use secondary, less busy roads to connect to existing bike paths ?
As I previously said - this area is meant for vehicles. For bicycles and walking there is adjacent pathways that work well. We do not need to introduce these onto the roadway.

limited walking and bicycle access now.
Not pedestrian or bike friendly
Favours cars.
To begin with, it is not a high traffic area for cyclists and pedestrians. But for the few who do frequent the corridor, there are minimal paths and sidewalks available along shaganappi or for anyone attempting to head up 16th east
Proposed cycling on Bowness Road between 42 Street and Shaganappi Trail is dangerous and should not be encouraged.
No connection to Shaganappi Corridor Study facilities. Primary transit routes. Primary cycling route.
Doing nothing seems better than any of the other plans.
HOV provisions do not exist anywhere in the city. There is no need to start here and in this study area.
Unsafe for cyclists and pedestrians. No possibility of HOV.
This is not pedestrian or bike friendly! Definitely car only.
Walking & Cycling along the river & vehicles on the road.
Doesn't accomodate pedestrians or bikes very well
Community theme: Integrated view & traffic flow
24-Nov
Traffic jammed often
Online Tool
The lights at the top of the hill by West Campus will INCREASE GHG ! I waited for several minutes at the top yesterday - one car went through to the West Campus !
Limited stop lights. Great merge lanes.
Why are we doing this? Because things are not moving well
Favours cars, increased pressure on Bowness Rd.
With this set up, there is only one traffic light with good timing and rotation even during rush hour which I travel daily. To get from shaganappi trail to 16th to bowness road is all free flowing, easily navigated using road signs.
Additional trafic lights will increase idling traffic causing increased vehicle emissions.
pre-determined for SOVs, but does not move people on other modes well. Still probably better than compressed diamond.
No traffic flow/studies were provided to the public for the other options, so NO BUILD seems to make the most sense.
Free flow on 16 Ave and with the Shag on/off ramps is great at this time.
No stop in traffic flow.
Decent overall connectivity
As scary as this configuration is, it's definitely efficient. No lights = no waiting and no idling.
I don't see any improvement in efficiency of moving people in any of the suggestions.
Community theme: Planning, health & quality of life
23-Nov
Too much infrastructure
Complicated structures limit land accessibility.
24-Nov
Need to revise loop ramps
Online Tool
This will serve to INCREASE traffic. Put the money into public transit.
You haven't answered this question in any of your plans - or at least need to make it clearer.
Its a mess right now.
I'm not familiar with city planning, so I'm unable to provide an opinion.
Things are fine here, we don't want to see more commercial development in this area.

I'm not sure that anything can be done in the study area to enhance land opportunities. No business nor residential development would reasonably take place here.
This takes up a huge amount of space!
They are busy roads, good luck using the land in between...
Wasted space at ramps
General comments: Benefits
23-Nov
Less cost
Cheap
Less \$ being spend on infrastructure
Start on this one and build on it by adding in the respective trade offs in order of "importance". Low CAPEX and OPEX. No additional traffic control lights. Maintains free flow on the TransCanada Highway.
24-Nov
Cheapest
Online Tool
This plan is better than the at grade or the split road but doesn't improve connectivity or safety.
There si no need for this. Put the money into Public Transit.
Low cost
Current system works well. No reason to change it.
None
Low cost
My choice. Spend the money on the Crowchild Trail bottleneck.
None.
My money is better spent elsewhere.
The benefits to leaving the corridor how it sits, are free flowing traffic, minimal traffic build up during rush hour and few traffic lights.
Traffic will ontinue to travel freely, though slowly.
Cheap.
It works. Its cheap
I carefully looked at the different plans provided. I can't see why any of them would be done. I agree safety is important, but cannot visualize how any of the other plans result in a safer outcome. The only people that would seem to benefit from this project would be the construction companies.
Keeps free-flow traffic at minimal cost. This is the best option to save people money: taxpayer dollars can be better used on other projects.
