

# Walking, Cycling and Taking Transit — Opportunities and Challenges

Bus Stop Amenities

	Bench	Shelter	Sign
	●		
		●	
			●
	●	●	
		●	●
	●	●	●

Bus Stop (No Amenities)

Bus Stop Pad

Study Corridor

Community Centre / Community Association

Park / Greenspace

Approved Mixed Use / Commercial Land Use

Pathway

**Bicycle Facilities**

Cycle Track

On-Street Bikeway

Shared Lane

**Pedestrian Infrastructure**

Marked Crosswalk (No Signal)

Signalized Crosswalk

Overhead Flashing Lights

Separated Sidewalk

Monolithic Sidewalk

Raised & Railed Sidewalk



This map shows the current locations for people walking, cycling and taking transit.

**Please use a sticky note to tell us:**

- *what is working well and shouldn't be changed*
- *what isn't working well and needs improvement*
- *are there opportunities for making travel by foot, bike or bus better or more attractive?*

# WALKING, CYCLING & TRANSIT FEEDBACK

## MONTGOMERY MAIN STREET - BOWNESS ROAD N.W.

### WEST SECTION (52 STREET N.W. - 48 STREET N.W.)

- Walking comments
- Cycling comments
- Transit comments

#### Legend

- Multi-Residential
- Mixed-Use
- Commercial
- Special Purpose District
- Parking Permitted
- Restricted Parking (Permit Required)
- Bus Stop
- Marked Crosswalk
- Signalized Crosswalk
- Pedestrian Crossing - Overhead Flashing Lights
- Do Not Enter Sign
- Stop Sign
- Traffic Signal
- Existing Public Trees

The north-side stretch between Home Rd. and the Bow River. The sidewalk is set behind a ditch and trees, so it is less visible from the road.

Vehicles rolling through the stop sign is very common, and drivers often don't notice pedestrians, who may already be halfway across the intersection but less visible because they're in the crosswalk.

The sidewalk along Bowness on the north side floods and is in poor shape. Crossing here needs to be better defined with landscaping, and better accessibility for strollers/wheelchairs.

Cars do not stop for the pedestrian light, make it a traffic light.

Bike lane on Bowness Rd. between Home Rd. & 52 St.

The road is too wide and cars go too fast, it's hard to walk across the road.

The sidewalks on these two blocks, on the north side of Bowness Rd., are quite uneven and have poor drainage, making them hard to navigate in wet/snowy weather.

In the winter, this sidewalk section is not cleared (at all) and there is a lot of fast traffic turning into this complex to either shop or avoid the intersection and short cut to 16 Ave. This sidewalk needs improvement to accommodate pedestrians along Bowness Rd. and make it safer.

Not enough space here for bikes, cars drive aggressively and make crazy lane changes to avoid the forced left turn. Does not feel safe for bikes.

Need bus pull out for 305. (2)

This intersection needs a redesign/upgrade due to high traffic and unsafe features for pedestrians. With vehicle and transit traffic, this is a very unsafe intersection. (4)

Pedestrian hazard. Move bus stop to accommodate.

Huge intersection here with lots of space. Curb extensions are needed here so cars can better see pedestrians.

Increased visibility needed

Missing pedestrian link

Most of the pedestrian crosswalks on Bowness Rd. in Montgomery feel pretty unsafe. I think drivers don't generally look for pedestrians and often people speed, especially between Home Rd. and the gas station. The intersection of Bowness Rd. and Home Rd. is really bad. I've had numerous close calls there. Again, I think most drivers are not looking for pedestrians and, as the intersection isn't quite square, some of the sight lines are bad. People also speed, especially going east to beat the light.

I often have to step out of the way when waiting to cross at Home Rd. and Bowness Rd., as the bus seems to take the corners very tightly.

I often walk through here to access the grocery store, and while I find the homeless people hanging out here to be polite and friendly, the sidewalk is uneven and it's poorly lit, making walking through here after dark difficult.

Traffic turning off 16 Ave. here goes very fast, and there is a lot of jaywalking between the Dairy Queen parking lot and Safeway.

A bus shelter here (or adjusting transit routes so all stops are by existing bus shelters) would be nice in bad weather.

