



# 16 Avenue and Home Road N.W. Upgrade

Open House - November 25, 2015 // What we Heard  
January 2016

## Project overview

The City of Calgary gathered feedback on a preliminary design to upgrade 16 Avenue N.W. between 46 Street and 49 Street. The design aims to improve safety for pedestrians, cyclists, and drivers, while also improving and enhancing the look of the streetscape.

## Engagement overview

The City held an open house on November 25, 2015, at the Montgomery Community Association Hall from 5 – 8 p.m. The public had the opportunity to learn more about the project and review the preliminary design concepts. After learning about the project, the public was able to provide feedback on the design concept through visible post-it notes or written forms. The public participation is at the consult level on The City spectrum of engagement.

**Consult Strategy:** Stakeholders' feedback is obtained through consultation to analyze issues and build alternatives, and thereby make contributions to the decision-making process. Consulting with stakeholders ensures issues and concerns are understood and considered.

In addition, The City hosted an online discussion page from November 25 to December 9, 2015 for anyone who was unable to attend the open house or wanted to have some additional time to review the design concept. Information presented at the open house was also provided online for public review of comments.

## What we asked

Feedback was gathered on the proposed enhancements to the pedestrian realm, which included a new median down the centre of the roadway on 16 Avenue N.W., driveway closures along 16 Avenue N.W., and a new bike lane on Home Road N.W. Feedback was sought from the community to improve the safety of pedestrians, cyclists and drivers travelling through this area. Traffic calming measures are not the input goal for this project. The specific questions asked were as follows:

- What is most important to you about safety in the study area?
- What opportunities have we missed in the study area?
- What are the benefits and challenges of the proposed bike lane on Home Road, both in the study area and as a connection to the Bow River Pathway system?

## What we heard

The public feedback is summarized to show the following main themes:

- bike lane logistics on Home Road N.W.
- traffic volume from 16 Avenue N.W. to the north end of Home Road N.W.
- turning from eastbound 16 Avenue N.W. onto northbound Home Road N.W.



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Although the study area and scope included only a small portion of Home Road N.W., and did not include any changes to the turning movement from eastbound 16 Avenue N.W. to northbound Home Road N.W., there was feedback that referenced concerns related to these issues and locations.

## Summary of Feedback

Below is a summary of feedback that will help to improve the design and feedback that identifies some areas of concern from stakeholders based on the questions that were asked:

### What is most important to you about safety in the study area?

- turning light from eastbound 16 Avenue N.W. onto northbound Home Road N.W.
- concerns about perceived high volumes of traffic on Home Road and Bowness Road N.W.
- cyclist safety crossing 16 Avenue N.W. at Home Road
- pedestrian safety regarding crossing and walking along 16 Avenue N.W. and Home Road N.W.
- having additional road lighting (on 16 Avenue N.W. and on Home Road N.W.)

### What opportunities have we missed in the study area?

- turning light from eastbound 16 Avenue N.W. onto northbound Home Road N.W.
- street parking access on Home Road N.W. north of 16 Avenue (inside and outside the study area)
  - outside of the study area there are concerns regarding on-street parking and safe driveway access if bike lanes were added on Home Road N.W.
- potential impact of median on businesses located along 16 Avenue N.W.
- current issues on north side of 16 Avenue N.W., such as snow removal and water drainage, that may affect pedestrians

### What are the benefits and challenges of the proposed bike lane on Home Road, both in the study area, and as a connection to the Bow River Pathway system?

- cyclists currently use Home Road N.W. as a more direct route and making it safer with painted bike lanes would be beneficial
- a challenge is the alternate bike route, 52 Street / Monserrat Drive / 13 Avenue N.W., is used less but with fewer vehicles is potentially safer but not as direct
- challenges for the bike lane includes logistics for safety such as signage, pavement condition, vehicle parking, grade of road, and bikes sharing the roadway with motor vehicles
- a challenge is the perceived high traffic volume on Home Road N.W. and the impact of adding bike lanes

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



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### Next steps

- ▶ Transportation Planning will review the input with internal business units, and external stakeholders that include the Montgomery Community Association and the Ward 1 Councillor's Office in early 2016
- ▶ Based on the feedback, Transportation Planning will further investigate and research the following issues:
  - turning light from eastbound 16 Avenue N.W. onto northbound Home Road N.W.
  - on-street parking along Home Road north of 16 Avenue N.W.
  - bike lane design and logistics on Home Road N.W.
  - bus stop locations at the Home Road and Bowness Road N.W. intersection
- ▶ All changes to the design concept will be communicated by March 31, 2016
- ▶ An Engagement final summary report will be prepared by March 31, 2016