There is no issue here. I actually find it appalling that the city has spent so much time and resources studying the area. I'm contacting my alderman, something I've never done before, because I am that concerned that any of the other proposals would have wide ranging negative impacts to the immediate are and surrounding communities.
Least cost. Maintains 16 Ave traffic flow. Does not impede future traffic flow on Shag by creating new signalized intersections. Does not require massive traffic disruptions for several years for new construction of structures or roadways (e.g. E-W Couplet).
Full movement of traffic in every direction
This is the best case secnario, every other one makes things worse and requires large expenditures of capital.
No waste of money. There are no huge problems with the current design. Thousands of people enjoy free flow traffic along 16th and along Bowness Rd, without extra, unnecessary lights (perhaps the City could offer remedial driver training to those who do not know how to merge into traffic and are asking for lights, as this would likely be a lot less expensive!) In spite of what you have incorrectly asserted as a negative trade-off, traffic from EB 16th can easily get onto NB Shag via the traffic lights at the bottom of Shag.
Cheapest.
No stopping, no lights, smooth traffic flow

None.
cheapest option? I don't have any major complaints about it now. Works well for me. I live in Parkdale. It has smooth traffic flow on 16th ave. easy to get from memorial/bowness road east and west on 16th ave. no intersections on 16th ave (although, really this is the only short stretch in the city that doesn't have an intersection at every block!)
Lowest cost, intersection generally functions well at this point in time.
No money wasted on bike lanes.
lower cost. Free flowing traffic
General comments: Challenges
23-Nov
Issues of non-existent merge lanes
Doesn't accommodate cycling or pedestrians
Will only create the short cutting on Home road and the short cutting between 16 Ave and Home Road
Higher traffic volume causing traffic flow problems
Bowness Road to East and West 16 Ave intersection. Westbound 16 Ave to Southbound Shaganappi intersection. Repurposing land is a fantasy! Just about every purpose will require some form of access and possibly parking.
24-Nov
Nothing changes
Online Tool
You're still down to two lanes at the bridge under 16th Ave NW.
- personally I don't have a problem when driving with the tight cloverleaf yields on to 16th. - cycling up/down Shag Tr is a problem; but really, how many people do or will do this? Ever? [I am a cyclist]
No much. Limit pedestrian and bicycle use on the roadway - but that is good b/c that will encourage use of the nearby pathways, that are already built and meticulously maintained.
more confusion and more collisions
difficult for bikes to navigate
To do nothing and maintain current status quo does not work for me
Those who travel at rush hour nay complain. Not a problem at other times of the day.
The cloverleaves take up a lot of land and are probably expensive to maintain. They aren't really any more convenient than grade level intersections.
No traffic mitigation at 16th Ave and 43rd St. Need to slow traffic on Bowness Rd. Doesn't help Montgomery residents get onto Bowness Rd.
I don't see this area as needing improvement.
The challenges I see are cyclist and pedestrians may have trouble getting around, and people who are unfamiliar with the area may have difficulty navigating.
City bureaucarats not listening to the needs of the community memmbers. Having info sessions with city bureaucrats only to have the concerns disregarded and substited with their own agenda.
See at grade comments re cycling, pedestrians, transit.
Construction companies will push to see a project like this so they can get paid.
Tight ramp radii, little room for expansion and no ability to repurpose land.
We know the current infrastructure is not working. Why leave it as is?
Safety issues and future development
As stated above
Huge waste of land, and still suboptimal traffic flow.
Dangerous, confusing, and sprawly!
No improvement. No active mode infrastructure. Negligible redevelopment potential.
montgomery and parkdale are cutoff from each other for pedestrians/cyclists. larger amount of unused potential development land.
This city was never designed for walking. It is too spread out. Pedestrian overpasses are the only safe way to walk across major roadways like 16 av.