Better pedestrian access is needed here, as traffic is moving pretty quickly, and it can be hard to tell if vehicles are going up 48 St., continuing along Bowness Rd., or using the turn off to go right and up Home Rd., especially when they aren't using turn signals. (2)

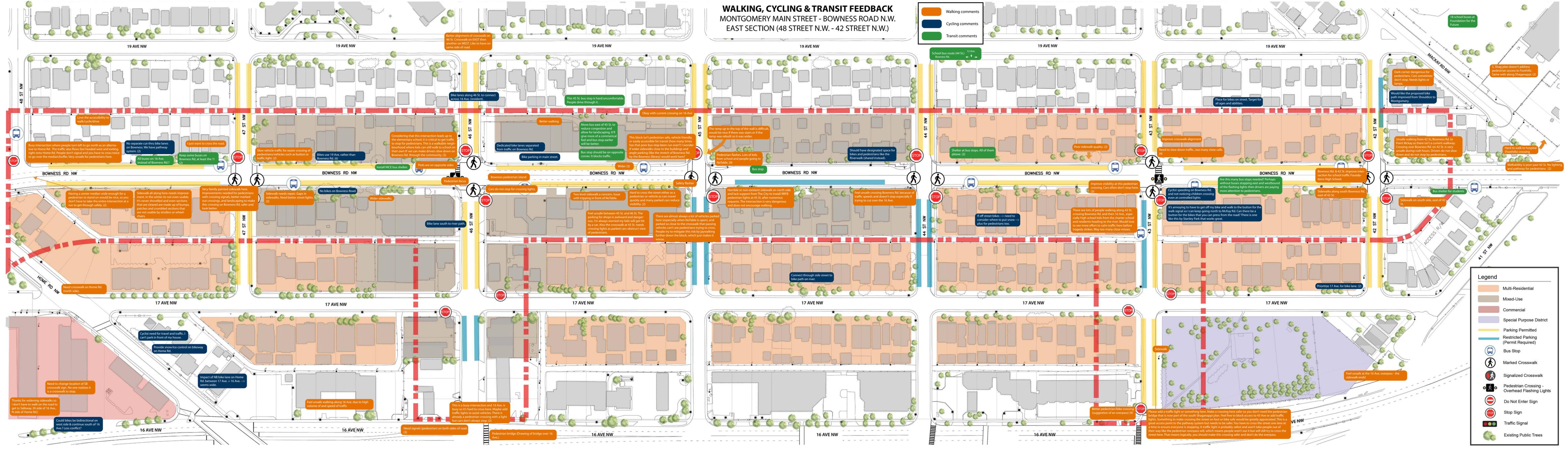
Pedestrians need to be really careful here with people turning off Bowness Rd onto this street. Because of the angle coming off the curve east bound its a bit of a blind spot for vehicles. (2)

Need safe crossing.

# WALKING, CYCLING & TRANSIT FEEDBACK

## MONTGOMERY MAIN STREET - BOWNESS ROAD N.W. EAST SECTION (48 STREET N.W. - 42 STREET N.W.)

**Walking comments**  
**Cycling comments**  
**Transit comments**



**Legend**

- Multi-Residential
- Mixed-Use
- Commercial
- Special Purpose District
- Parking Permitted
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Love the accessibility to walk/cycle/drive

Busy intersection where people turn left to go north as an alternative to Home Rd. The traffic also flows fast headed west and exiting right onto Home Rd. People don't signal and you have to cross twice to go over the median/buffer, very unsafe for pedestrians here.

No separate cut-thru bike lanes on Bowness. We have pathway system. (2)

All buses on 16 Ave. instead of Bowness Rd.?

Keep some buses on Bowness Rd., at least the 1! (2)

I just want to cross the road.

Better alignment of crosswalk on 46 St. Crosswalk on EAST then another on WEST. Like to have on same side of road.

Bike lanes along 46 St. to connect across 16 Ave. (resident).

This 45 St. bus stop is hard/uncomfortable. People drive through it.

Better walking

Move bus east of 45 St. to reduce congestion and allow for landscaping. It'll give more of a commercial feel and bus stop earlier will be better.

This block isn't pedestrian safe, vehicle friendly, or easily accessible for transit (how many times has that poor bus stop been run over?). Wonder if wider sidewalks close to the buildings and angle parking (like the stretch of Bowness Rd. by the Bowness library) would work here?

Okay with current crossing on 16 Ave.

The ramp up to the top of the wall is difficult, would be nice if there was stairs or if the ramp was rebuilt so it was wider.

Pedestrian flashes. Lots of kids from school and people going to NoTable. (9)

Bus stop

Should have designated space for bikes and pedestrians like the Riverwalk (shared instead).

School bus route (44 St.) Bowness Rd.

Shelter at bus stops. All of them please. (2)

Poor sidewalk quality. (2)

Place for bikes on street. Target for all ages and abilities.

Improve crosswalk alignment

Need to slow down traffic, too many close calls. (4)

Dark corner dangerous for pedestrians. Cars sometimes don't stop. Needs lights or lamps.

5. Shag plan doesn't address pedestrian access to Foothills. Same along Shagmippi. (2)

Unsafe walking from 42 St./Bowness Rd. to Point McKay as there isn't a current walkway. Crossing over Bowness Rd. on 42 St. is very unsafe during rush hours. Drivers do not slow down and do not stop by pedestrians.