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## Verbatim Comments

- Bike Lane up Home Road would not work once @ the top of the hill. How are bike's getting across home Rd to the pathway on the west side of the road into top of Bowmont park?
- Warning signs for motorists to "watch for bikes" for cyclists connecting along montgomery road when travelling pathways
- No bike lanes on Home Road. Community home owners deserve to be able to access their driveways and park in front of their homes (why lower real estate?)
- There is a need for a bike lane. A bike lane should not be looked at as decreasing property value but rather increasing convenience for those getting motorized vehicles off the road. This would just be a reality in other parts of the world, not a discussion.
- We need easier left turns off of 16th Ave either 46th or Dairy Queen
- Left turn arrow will increase traffic on Home Road / 32 Ave above capacity
- Home Road is already congested and especially for a narrow road adding a bike lane is going to create a driving nightmare!
- Change material of road where sidewalk crosses (example: change surface to concrete at cross walk)
- Turn lane signal and bike lanes are counterproductive.
- No turn signal on Home Road; Re-route traffic to Shaganappi; STOP short cutting through the community, not safe.
- Need to improve sewage drainage turning of 16 Ave into Safeway lot
- Crosswalk on Home Road and 17 moved to allow pedestrian walking down 17 Ave crossing to safeway straight across Home Rd vs having to go around corner
- No to bike lane onto Home Road; saw one biker tonight riding on sidewalk; no to left hand turn lane
- No to bike lanes on both side of Home Rd due to parking required for houses on Home Rd
- I do not approve of bike lanes up or down Home Road. I think Home Rd is too steep and dangerous in winter. Many can't even buses have trouble.
- Put focus on changing intersection at Shaganappi and Bowness Rd. This is a bottleneck that causes drivers to use Home Rd instead of Shaganappi.
- Put bike lane on Mackay Rd instead of Home Road



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- 70 bikers 700 cars per hour; bikers can go on car road already; 1 cycle = 100 cars
- Beautification of 16th Avenue is excellent. More trees and light standards and lights on median. Also banners are excellent. Pedestrian-friendly is wonderful but please see my comments about placement of crosswalks
- Bike lanes are good. Lots and lots of bikers go up and down Home Rd daily. Make it safe for them and slow down the drivers!
- Re: Sidewalks through entrance driveways between KFC and Pazzors. Those crosswalks are too close to the 16 Ave traffic. They should be moved further in so that a car turning in from 16th Ave would have room to stop for a pedestrian without stopping and blocking the traffic on 16th Avenue. A pedestrian will be hit this is dangerous.
- No left turn onto Home Rd from 16th Avenue. There is too much non-resident traffic in Montgomery. Home Rd is already dangerous for kids especially the ones coming from the CHA housing and crossing to get to school at Terrace Rd.
- Consider a left turn light from east bound 16 Ave to Northbound Home Road. 2) Slow down Home Road traffic but also consider reducing traffic on 48th St.
- I love the beautification of the 16th Avenue corridor! Trees, medians, flags, etc! Bring it!
- I do not like to be called stupid when I am entering my garage.
- No left turn that would be crazy
- There is no room for bike lanes on Home Rd. Left turn lane from HWY 1 onto Home Rd would increase traffic to a ridiculous degree! Not a good idea!!!
- No left turn enough traffic already
- Bicycle commuters will use Home Road whether or not there are bike lanes there. Dedicated bike lanes will make it safer for everyone.
- I have no issues with the bike lane AS LONG as it calms Home Rd! The traffic is crazy at times on Home Road!
- With the flags on 16 Ave can we also have extra lighting. It will make it safer for the community.
- Bike lanes north on Home Rd are far too dangerous. Continue path through Shouldice Park then up 52nd St.
- Improving the interchange at Shaganappi and 16th Ave / Bowness Road would go a long way to improving the traffic situation in Montgomery.



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- On the TRANS-CANADA HIGHWAY (16 Ave) there should be pedestrian overpasses. An additional light at 46th St including E to N arrow to reduce traffic on Home Rd. There should be an OPEN HOUSE concerning Home Rd and Bowness Rd.
- The bike lanes on Home Road will be traffic calming.
- Need left turn light to go north from 16 Ave going east, or maybe better at 46 street. Will not change amount of traffic on Home Road too much. Need this if living in east Montgomery. Why after 40 years never any pedestrian overpass. It is transcanada afterall, about time this major road is beautified. Need pedestrian bridge over transcanada. Its a miracle no one is killed at one of the lights.
- Bike lanes for Home Rd is a good idea. We would definitely use it, buy maybe just have one 2 way bike land on the side without front yards (west).
- Bikers use the sidewalks on nights like this - winter and snow they probably won't use the bike lane - too unsafe!
- Bike lanes on Home will deter short-cutting
- Bikes need to go down shaganappi not Home Road
- Put a traffic speed light sign that flashes when going over 50 as posted speed limit on Bowness Rd and 16 Ave
- Re: crosswalk from safeway to Dairy Queen please remove these two crosswalks. Cars have to accelerate in order to turn left from 16th Ave to get to safeway and will not be in a position to stop for pedestirans. Please put a crosswalk from Safeway directly to Dairy Queen after the turn off of safeway
- Please put a controlled, lit crosswalk at Home Road and 19th for school kids who walk to Ferralt Road School. Home Road is very busy in the morning.
- Re: sidewalk between safeway and Dairy Queen 16th Ave. Walking along 16 Ave is very unpleasant and you with to improve the expensive. Please put the sidewalk on the side of the trees closest to the buildings and trees furthest from the road. This brings the pedestrian closer to the business and further from the road.
- Put Bike Path on Shaganappi. Put proper access to Shaganappi Tr from 16 Ave. No turn lane off 16 Ave to Home Road
- (46th St W - to home R) North sie of HWY who is responsible for snow removal from the sidewalk. Snow and ice build up over foot and 1/2 high on the side walk. Not walkable what so ever.
- Turning left off Home Rd onto 16 Ave is very dangerous. The bike lane would eliminate Home Rd acting as a 4 lane street as it crosses 16 Ave.