wasted space. Bikes and pedestrians are not accommodated
General comments: Changes
23-Nov
Could build in longer merge lanes for enhanced safety - Shaganappi trail southbound to 16 Ave eastbound; and Bowness Rd./Parkdale Blvd westbound to 16 Ave westbound
All of it!
Fix the above challenges. Enhance bike and pedestrian pathways. And the rest alone.
Advance turn southbound home Rd to eastbound 16 Ave.
Not an option in long term, some short term options look to provide temporary relief.
24-Nov
Do not fuss the connectivity of adjacent communities. They are unrelated and there is no need to change.
Online Tool
Get rid of the lights at the West Campus entrance - but wait - they're already installed!. Glad we had input...
40 km/hr along Bowness Rd through Montgomery.
Ensure regular maintenance is completed on roadway and bridge structures to have this system function as long as possible as efficiently as possible.
I would also suggest a pedestrian bridge to span between Montgomery at the pathway system at 42nd, over 16th avenue.
Get the temporary solution in place ASAP to reduce collisions and move to permanent solution. If there was a will, the temporary solution proposed could be completed by 30 June 2017. We have the construction people available.
pedestrian and bike overpass
Traffic Circle at Bowness Rd. and 43rd St. Pedestrian Overpass at 16th Ave and 43rd St.
Fix crowchild trail at Kensington road. Maybe a couple underpasses. INTERCHANGE at 24th Ave and crowchild.
Spruce up the area with some trees? Doing so will make the place look nicer, provide cleaner air and help nearby residents by blocking sounds of traffic.
If there are to be consultations with the communities, listen to the concerns and work with the communities.
Separate cycling and pedestrian pathways to connect to those to be constructed on Shaganappi to the north. Slow 16Ave speed to 50km/h regardless of which option pursued right now given the really short merge lanes from Bowness. Slower 16Ave speed would dramatically improve safety.
Minor changes. Less is more.
I think this is by far the best option for this corridor.
Expand Crowchild to Shaganappi intersection!!
Need a pathway to get through the Bowness Rd 16 Ave intersection
Paint in bike lanes on Bowness Road. Put up one of those flashy-light crossings so that bikes can safely get across the ramp from EB Bowness Road onto the pathway network. Voila! Done. For that matter, it seems disingenuous of the city, that clearly wants to tinker with this intersection, to not propose ANY of the bike pathway enhancements as part of this option. Traffic flows quite smoothly now. Bike path connectivity could absolutely be improved, but without major roadway changes. Try applying JUST the pathway improvements from your tight diamond idea and overlay upon this status quo option.
Kill this option.
Go with the Urban Diamond
Another option.
Improve signage, improve sight lines at intersection for 16 Ave WB to Shaganappi Trail SB movement.
Please stop wasting tax payers money with trying to shove bike lanes down throats. This is not Copenhagen. The weather there is mild with little snow. The city has already seriously messed up downtown with underused bike lanes and wasted +++ money. I would like to see the Mayor and councilors ride bikes to work. The bike lanes have caused major traffic flow problems and therefore more pollution in the air.
Better bike and pedestrian connections. Traffic circles.

Draft short-term recommendations

Community theme: Safety
23-Nov
Don't add stoplights on 16 Ave
Traffic lights hasn't improved eastbound 16 Ave to nbound Shag. Tr.
Community theme: Business access/community connections
23-Nov
No businesses
Like left turn on 43rd. More controlled traffic flow through community
Community theme: Transportation mode balance
Community theme: Integrated view & traffic flow
23-Nov
Stopped traffic isn't flowing
Would like to see simulation of traffic. Unsure how lights will impact.
Community theme: Planning, health & quality of life
23-Nov
Stopped traffic is adding pollution
Would like to see land be on the river side with road ways and right aways be moved away from river - better quality of land not between 2 major roads.
General comments: Benefits
23-Nov
Eliminates problem intersection at westbound 16 Ave to southbound Shag.
I think this is a good short term -low cost - quick implementation plan
Everyone gets to keep their homes
Some attention to pedestrian and bicycle connectivity. Thank you.
