



South Shaganappi Study

Stakeholder Report Back: What We Heard
Phase 3A: Preferred Concept Development
August 23, 2017

Project overview

Shaganappi Trail has always been identified as a vital link in Calgary's transportation network.

In 1970, The City completed the Shaganappi Trail Functional Planning Study. At that time, Shaganappi Trail was classified as an expressway. The study recommended a major interchange at the junction of 16 Avenue, Bowness Road, Memorial Drive, and Shaganappi Trail. It also recommended Shaganappi Trail be extended across the Bow River through Edworthy Park to connect commuters to Sarcee Trail.

In 2009, Council approved the Calgary Transportation Plan (CTP). It reclassified Shaganappi Trail to an Arterial Street from a Skeletal Road and identified the corridor as a primary route for transit, cycling and HOV (high occupancy vehicles). In addition, the CTP confirmed that the Bow River crossing recommendation would be removed. This means that Shaganappi Trail will no longer function as a north to south connector across the river.

These changes require us to revisit how Shaganappi Trail was designed in the south end. The South Shaganappi Study will work with stakeholders and the public to determine the best way of addressing these challenges and ensure the future design of the study area meets the needs of all users.

Through this study, we will identify short- and long-term recommendations that accommodate all modes of transportation and align the study area with the CTP, the Municipal Development Plan (MDP), and adjacent land use plans.



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Engagement overview

Date	Event	Venue	Audience	Attendance
June 13, 2017	Open house	Foothills Academy	Adjacent community residents of Montgomery, Parkdale and Point McKay	30
June 14, 2017	Open house	Montgomery Community Hall	All Calgarians	39
June 14 to July 4, 2017	Online engagement	calgary.ca	All Calgarians	<ul style="list-style-type: none"> 1,489 unique visits to the Engage project website Feedback totals: <ul style="list-style-type: none"> 37 comments on the long-term recommended plan 13 comments on the short-term recommended plan 20 comments on 43rd Street ideas 4 emails to the project email address
June 26, 2017	Community pop-up	Foothills Hospital	Commuters through study area, hospital staff	62
June 26, 2017	Community pop-up	Edworthy Park	Park users, families	56

Open House Overview

At the open house event participants viewed display panels that presented information about the draft short- and long-term recommended plans for the study area including:

- Welcome, study area map and timeline



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- The estimated costs and infrastructure funding process
- The draft short-term recommended plan, including:
 - Existing issues the short-term recommended plan seeks to address
 - The evaluation process for developing the short-term recommended plan
 - Three possible ideas for 43rd Street to improve travel for people who walk and bike along 43rd Street across 16th Avenue (cul de sac, diverter, right-out only)
- The draft long-term recommended plan, including:
 - The criteria used to evaluate the five potential long-term preliminary concepts and the results of evaluation
 - Public input on the five potential long-term preliminary concepts
 - Overall rankings of the five potential long-term preliminary concepts

Online Tool Overview

The online tool was available on The City's Engage HIVE portal on calgary.ca from June 14 to July 4. It included the same information and requested the same input as the open house events.

Community Pop-up Overview

In addition, two pop-up events were held at Foothills Medical Centre and Edworthy Park to capture input from hospital employees, patients and visitors, and those using the Bow River Pathway and South Shaganappi parking lot. These events were held on June 26, 2017. Those who attended were provided with an overview of the draft recommended plans and directed to the online tool to provide their input.

What we asked

Participants were asked to identify:

- Opportunities for improvements in the draft short- and long-term recommended plans
- Other questions they would like more information on
- The benefits and challenges of the three possible 43rd Street ideas

What we heard

Generally participants provided positive feedback regarding the engagement process, including appreciation that the study has given the public an opportunity to comment on many elements and scenarios. Participants also noted they felt community feedback had been well integrated in the decision-making process.



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The draft short- and long-term plans generated comments regarding the impact of plans on residents and those who drive through and use the amenities and services in the area. In particular, participants noted considerations around:

- The impact of additional signals on traffic flow through the study area
- Ensuring plans provide easy access to communities and businesses from Bowness Road
- The possibility that people who drive will use residential streets in the Montgomery community to bypass areas of congestion
- Ensuring plans provide easy connections for people who walk and bike through the study area

Participants noted a desire for more information on historical decisions about the study area (i.e. the removal of the bridge crossing), construction timing and potential impact to nearby residents, and some of the design decisions made within both the draft short- and long-term plans.