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- Southbound Home Road, should have a left turn lane and a straight lane
- I would oppose anything that would increase the automobile traffic on Home Rd including a left turn signal at 16th Avenue
- Discourage traffic flow through Montgomery. Encourage traffic flow onto Shaganappi
- No Bike Lanes. Keep traffic on 16 Ave access Shaganappi North directly off 16 Ave.
- We are past due for a "no left turn" on Bowness Road onto Home Road. A "no left turn" would divide the traffic flow with 48 st.
- I think the bike lanes and better pedestrian access is great!!! I would like a controlled turn arrow at North Home Road from 16th to increase safety while turning - the current DQ 46 turns are overwhelming.
  - Improved pedestrian safety 2. Improved bicycle access 3. Softening of "the look" of 16th Ave will improve the impression of Montgomery.
- I'm not really unhappy about anything here today, I just would like to add to the preferred suggestions - pedestrian (bike) underpass at 16 Ave and 43 St. NW Please.
- Montgomery residents do not want a turning light left at Home Road
- No turn lanes on Home Road. Stop shortcutting. I cannot get onto Bowness Road during any rush hour (living north of Bowness Road.)
- When coming from the west need a green left turn arrow on 16th turning north onto Home Road.
- Eastbound 16 to North Home Rd ban left turns all together or during rush hr
- A left turn light from eastbound 16th Ave to Northbound Home Road will be calming and safer because fewer people will try to turn on yellow and red lights.
- No left turns onto Northbound Home Road
- Advance green turning light on 16th and Home Rd is a MUST. This intersection is dangerous while turning left as the angle is terrible
- Longer walking light at Home Road. If you are slow or handicapped it is too short.
- Thousands of vehicles speeding through Montgomery endangering residents
- I live in Montgomery and do want a left turn light (East to North) on 16th Ave
- Montgomery is a great place to live. HOWEVER the number of vehicles using Home Road is totally UNACCEPTABLE. No Left Hand turns on Home Rd



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- it does not address safety at the intersection of 16th Ave and Home Road; specially turning left from south Home Road onto 16th Ave west bound bike lanes duplicate bike lane on road west of Home Road and onto Shouldice Park
- Adding traffic to Home Road is Dangerous for our neighbourhood; No turn arrow
- Concerning a left turn light from the transcanada onto Home Rd: traffic volumes are already too high for the neighborhood. Joggers, cyclists, walkers, children and pets are already endangered. Particularly at the top of Home Rd at Bowmont Park.
- Reduce speed limit on 16 Ave westbound from 49 Street to Sarcee Trail
- Hidden entrances to garages on the west side of Home Rd Downhill south
- Eliminate traffic to Market Mall - build access at Shaganappi
- Lighting in the median to improve safety
- STOP short-cutting through our community. Use Shaganappi as access to the mall. NO turn signal. Fix 16th Ave to Shaganappi access
- Do not want a turning light on Home Road. Home Road is to busy already
- NO BIKE LANES on Home Road. We already have a bike lane on 52 St from Bowness Rd to Bowmont Park entrance or you can proceed up Home Rd to the bike path that skirts varsity
- STOP cutting our community into sections. Already split along Bowness Road. Now heavier traffic on 16th Ave Home Road.
- Additional traffic already on 16th seems required, no turn arrow
- Keep children safe keep traffic down; keep traffic on 16 Ave and Shaganappi Trail
- I am a cyclist, good bike lanes down home road is a daft idea. I currently use 52 street, under the TC bridge and along the south side of the park to access the trails on the Bow River as Home is to dangerous. It still will be ??? With bike lanes. There are 3 options 1) connect with a lane from TC bridge to paths on bow river 2) a pathway from top of home road and along top of Montgomery to Shaganappi then some to the River, incorporating a pathway in with the proposed Shaganappi and overpass 3) from the top of home road east along that parallels ??? ???. then south along Shaganappi
- Pedestrian bridge at 43rd St and 16 Ave safety for kids; bike lane up 43rd to McKay Rd
- 4 way stops on Home Rd and 48 St at 17 Ave, 19 Ave 20th Ave