Keeps Shaganappi flowing should keep as long term solution.
Safer access from southbound Shag to 16th Ave - I like the lights
Remove left turn off of WB 16 Ave is good
Like the bike lanes on Bowness Road - better connection to Bowness bike facilities
Not many. Waste of \$.
Lights at 43 st might make accessing 16 Ave easier for people who live around that area
Safer left hand turn
Safer merges!
Thank you for making access from westbound 16 Ave to southbound Shaganappi easier
Eliminating the bad sight lines on ramps is good.
Safety issues helped.
Safer for pedestrians and bikers at 16 and 43. Safer merges to 16. Safer south on shag from 16.
Safer cycling connection from Edworthy to Montgomery
I think the short term ideas look great - low time and cost
Eliminates problem intersections at westbound 16 Ave to southbound Shag.
Safer access to 16 Ave and Shaganappi
Online Tool

the light at 43 and 16th is only useful if it acts light the like on 17th and 12th SW that only changes if a pedestrian pushes the button
this reduces traffic flow considerably. bike lanes are only part that is fine. the light at 43rd will be of limited benefit most of the time
I don't see benefits to this plan. it will cost money, unnecessarily, and will reduce traffic flow, cause congestion & doesn't fix anything
I like the cycletracks on Bowness, but they don't connect to anything. Are you planning more further west?
Why didn't the advisory committee see this concept?
on-street cycletracks on bowness would be great, but none of the concepts show how (or even "if") these connect to the River pathways.
I like the addition of proposed 'multi-use' pathways on both sides of Bowness Road to Shag. Makes access to path system better.
I was on the advisory committee and this is the first time I have seen this. I find this very disrespectful.
If there were a will, this could be completed by the 30 of June 2017. Lives saved.
Increased safety. How much is a life worth? The main design and implementation will take many years. We need some safety enhancements now
No benefits in the short turn plan. Ramps taken out and replaced by new ones. Extra lights will add to congestion. Wait for long term plan.
Great to have better walkway between Montgomery and Parkdale.
Light at 43 St and 16 Ave, if it includes left turn signal, could help me get from EB 16th Ave north into Montgomery during afternoon rush
This looks like a relatively low cost improvement that increases safety and recovers land being used by overbuilt intersections.
Overall good. Light at 16 & 43 St - Safer for peds and cyclists. Bowness Rd East entrance - light, bike pathway, and narrowing good.
Lengthening the merge from SB Shaganappi onto EB 16 Avenue is good (but high impact), but why not just use Bowness Road and a new ramp?
seems very expensive for limited benefit - better to wait till long-term upgrades
only good part of this plan is the light on 16th and 43, a safe crossing here eliminates the need for path/bikelane on bowness rd under 16th
i don't understand the problems this is trying to solve. I think do nothing is a better use of funds at this point.
This is the best scenario. Traffic lights on this hill would only create more problems in winter driving conditions.
None, west of time and money. Do it right or don't bother.
Spend the money you would spend on this on permanent infrastructure.
None. Adding new lights to Bowness and 16th Avenue is of little to no benefit.
Do not add the new traffic lights on Bowness Road and 16th Ave. Need to keep traffic flowing not stop traffic and create long backups
Path redline N side of& X-ing B Rd/P Blvd poor safety/not translate to preferential support walk and bike, applies to other versions too.
I see no benefit at all to the short term proposal as it is the dual lane is not enough for the traffic flowing from Bowness/ 16th
None. Not a good value proposition and does not meet study objectives.
None. Expensive new ramps and intersections added without any real benefit to traffic movement or pedestrian safety.
General comments: Challenges
23-Nov
Does not address the problem of getting from east bound 16th Avenue to north bound Shaganappi Trail.
Adding lights on 16th Ave will not be popular
Should modify EB 16th to NB Shaganappi the short weave before the light.