Hard to walk to hospital (foothills) crossing

Walkability is poor past 42 St. No lighting and pathway for pedestrians. (2)

Considering that this intersection leads up to the elementary school, it is critical to get traffic to stop for pedestrians. This is a walkable neighborhood where kids can still walk to school on their own if we can make drivers slow down on Bowness Rd. through the community. (3)

Slow vehicle traffic for easier crossing of pedestrians/vehicles such as button or traffic light. (2)

Bikes use 19 Ave. rather than Bowness Rd. (6)

Install NICE bus shelter.

Peds are on opposite sides

Pedestrian focus

Bowness pedestrian island

Wider (3)

Wider sidewalks.

Very faintly painted sidewalk here. Improvements needed for pedestrians with crossing signals, better marked out crossings, and landscaping to make this crossing on Bowness Rd. safer and look better.

Sidewalk all along here needs improvement. In the winter it's not even usable. It's never shoveled and even sections that are cleared are made up of bumps, patches and crumbled sections that are not usable by strollers or wheelchairs.

Having a center median wide enough for a pedestrian to stand on would be nice, so you don't have to take the entire intersection at a run to get through safely. (2)

Sidewalk needs repair. Gaps in sidewalks. Need better street lights. (2)

No bikes on Bowness Road.

Wider sidewalks.

Two level sidewalks a concern. Issue with tripping in front of NoTable.

Hard to cross the street either as a pedestrian or vehicle as cars travel quickly and many parked cars reduce visibility. (2)

Feel unsafe between 45 St. and 46 St. The parking for shops is awkward and dangerous. I'm always worried my kids will get hit by a car. Also the crosswalk at 45 St. needs crossing lights as parked cars obstruct view of pedestrians.

There are almost always a lot of vehicles parked here (especially when NoTable is open), and parked so close to the crosswalk that passing vehicles can't see pedestrians trying to cross. People try to mitigate this risk by jaywalking further down the block, which just makes it worse.

Horrible or non-existent sidewalk on north side and lack support from The City to install STOP pedestrian lights at 45 St. after numerous requests. The intersection is very dangerous and does not encourage walking.

Feel unsafe crossing Bowness Rd. because of traffic speeds and doesn't stop especially if trying to cut over the 16 Ave.

Improve visibility at this pedestrian crossing. Cars often don't stop here. (2)

Are there many bus stops needed? Perhaps without buses stopping east and westbound of the flashing lights then drivers are paying more attention to pedestrians.

Sidewalks along south Bowness Rd. east of 42 St.

Bus shelter for students

Sidewalk on south side, east of 42 St.

Connect through side-street to bike path on river.

Off street bikes => need to consider where to put snow => plus for pedestrians too.

There are lots of people walking along 43 St. crossing Bowness Rd. and then 16 Ave., especially high school kids from the charter school and residents heading to the river. Would love to see more effort to calm traffic here before tragedy strikes. Way too many close misses.

It's annoying to have to get off my bike and walk to the button for the walk signal so I can keep going north to McKay Rd. Can there be a button for the bikes that you can press from the road? There is one like this by Stanley Park that works great.

Prioritize 17 Ave. for bike lane. (2)

Need crosswalk on Home Rd. (north side).

Cyclist need for travel and traffic. I can't park in front of my house.

Provide snow/ice control on bikeway on Home Rd.

Impact of NB bike lane on Home Rd. between 17 Ave. + 16 Ave. => seems wide.

Need to change location of SB crosswalk sign. No one realizes it is a crosswalk to stop.

Thanks for widening sidewalks so I don't have to walk on the road to get to Safeway. (N side of 16 Ave., N side of Home Rd.)

Could bikes be bidirectional on west side & continue south of 16 Ave.? Less conflict?

Feel unsafe walking along 16 Ave. due to high volume of and speed of traffic.

This is a busy intersection and 16 Ave. is busy so it's hard to cross here. Maybe add traffic lights to assist vehicles. There is already a pedestrian crossing with a light but cars don't always stop. (2)

Need signals (pedestrian) on both sides of road. (3)

Pedestrian bridge (Drawing of bridge over 16 Ave.)

Feel unsafe at the 16 Ave. overpass - the sidewalk ends!

Better pedestrian/bike crossing (suggestion of an overpass) (9)

Please add a traffic light or something here. Make a crossing here safer so you don't need the pedestrian bridge that is now part of the south Shagmippi plan. Feel free to block access to 16 Ave or add traffic lights. Something to make crossing the street on foot or bike safe would be greatly appreciated. This is a great access point to the pathway system but needs to be safer. You have to cross the street one lane at a time to ensure everyone is stopping. A traffic light is probably safest and won't take people out of their way like the pedestrian overpass will, which means people won't use it but will still try to cross the street here. That means logically, you should make this crossing safer and don't do the overpass.