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- No left turn on Home Rad. Keep Montgomery Residential Community. Don't want a through fare for rest of Communities West
- NO BIKE LANES on Home Rd. I live on Home Rd and I will not be able to PARK or have access to my property
- Bike lanes will help me get to work safely on my bike. I have the idea and look forward to less accidents / traffic on home road
- Install a red light camera to discover dangerous driving
- A suggestion to stop the short cutting through Montgomery via Home Rd. Have direct access of 16 Ave East by way of a directional lane directing traffic North onto Shaganappi Tr
- I do not see how BIKE LANES will slow or reduce traffic on Home Rd. Are we using cyclists verse AUTOS
- Lane reversal on 16 Ave in rush hour
- Traffic calming measures
- NO MORE BIKE LANES! We have to many already
- Traffic calming and beautification of 16 Ave is good; and slow down traffic into our community is good; Flashing traffic speed limit sign on 16 Ave (suggestion)
- Improving awareness to this intersection would improve how many vehicles use this intersection
- No turn light from 16th Ave to Home Road. Too many vehicles already on Home Road. Do not mix bikes with the heavy traffic. Also, impossible to get out of driveway already!!! Put the traffic on Shaganappi.
- Construction traffic on Home Road due to the stormwater upgrades for the Bowmont area is expected to be increased until winter 2017. How does the City of Calgary expect to handle this if a left turn signal is implemented at 16th Ave / Home Rd.
- No green arrow! We have enough traffic!!! Slow down the traffic to 30 km/h and make all crossings to 4-way-stops. The through-traffic can reach the market mall over the shagannappi trail.
- Pedestrian crossing to be perpendicular instead of angled for faster walk and safety
- Suggestion: put medians on Home Road to slow traffic. Single lane traffic allows people to park in front of house.
- No bike lanes on Home Road. Better, safer (less steps) roads to use in the Community. Put them by the old Montgomery Junior High, already a bike lane along 52nd Street (why are they not using it already?)
- Could put only a temporary closure into Community Centre (gate).
- Put Left turning lane 16th Ave onto Home Road



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- No more medians: Calgary has enough! Please make efforts to reduce the traffic on Home Road!
- How many bikers currently use Home Road? Are you aware there is a pathway and a dedicated cycle lane already a block over?
- Please add LH Turn arrow @ home & 16th to avoid current backlog. People turn by tims south and just hook north now.
- Suggested follow stop signs along Home Road
- No left hand arrow at Home Road (some comments) - that would only increase traffic through the neighbourhood. People can turn one block earlier on 16th Safely.
- Why are people suggesting a left hand turn lane? Not a good idea!
- There is a large amount of traffic using Home Road due to the health care facilities across from Shouldice (Karma House, Bow ViewLTC) and need to access these services will increase not decrease. We need to improve access for those people and safety.
- Suggestion: keep bikes on residential streets - in front of Junior High or on 52nd or Shaganappi? Why not bike lanes there?
- No to bike lanes. No green arrow on 16th Ave.
- Eliminating traffic is not a feasible option. Putting a left turn lane in improves safety. We should be looking at improving safety.
- We absolutely require a left hand turn signal off 16th Ave into Montgomery (at least)!!!!
- Home road is already at 12000 cars per day on a design load of 10000. NO to green arrow on 16th Ave.
- Can the medians be raised?
- Pedestrian movement along northside of 16 Ave not safe for fast moving cars
- Remove or replace yield sign at Dairy Queen, put in stop sign
- I will not be able to park in front of my house. I will have no access to my drive way off Home Rd.
- Bow River Pathway already connected via 52nd Street. Why are cyclists not using this street? Home Road is too steep for most cyclists (they are already using other roads in community to cycle up the hill that are less steep). People living and visiting Home Road lose their parking. Unfair...lowers property values.
- High chance for vehicle / bike accidents at Bowness Rd. and Home Rd intersection
- Minor benefits. Most cyclists use the other road west of Home Road (52nd). Do we really need another one? Taking out lanes on Home Road will line traffic up on Home Road in both directions, crazy!



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- A huge challenge for us is that it may eliminate all of the parking for people living with cancer who attend wellspring Calgary (x 2)
- Love the bike lanes. Lots of bikes; however, lots of speeding through the area by passing through traffic. Death sentence...
- If there are planned parking areas, bikers can drive part way. ????
- Narrows roadway for turning traffic and straight through traffic
- Hidden entrances to garages on the west side of Home Road. It is already bad enough now.
- Buses, cars and bikes do not need to be mixed. Put better flow 16 Ave to Shaganappi.
- Home Road is already widely used by bikers and both bike lanes make sense. Maybe consider a two way bike lane on one side to allow parking for cars!
- Home Road is steep and rough. And with the increase in traffic, it can be dangerous on a bike. Alternate routes through Montgomery (north of Home Road) are better. If 16th Ave stay 50 Km/hr, existing flashing light crossings are fine. If it becomes a higher speed route the city should install overhead, raised pedestrian / bike crossings.
- Bike lanes should be in the residential area or in front of the old Junior High (already have a bike lane on 52nd street). Better access to Shaganappi from 16th Ave. Splitting community into sections = unsafe.
- The intersection is very busy, both left hand turns from eastbound 16th Ave to northbound Home Road as well as congestion westbound along 16th Ave. To not expand this capacity lacks foresight.
- Allowing only one entrance into Tim Hortons plus having to cross bike lanes at the entrance is going to be a gong show
- Planning to make things safer for left hand turn at Home Road
- Impacted by bike lane.
- I am so disappointed that the (lack of) safety for drivers turning left from Home Road onto 16th Ave are not addressed through this plan. There have been several 'near misses' at this intersection.
- Reducing traffic flow through community or have traffic calming measures
- A crossing at the left turn at safeway is dangerous.
- Put bike lane on Mackay Road. Not mixing buses and bikes
- Install a left turn signal for traffic coming from the west and turning north up Home Road.