Not great for pedestrians N&S on Shaganappi
Sound for ppl on 41st (need sound barriers)
Traffic lights impede flow. Drivers will look for routes without traffic lights, so will cut-through Montgomery. Unacceptable.
I am from Pt. McKay but I see a lot of problems with traffic in Montgomery

These plans tend to funnel westbound Bowness Road traffic into Montgomery by impeding easy access to 16th Avenue unacceptable.
The first diagram was the best. The 2nd was the worst idea.
Traffic cutting through Montgomery to 43 to get to 16
Waiting too long to address safety. Get this done 18 months.
TIA or traffic impact study please (applies to all concepts). Traffic calming ideas through crossroads - eliminate cut-through, implement traffic calming. Would ask for traffic impact to be shared with Montgomery CA and Planning Committee. Given greatest potential with traffic in Montgomery, seems very important to discuss with community (applies to all concepts)
Everything is too low tech. These designs are most concerned with being low budget and it shows. Why can't we see a computer simulation of rush hour traffic flow through these options, showing how traffic might build up at the stop lights - especially where people are turning left. (applies to all concepts)
Online Tool
this plan is horrible and short sighted with extremely limited gains and a lot of wasted time and money, it is disruptive to traffic & homes
the traffic lights are atrocious! unless the one at 42 is ONLY set off by pedestrians this is a disastrous plan causing congestion and noise
Three blocks of cycletracks that don't connect to anything seemed "doomed to fail". Need connections west to work properly.
This looks like a gigantic waste of money, only really taking out two turn options for cars. Why not just build the "real thing" now?
I don't mind the tight cloverleaves with yields on to 16th - silly to remove & insert lights
Removing L turn access to S-bd Shag Tr will result in W-bd 16 Av traffic doing a R turn on to 43rd St going E to Pt McK, Pkdale etc
This plan disrupts the free-flow of traffic afforded by the current design and doesn't give strong benefits to balance the disruption.
Bowness Rd to EB 16th is difficult now with the removal of the EB ramp. Forcing travelers through 1 to 2 sets of lights (route depending).
Why remove access to SB Shag? This will divert traffic looking to get from 16th to Memorial through Bowness Road and through more signals.
Addition of new signals on 16th avenue (at ramp) and on Bowness Road seems excessive and will lead to traffic congestion.
140 characters is not enough to provide valuable feedback. What a joke.
Short term plans will eventually be replaced so there would be multiple construction delays and costs. Benefits are limited.
Who came up with the 140 character limitation? Sure, limit the #, but give me a break, this deserves more than a tweet length!
May take longer driving east on Bowness Road from Montgomery to access 16th Ave.
the light on 16th would slow things unnecessarily for most of the day. Could it function only at rush hour, and otherwise flash?
Increased traffic on 43rd St. Doesn't solve 16th Ave East to Shaganappi North merge problem.
No cycling facility E or W of new Bowness cycling facility. Lower speed limit address safety issue w/out stoplights. Merge lanes too short
Increased travel time on 16th Avenue.
Increased travel time on Bowness due to light at 16 Ave ramp will occur. Area will already see higher traffic due to University District.
Removal of ramp from EB Bowness onto EB 16th is completely unnecessary! Traffic lights will cause huge backups!
Feels like a waste of money, to just throw away the changes in the medium term.
Costly ramps will provide minimal traffic benefit. Negligible walk/bike improvements, especially from north. No new redevelopment potential.
Intersection on 16 ave will slow down traffic. Cost.
General comments: Changes
23-Nov
Eliminate the added light on 16 Ave to facilitate westbound access to 16 Ave from sbound Shag - there is already one way to get there. Eliminate removal of loop from Ebound Bowness to eastbound 16 Ave - there is another route but why spend money. Eliminate NEW lights where currently exists a controlled pedestrian crossing.
I am wondering if you could provide a TIA for the changes recommended and then look at impact on side roads.
I think that leaving the westbound 16th exit to memorial would help move traffic to Parkdale and downtown more efficiently.

Signage on 16th Ave say Memorial Drive but it doesn't turn into that for 4 streets.
Look at street corner signs. Make it easier to understand Bowness Rd. Parkdale Blvd. Memorial Dr. 3rd Avenue
Don't add stoplights on 16 Ave, it increases accidents and pollution
The high morning eastbound 16 ave to Bowness Rd. will require the dashed ramp. The high west bound Bowness Rd to Shaganappi Rd needs to be able to bypass the lights at Bowness/Shag
Ebound Bowness at 16 Ave has sign Memorial Dr but it starts for another 2.5 kms!!
Northbound bicycle lanes on Home Rd. and Shaganappi make no sense.
Doesn't solve the eastbound 16th to Shagnappi
Please make onstreet bike facilities "PROTECTED" not painted lines.
Urban diamond - The 16 Ave/Shaganappi intersection w/o diversion lanes to bypass lights makes little sense.
Eliminates 16 Ave lights just E of Bowness Rd. by moving onramps to allow "merging". Require sbound Shag traffic to join to Bowness Rd (eliminate left turn at 16 Ave light)
New bus route running n-s on Shaganappi Trail from Bowness Rd. to Market Mall
Mow the grass for ped/bike
Eliminate the added lights on 16 Ave to facilitate wbound access to 16 Ave from sbound Shag. There already exists a means to do this.
Changing speed zones for a few blocks is just confusing, particularly when there is no signage until the end of the zone. Bowness eastbound between 16 Ave and 37 St.
Look at the lights at 46 st rather than 43 St.
Eliminate removal of loop from ebound Bowness to ebound 16 Ave. there is another route already why spend \$\$
Fix the fence going up the hill
Review the impacts of the lights at 43 st on the long term plans
Maybe if your concept maps included an indication that you are considering traffic volumes they would be more enlightening.
Lights at Bowness Rd & 43 St NW
Step up schedule to get safety.
Realign 16 Ave eastbound ramp to northbound Shag. Further west on Bowness Rd. for safer easier merge
These all look like cheap solutions. Why? Can we not design something worthwhile?
Clover leaves with flow through, not lights.
I would like to see a simulation with traffic flows including present and projected cut-through in Montgomery.
Online Tool
change it by getting rid of this plan
bike lanes are the only viable part of this plan. this is super disruptive to the people who live in the study area (who weren't consulted)
Scrap this short-term idea. It's broken for car travelers on Bowness & 16th. Existing has very good traffic flow for those on Bowness & 16th
It would be nice to modify the entrance to 'Montgomery' on Bowness Road to better integrate with the adjacent infrastructure.
There is already a ped-cross at 16th and 43rd, a traffic light is unnecessary.
Just put a permanent solution in.
Better N-S bike connections from river pathway
Not sure if design includes a footpath on the north side of Bowness Road along the first block east of Shaganappi. I hope it does.
Overly ambitious city planners created this mess by trying to solve a problem that never materialized. Let's not repeat it. Leave as is.
Lose the bike lanes. The safety goal here should be to keep bikes off of major roadways and on the river pathway system.
Speed bumps along 43 St. Roundabout at 43 St & Bowness Rd. Fix blind intersection of MacKay & 19 Ave. Pedestrian overpass - 16th & 43rd St.
Use SB Shaganappi and a new connection from WB Bowness Road to EB 16 Avenue instead of the proposed ramp through the middle of the site.

Round about at 43 and Bowness Road. Lengthening the ramp from 16 west bound to make turn north bound Shaganappi.
Lower 16Ave speed limit to 50km/h. Actual cycling facilities instead of just MUPs. Upgrade curb cuts Bowness-Shaganappi intersection
Add pedestrian overpass over 16 Ave at 43 St. Short term benefit to address bike and foot traffic safety with long term benefit too.
Extend study to include dedicated left turn lane on to 37 St to improve traffic flow on Bowness Rd after Shaganappi ties in.