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- Stop short-cutting through community. Currently unsafe to cross the streets. Too many speeders. Home Road not designed for amount of traffic it already has. Already unsafe.
- Likely a good idea but shortsighted, appears much of the money is aesthetics which is ok but capacity and safety should be the 2 priorities.
- Keeping Montgomery family friendly, minimizing its use as a shortcut, keeping it safe and well lit. (Tons of drug activity and homeless people approaching you in your car already, the slower these people can get around the less they'll use these areas).
- Traffic turning left from Home Road onto 16th Ave west. I make this turn several times a week, at different times, and always feel unsafe. The traffic coming down Home Road and turning west onto 16th Ave takes up the majority of the intersection, specifically buses and trucks, but even cars. This is not addressed in this plan.
- Most important to us: Sustaining parking on Home Road for the individuals who attend our cancer support centre (Wellspring Calgary). I am very concerned that this will be negatively impacted by bike lanes.
- Parking on Home Road. Safety at intersection for vehicles at 16 Ave and Home Road.
- Stop the flow of pass through traffic especially during rush hour. There should be no access to market mall from Montgomery, but only by Shaganappi.
- Residents cannot move through their community due to rush hour. I am concerned that my children will be run down crossing Home Road, Bowness Road, etc.
- Home Road traffic turning onto 16 Ave in both directions due to off angle intersection, people have no clue how to manage the space. I 've enclosed an additional proposal.
- Too many cars on Home Road (and buses)
- Keep everyone alive. No extra bike lanes on Home Road. Won't calm traffic just endanger all concerned.
- Crosswalks across 16 Ave at Home Road and 46th. Main bus route is along Bowness Road and it requires us to cross 16th twice a day. Pedestrian lights don't do enough to prevent cars from driving through the crosswalk.
- 16th Ave, between Shaganappi trail and Home Road slows down to 50 km/hr, bottling up traffic, particularly during morning and evening rush hours. Controlling speed is the major problem.



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- There have been some comments about the fact that there is already a bike lane (cycle track) on 52nd Street, though true, going this direction adds a significant amount of distance for anyone travelling west from downtown and to the top of Home Road. Measured on Google maps, it's 3.3km to go from the pathway connector at 16th Avenue/43rd Street (the pedestrian crossing) to the top of Home Road via the pathway and 52nd Street, vs. 2.0km to go the same distance via Home Road. While it may not seem like much distance, the additional 1.3km can add significant time to an already long commute, particularly in winter. It's also important to note that the section of road (13th Avenue) along the ball diamonds, is not cleared in winter (though the pathways are), so if this is to be suggested as an alternative route, there would also have to be a move to snow clear this section of road, or build a pathway along it, not to mention repairs to the pathway underpass beneath the Bowness Road and Hextall Bridges
- It seems to me pretty unfair that parking would be given up in front of houses on Home Road to allow extra traffic to pass through, even though it is bicycle traffic. I'm sure having to explain to a future purchaser that you cannot do the following in front of the house: park, drop people off, deliver a pizza, have a taxi wait for you, and instead go a location on a side street is a little much.
- On Home road, turning left onto 16th avenue can be quite dangerous during high traffic times due to the angle of the intersecting roads and poor visibility to oncoming traffic. Sequenced left turn signals would provide a safer left turn and would also help to prevent pedestrian accidents with motor vehicles. This is an important safety concern in the study area.
- I don't see how the bike lanes would impact this turn movement. The City drawings show the lane widths are unchanged and the dividing line for the bike lane is dashed in this area, meaning that southbound motorists could bypass, via the bike lane, any vehicles waiting to turn left (east) onto 16th Avenue. Northbound cyclists would still travel in the same position they currently do, i.e. they would ride up along the right-hand (east) curb of Home Road and through the intersection, bypassing any left (west) turning vehicles. Overall, I think the impact of the bike lanes would be minimal in this case as compared to the current state.
- I realize that some people like cutting through our community to and from work by car and bike, BUT they don't live here, I DO. Why was there No consideration as to home owners on the east side of home rd in regards to their parking needs. Many of the driveways including my own can only accommodate so many vehicles and now the city wishes to take away my street parking. What is wrong with you people. Are you trying to make our lives as miserable as possible in hopes that we will just sell out and leave. Leave us alone,



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leave our street alone. Maybe one day in the distant future it may be more feasible to consider some changes but not now. The important aspect of safety to me in the area is the increase in traffic on Home Road over the years. There is on-going development at the top of the hill at Shaganappi Trail which contributes to further traffic increases. The intersection at 16th Avenue to Shaganappi needs to be fixed so that the left turn can be made their easily. This should be encouraged as the preferred route to Shaganappi and 32 Ave. The traffic volume affects me directly in two ways, as a pedestrian I find a significant number of motorist using Home Road make driving errors resulting in near hits and I also need to be able to get from my driveway directly onto Home Road. I would not want changes made to increase the traffic volume. I also have a narrow driveway with a lamp post next to it. I need to back out into traffic, add the bike lane would make getting from the driveway to the road more difficult as I am able to use the extra width from the second lane to help me with space. The extra width for the traffic going uphill is also useful in winter since cars have been known to have difficulty getting all the way up the hill. I think that adding the bicycle paths as shown is trying to jam too much onto home road. The road is also used by busses which park on Home Road as it a timing point on the Routes. So they are there for several minutes at a time. I have ridden my bicycle along 21st Avenue from the top of home road to connect eventually with Bowness road and the river bike path at the east end of Montgomery. It is a quieter route, even though dismounting is required at 16th Avenue and Bowness Road to cross. The problem with that route on bicycle is that the stop signs are aligned against using bicycle traffic. It seems to me an easier route if something could be done for bicycles without creating a motor vehicle "shortcut".