Do nothing is still the best option, with the exception of adding a pathway through the Bowness Rd 16 ave intersection.
Do not add another stop along 16th.
If traffic from 16Ave going east can get to Bowness Rd, then Shag Tr north, I don't see why traffic from Bowness Rd can't do same to 16Ave E
Be real nice to have a bicycle path system coming down MacKay Road, then join the bike path on Bowness Road to the river.
Do not support multi-use path on Bowness. Need cycle tracks + sidewalks. Should make walk/bike improvements and wait for long term option.
Add a pedestrian overpass instead. Then wait to implement a long term solution
Email Input
Installing bike lanes on Bowness Road as proposed ???!! Makes no sense – the existing Bow River pathway is a much better route for cyclists to get to 43 rd street; the lanes seem to start from nowhere and stop at nowhere; and all it would accomplish is the disruption of traffic flow with no incremental benefit to cyclists. And more danger to cyclists.
No benefit to installing a traffic light at 43rd street and 16th avenue. Auto traffic is very light on 43rd street and a crosswalk for cyclists and walkers is enough. As it stands now, traffic is not blocked and can flow unless there is someone crossing, the person crosses and traffic flow resumes. I use this crosswalk as well as the one across Bowness Road a lot as a cyclist, and although it's prudent to keep an eye out for danger have never had a problem. One excellent improvement would be to install crosswalk activation push buttons on both sides of 43rd street at Bowness Road and 16th ave to facilitate north and south travellers, and in a location accessible to cyclists without requiring them to get off the bike and lift/drag their bike up onto the sidewalk over to the push button. I use the McKay Road & 23rd NW ave route to get to the intersection of Home Road and 32nd ave NW and am surprised more cyclists don't, perhaps better access to push buttons would encourage more use of that route.
A new signal on Bowness Road just NW of the 16th avenue overpass is unnecessary. I drive that part of Bowness Road often do not see a safety concern – will just result in traffic blockage with no benefit.
A new signal on 16 th ave where it crosses Bowness Road. What for? Again, will block/slow traffic for no benefit. The proposed loop taking traffic from Shaganappi southbound to 16 th ave eastbound could be modified to allow for an acceleration lane, resulting in a much better configuration the existing one. For traffic moving from Shaganappi southbound to 16 th ave westbound, the existing route (Shaganappi – Bowness Road – loop into 16 th ave westbound) is good enough for now. In other words, best option is to simply modify the proposed loop from Shaganappi southbound to 16 th ave eastbound by adding an acceleration zone and keeping the traffic flow for Shaganappi southbound to 16 th ave westbound as is. No need for a traffic light blocking traffic flow
The proposed short term solution eliminates the ability of westbound 16 th avenue to get to southbound Shaganappi. The intersection is certainly problematic, but to eliminate it without another option? I live in Point McKay and from time to time have appointments at the Foothills Medical Centre. So how do I then get from the Centre to Point McKay? Down an already overly congested 29 th street, a loop through 43 rd street and then back on Bowness Road? A much better option, which is perhaps a long term one, is to modify the existing single lane roadway coming off 16 th westbound, so that there is a fork – the right fork kept high along the contour of the hill after it passes under the West Campus Boulevard overpass and then merging with Shaganappi northbound; the left fork to a flyover or underpass of Shaganappi turning south to merge with Shaganappi southbound.
In the long term, for Shaganappi southbound traffic heading to 16 th ave westbound, a ramp integral with what is suggested above (for routing traffic 16 th ave westbound to Shaganappi southbound) that is built along the west side of Shaganappi and the north side of 16 th ave. .
Except for traffic moving from westbound 16 th to northbound Shaganappi, what has been outlined would work, better than the long term solutions proposed. There is a demand as I often see a very long line up for traffic turning left (north onto Shaganappi) at the intersection of Bowness and Shaganappi. Perhaps an exit ramp coming off 16 th avenue eastbound just east of the Bowness Road overpass and then a ramp over Shaganappi just north of Bowness Road turning north and then merging with Shaganappi. There will likely be a fuss raised over the visual impact of such a ramp, however in reality the incremental impact will be marginal. Perhaps in the short term a dual lane turning north off Bowness.
These configurations make a lot of sense – achieve the required functions without excessive new construction. And frankly result in an overall configuration much better than the long term solutions proposed, with a whole lot less expense.
And no traffic circles? What do you all have against traffic circles? I have spent time in the UK and Europe, and in many situations traffic circles are far superior to traffic lights.

<p>These proposed recommendations appear to be a sledgehammer approach to some minor irritants. Are all these changes really necessary? Is this someone's vanity project? Where are the traffic counts winter and summer to justify these recommendations? Where is the accident data for all these locations to justify the proposed changes?</p>
<p>Traffic becomes congested for a few hours of the weekday in some locations, but not enough to warrant traffic lights that would be operational 24/7. More traffic lights which impede the flow of vehicles is not desirable. Stop/start traffic causes greater fuel consumption which leads to more smog and lessens the air quality. In addition, traffic lights are expensive to install and during their lifetime require electrical power to be operated. This power consumption expense is passed along to citizens through taxes and fees.</p>
<p>Absolutely, no bicycles should be permitted to travel on the roadway of Bowness Road between 42nd Street and Shaganappi Trail. The major safety concern is that during the months of December and January daylight hours are approximately 8.15 am to 4.30 pm and therefore out of these hours cyclists visibility would be compromised. If the objective of these roadway changes is to improve safety for cyclists, allowing cyclists on this particular section of Bowness Road is definitely unsafe and unwise. Cyclists would more than likely wish to avoid this section of roadway during that time frame.</p>
<p>Eliminate the proposed traffic lights at 16th Ave and 43rd Street. Already, traffic on 16th Ave heading west backs up during the afternoon homeward commute should the pedestrian lights at 43rd Street be activated. A pedestrian/cycle bridge overpass has been advocated for 43rd Street/16th Ave for many years and the time has now come for it's installation. See attached #1 Proposal.</p>
<p>The off-ramp from 16th Ave to Bowness Road is too short and should be modified to allow for a smoother traffic flow off 16th Ave. Access from 16th Ave onto south bound Shaganappi Trail could be incorporated into the current off-ramp. The new access onto southbound Shaganappi Trail should be via a merge lane. See attached #2 Proposal.</p>
<p>The right hand westbound lane on Bowness Road between the off ramp to 16th Ave west and the on ramp to Bowness road from westbound 16th Ave should be removed to enable a safer merge onto Bowness Road. See attached #3 Proposal.</p>
<p>Access to Shaganappi Trail north from 16th Ave is currently a hazard as it is necessary to cross over Bowness road to the turn lane in a very short distance. To remedy this, the current ramp off 16th Ave heading east should be modified to allow north bound Shaganappi trail traffic to merge onto the current roadway south of the traffic lights. See attached #4a and #4b Proposals. Leave the off-ramp from Bowness Road heading east and onto 16th Ave as is. Leave off-ramp from south bound Shaganappi Trail and onto eastbound 16th Ave as is. The proposed new ramp alignment with traffic lights on 16th Ave should be scrapped.</p>
<p>New traffic lights proposed on 16th Ave from Bowness Road ramp is not required. Traffic currently moves slowly, but efficiently, even during the afternoon homeward commute.</p>
<p>Eventually, the bridge on 16th Ave over Shaganappi Trail will have to be upgraded to allow 2 lanes of traffic to flow north/south. The U of C west campus further developments will dictate this requirement.</p>
<p>The proposed bus stops on Shaganappi Trail north of Bowness Trail do not appear to be necessary. Who would use them and who advocated for them?</p>
<p>These "short term" recommendations should be shelved. Save the money and complete the long term solutions at the time when they will be required</p>