- I like the idea of bike lanes on Home Road, as it's a natural connection point from Bow Pathway system to 53rd St and the rest of the NW. The bike lanes do not go to the top of the hill (only to 52nd St), which is good. Home Road bike lane issues: Parking (residents won't be happy about parking going away); Bus stops (how to make space?). 16th Ave and 49th St issues: lots of pedestrians crossing between Safeway and DQ suggestion add speed bumps at North (Bowness Rd.) and South (16th Ave) end of 49th St to slow traffic. 16 Ave meridian East of Home Road issues: I like the median, will emphasize the turning lane onto 46th St., but should be made aesthetically pleasing. Closing the first access point south of 16th Ave is good.
- I run the Subway store on 4712 16 Ave NW Calgary. I recently purchased this business by investing my life savings into it. I know that with the purposed plan for 16 Ave and home road by adding a median in the center, I will be permanently shut down. On top It will create a lot of back ups on 16 Ave WB and will make



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both home road and 16 Ave unsafe. With median in the center, research proves that traffic flow will be faster which might up ending increase in traffic speed. Since the median is only continuing from home road to 46 st, it will confuse drivers. There will also be an increasing number of drivers making u turns at 46 st and 16 Ave intersection. Also it will increase the traffic on home road as a lot of Subway customers come from Foothills hospital all day and for them to go back to Foothills , they will be using home road. Please leave this project alone as it will harm more people than benefit. With the slow economy, small businesses are already struggling and it will just add to the miseries.

- Look at this study from the UK and consider not painting the centre line on Home Road <http://content.tfl.gov.uk/centre-line-removal-trial.pdf>. It's a simple way to calm traffic, reduce collisions and save money on paint. Also when biking on roads without centre lines drivers seem to give me more room.
- A bike lane on Home Road is a terrible idea
- 1. What is most important to you about safety in the study area? Left turning motor traffic from 16th ave onto Home Road across three lanes travelling different directions. You can give them a turning lane with an advanced green light here. If you're looking at cycling infrastructure in this area it has to reference the entire location, what is already in place and how it functions as a network. Bike infrastructure in Calgary is not like doing a study area for motor traffic - the car infrastructure is already a complete network [not a perfect one, just a complete one: roads don't suddenly end or merge into train tracks]. Honing in one spot like this will make a hashmash with increased potential of failing. Right turning traffic cutting off bicyclists coming down Home Road by treating the road as a one lane right until they decide there's a turning lane at the intersection. Bicyclists following listed signs saying Home Road is a bike route northbound only to find it is a 15-20% gradient one lane hill connecting a major shopping mall to the TransCanada. That entire corner at Home Road and 32nd ave looks like a nightmare for car and bike alike. 2. What opportunities have we missed in the study area? Connecting Bowness Road as part of the cycling infrastructure to save car space, parking space and make the bike network more complete and functional. Considering the inclusion of proper turn bays for cyclists so they aren't simply pushed to the new Home Road cycle lanes "out of sight, out of mind." Cars don't like this either because bikes pop up out of nowhere, especially on hills. I tried getting to Safeway from Home Road heading north bound from the lane on a bike once, what a nightmare. Can't imagine it from the far right versus the two lanes instead of one. Never went shopping to any of the stores in this area again - an extra 5-10 minutes to go up to the shopping location at Varsity Drive / Shaganappi is better set up for a



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bike ride (straight, lights, no random places for cars to cut you off because of lacking or unthoughtful infrastructure).3. What are the challenges and benefits of the proposed bike lane on home road in the study area, and overall connecting the Bow River Pathway system? I wouldn't consider the proposed bike lanes as a challenge, proposal, or even connection. Cyclists already take this route, and the road is wide enough that there is already an "implied" bike lane. The only thing the proposal changes is solidifying that Home Road is a one lane road, and remove parking from home owners on the east side of Home Road. Is it "a solution"? Sure, if the problem is "how can cyclists climb home road?" but if that's the question I think there are a few alternative solutions to consider. These are the two I think are better, especially if combined properly: a.) A cycle track along the west side of Home Road, connecting to the 52nd street cycle track and Bowmont pathway system, with a turn box at the top of Home Road at the Bowmont path leading to 40th ave for cyclists to rejoin east bound traffic in a sharrow. Turn box is a bit misleading, it should be a cycle crossride marked with a turn box. This is a busy corner, cars are not likely to yield east bound if not asked to. To be more specific, AT THE TOP, not randomly in the middle of the steepest part of Home Road on 52nd street. At 32nd street. There's room for this on the west side of Home Road and will save the east side parking spaces. It will solidify that it is a one lane road, so cars do not cut off cyclists by deciding it is two lanes at the intersections while they are travelling straight. Also provides an opportunity to make it a protected intersection (intersection is shorter for bikes, cars drive wide around a concrete island, safer for all, even the pedestrians at the crosswalk).b.) Extending the cycle lanes that randomly end at 70th street in Bowness along Bowness Road, with the proposed either-side bike lanes running along the bottom half of Home Road. This connects Bowness Road with the cycle infrastructure in Bowness, 52nd Street, Montgomery Boulevard AND 43rd Street, with three obvious options to the river pathway system. Add lights activated at the 52nd Street cycle track for cyclists intending to turn east bound down Bowness Road so traffic knows to yield (on their turn) since it's a one way motor street otherwise. Repave the Home Road MUP that turns too sharply onto 52nd street diagonally towards where the Klippert gravel road used to be. Bike box mentioned in a.) would still be useful here. And for gods sake, fix the underpass under shouldice bridge for the pedestrians. The flood was in 2013.The repave along the hill crests via the gravel road mentioned above is already a heavily used dirt foot path. You might as well grade this and make it an easier route to use for cyclists and pedestrians by paving that desire line so that the area has a more relaxed hill gradient. I recommend in a gentle S curve towards the river, then back towards the hill, then connecting to 52nd, both because the hill gradient is more relaxed this way and it will reduce speeding safely. Doing this without the cycle track allows bicyclists who





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are comfortable riding down Home Road to continue doing so as a motor vehicle, but if this is done I would recommend repainting Home Road to have a shoulder or decide to paint a turning lane at the lights so it is clear how the road is to be used.

- All the discussion seems centered solely on Home Road. What about 16 Avenue is there going to be a another travel lane added through the intersection both east a west bound. Surely whenthe overpass is completed at Bowfort Road there will more traffic coming eastbound without lights anymore at Bowfort road to break up the traffic. Not to mention 16 Avenue should 3 lanes each way, there are lot of businesses in that area. A 3rd travel lane increases safety as leaves two lanes unaffected by cars slowing to a near stop when turning right.
- Why are there no dedicated left turn lanes on Home Rd? I drive and bike through there frequently. I'd love to have bike lanes but there is easily enough road space on Home Rd to have both a bike lane, two travel lanes, and a dedicated left turn lane in the middle. Similar to what was done on Bowness Rd west of the train tracks in Bowness. With the proposed configuration, you will have left turning cars occupying the whole lane, and straight through traffic will be swerving into the bike lane to get around them. That is a terrible idea! The most dangerous part of the study area is just outside of it, the intersection at Home Rd and Bowness Rd. I drive through there daily on Bowness Rd and there is always last minute lane changing going on as people maneuver for advantage depending on whether the left or right lane is blocked by someone turning. There was recently a partial fix for this when they created a dedicated left turn lane for westbound traffic at Bowness Rd and 49th St (which is doing wonders for traffic safety through there!), but I would like to see a dedicated left turn only lane for both east and west bound traffic on Bowness Rd at Home Rd, and for north and south bound traffic on Home Rd at every intersection where space can be found from 16th Ave to 52nd St. As for missed opportunities, are there any long term plans to widen 16th Ave to 3 lanes in each direction? I have to imagine there are since we've recently completed widening that road in the east and the new interchange at Bowfort Rd will have 3 lanes in each direction. I would hope that anything done at this intersection will lend itself well to future widening such as keeping any trees that are planted out of the future right of way etc. So far as bike lanes go. I have one safety concern which is having to cross the street at 52nd Ave when northbound. This is a high volume road with southbound cars on a steep grade so less stopping power than normal. It seems like a poor place to have lots of people crossing the road. Another problem is northbound cyclists on Home Rd at 16th Ave are frequently hidden from view by north bound



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vehicles sitting there waiting to turn left onto west bound 16th. The south bound traffic frequently won't see the north bound cyclist until the last moment. This always feels dangerous to me when I ride north bound through there on a bicycle. Is there any possibility of going with a two way cycle track on the west side of Home Rd instead. There could be prioritized signals as on the cycle tracks downtown to reduce bicycle car conflict points at 16th Ave and Home Rd, and no one would have to cross Home Rd in a dangerous location. Instead north bound cyclists could enter the cycle track south of 16th Ave where there is very low traffic volume. I don't know what other dangers that might introduce at other intersections, but in my experience they are mostly quiet. The only exception would be the parking lot entrance at Home Rd and 17th Ave. But possibly a swath of green conflict paint would do the trick there.

- I am also concerned that we are spending \$\$ on 'beautification' rather than proper engineering to make this intersection safer.
- I am in complete agreement with the cyclist who thinks putting bike lanes along Home Road is a bad idea. I am in this area several times a week, as my mother is resident at Bow View Manor. This street (south of 16th Ave) is very crowded with institutional parking, regular visitors to the Manor, and folks using the pathway system. We have already got a separate bike lane going down 52St NW, which goes under the highway and onto the pathway system - much safer. Secondly, the left hand turn from Home Road onto 16th Ave West is already very dangerous, due to the angles of the road, and there's no way it should be made more dangerous with bike traffic. If anything is done in this area, the priority is that this intersection should be properly doubled to allow one lane specific for left hand turns from Home Road both east and west, and the other for straight-through traffic.
- I think the proposal to put bike lanes along Home Road is a bad idea. I am a cyclist who uses the Bow Valley path system often and do not use Home Road as it is too dangerous (steep hill, heavy traffic), and it will still be dangerous with bike paths. The hill can be dangerous & slippery in the winter and with the added difficulty of cleaning snow with bike lanes, will be increasingly so. There are better options. One option is to improve the links between the existing bike lanes along 52nd Street with the Bow Valley bike pathways. To reduce the grade on the very steep part between 52nd street and the intersection of Home Road and 23 Avenue build switchbacks. Build a bike path south of Bowness Road along the east side of the aquatic centre, along the north side of Monserrat Dr. to facilitate more seamless & unobstructed connection with the Bow River pathway under the 16th avenue bridge; and then continue with a pathway along the west and south



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side of 13th avenue to connect (with a minimum of road crossings) to the Bow River pathway running west of the football fields and to the Bow River. However, given human nature, even though such a route would be safer, only add a few more minutes to the total time, and be less strenuous, many cyclists will still perceive Home Road as a short cut and take it. So a better option is to develop a route east along 32nd avenue or 23rd avenue to connect to McKay Road, and as part of the proposed revamp of the Shaganappi - Bowness Road - 16 Ave exchange build an overpass or tunnel route from the south end of McKay Road to the Bow River pathway. In the interim develop a route branching onto 42nd street with cross walks across Bowness Road and 16th Ave. One complication of this option is crossing the Home Road and 32 avenue intersection. As this intersection is on the crest of a steep hill, the contours allow for different overpass and tunnel configuration options. And such tunnels would not need to be fancy - basically a tunnel wide and high enough for two-way lanes lined with a corrugated steel tube, not much more than an oversized culvert.

- I see where you are coming from, I have many similar thoughts, but I disagree. Yes, the safer option will always be bike path to 52nd St, but that adds a lot of extra cycling so it does not adequately serve commuter needs. Longer term the proposal to add bike lanes to Shaganappi will be a great boon for commuter cyclists, but that's 10 to 30 years out. In the mean time, there is room to add bike lanes on Home Rd. This has two benefits, first it creates a safer space for people riding bicycles. Second it will help to calm traffic (if designed properly) as has happened on Bowness Rd east of the train tracks in Bowness. That project was done primarily to improve everyone's safety and as a regular driver and cyclist on that route, and as someone who lived on that road, I see it as an unqualified success. I would like to see that same design employed on Home Rd. Regardless of future improvement on Shaganappi I find the traffic pattern in use by cars on Home Rd and Bowness Rd at Home Rd to be highly erratic because there are two thru lanes (even if not official lanes, Home Rd is treated as such) both of which are periodically blocked which leads to a lot of unpredictable last minute lane changing. This road design may not be the perfect commuter cycling opportunity, but it serves a more important purpose in calming the vehicle traffic. All it needs is dedicated left turn lanes.
- STOP THIS INSANITY! NO BIKE LANES ON HOME ROAD! BIKES DON'T DO WINTER, that can be 6 months in Calgary! As a homeowner, bike lanes on Home road will take away my right to park in front of my house or have guest's able to park close by as well. A bike lane would prevent the SAFE existing and entering of my driveway. On November 25, 2015, at the Montgomery Community meeting, I know the residents of Home Road made it quite clear, NO TO BIKE LANES! Most of the cyclist who use Home Road do not live in



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Montgomery but are commuting through our community. Why should we accommodate cyclists any more than we do or want cars? Redirect both cars and cyclists to a new interchange at 16 avenue and Shagnappi trial. Do NOT use a residential street to handle the load of traffic it was never designed for. Montgomery already has one street that connects the City's pathway system from the river (Shouldice Park) to Bowmont park, west to Bowness Park on the North side of the Bow River (Silver Springs) and Varsity Acres (North). 52 Street NW has a dedicated up and down bike lanes that intersect Home Road at 22 Ave NW. Other safe less traveled streets that would better serve bicyclist would be 48 Street NW and perhaps McKay Road NW. I question why does the city want to keep dividing our community and thus destroying our residential life style. It's like they see our community as a thru fare for the rest of the city. Please remember, People LIVE here!

- No no no no... IMO another waste of money and resources. I travel along Northland Drive quite often and if that is any indication how this one will turn out? I swear I have yet to see more than one bike on that road at any given time. Yes alot of commuters use Home road in their travels to and from work but still. There is a perfectly good bike path on the West side of the road... improve that... but leave the roads alone please..
- Once again by providing only an open house and on line open forum communication this is not at all binding on the powers to be. Without a full public forum on this issue the City and it departments are not at all abliged to take any of the public's concerns into account. I would suggest that if you have any real concerns about this issue that you put them into letter form and send them to the ward councilor and mayor. It would have been nice to also copy the department that is in charge of this proposal but they have chosen not to give public this opportunity by not supplying any address snail or email to do such.
- There should not be access to Market Mall or Shaganappi through or by Montgomery. The City of Calgary should be updating the TransCanada highway to better support the increased capacity from the western communities instead of beautifying the TransCanada. Seems obvious.