Regarding the three ideas for the design of 43rd street, the majority of participants who responded noted the 'right-out only' design had the most benefits. Benefits included the potential reduction in traffic volumes along 43rd Street and the fact that the design maintains bus routes and convenience of access to the area for residents

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

Next steps

Over the next few months the technical team will be refining the short- and long-term recommended plans and confirming next steps for changes along 43rd Street. As part of this process, public input received through this phase of engagement is being considered alongside technical analysis. Based on the input outlined in this report, The City is exploring:

Connections for people who walk and bike, including:

- Enhancing the short-term design of Bowness Road to improve connections for people who walk and bike.
- Aligning plans with the upcoming Main Streets program that is planning for growth along Calgary's 24 main streets, including Bowness Road and 16th Avenue. Visit the [Main Streets project page](#) for more information.
- Enhancing connections for people who walk and bike to Edworthy Park over the short and the long term.



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Traffic operations and access, including:

- Completing a more detailed traffic analysis to ensure the additional signals that are part of the long-term recommended plan will operate efficiently and effectively given the development expected in the West Campus area and the nearby Cancer Centre.
- Giving further consideration to access points in and out of Montgomery, east of Bowness Road and north of the study area to ensure efficient access in and out of the community during the busiest times of the day. This will happen either through this study or the upcoming 16th Avenue Corridor Study.

Safety, including:

- Additional assessment of geometry at the intersection leading from westbound 16th Avenue to southbound Shaganappi Trail to ensure it is operating as safely as possible.

43rd Street ideas, including:

- Reviewing the three ideas for the desing of 43rd Street in further detail, taking into account safety improvements for people who walk and bike, and impacts on business access and vehicle movement. 43rd Street configuration concepts will be prioritized as part of the upcoming Main Streets project.

In Winter 2017/2018 the finalized short and long-term recommended plans, and the next steps for the 43rd Street ideas will be presented to the public at an information session. The recommendations will then be presented to Council for approval, and if approved will move forward for funding consideration as part of The City's funding prioritization process.



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Summary of input

Long-Term Recommended Plan: Tight Urban Diamond

Participants expressed positive feedback regarding the engagement process, specifically that this study has considered community input on many elements and scenarios in order to address priorities for safety and movement for all modes of transportation. Participants also noted considerations regarding the impact of the changes overall and the design of specific routes through the study area.

Feedback from participants noted two main considerations:

- 1) the impact of adding two signal light intersections along Shaganappi Trail on traffic flow and congestion
- 2) the impact that ramp removal between Bowness Road and 16th Avenue may have on ease of access to surrounding communities

In general, participants expressed concern that the addition of signalized intersections in the study area may have negative impact on traffic flow, creating congestion along Shaganappi Trail, 16th Avenue, and Bowness Road, particularly during peak commute times. Participants also noted that traffic using side streets (e.g. 43rd Street, 45th Street, etc.) may experience difficulty crossing Bowness Road, especially at peak times.

Some Montgomery residents also noted that with the removal of direct access to westbound Bowness Road from 16th Avenue, their ability to access homes and businesses on or near Bowness Road will be negatively impacted. Additionally, participants highlighted that vehicles currently using the ramp to access westbound 16th Avenue from Bowness Road may continue through Montgomery rather than taking the new route, adding to traffic volume on side streets through the community. In addition, the safety of steep roads especially during wet or snowy conditions were identified as an area for further analysis and consideration.

Feedback suggested more education about why the Bow River crossing was removed from regional transportation plans, and how technology (e.g. signal light timing and sensors) would be employed to ensure safe and efficient movement through the study area could help some feel more confident in the long-term recommended plans. Other information participants noted as desirable included:

- The rankings for multi-modal and financial feasibility of the Tight Urban Diamond long-term plan
- The timing of construction and the potential impact on residents
- Design decisions related to ramp removal and the placement of traffic signals
- How the long-term plans for the study area are interconnected with other transportation network changes in the area, specifically Crowchild Trail



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Short-Term Recommended Plan

Participants expressed positive feedback regarding the engagement process, specifically that this study has considered community input on many elements and scenarios in order to address priorities for safety and movement for all modes of transportation. Feedback from participants about the short-term recommended plan revolved around safety, connections for people who walk and bike, and vehicle volumes, including:

Safety

- Ensuring the angle of the merge from southbound Shaganappi Trail to eastbound 16th Avenue gives enough space for vehicles to merge safely
- Ensuring adequate sightline and visibility for people who drive to safely make the turn from westbound 16th Avenue to southbound Shaganappi Trail

Connections for people who walk and bike

- Ensuring easy and efficient connections between adjacent communities
- Ensuring safe and efficient crossings for people who bike
- Ensuring adequate separation between people who walk and bike along multi-use pathways

Vehicle volume

- Minimizing the impact on traffic volumes through Montgomery especially during peak times
- Ensuring easy traffic flow moving from westbound 16th Avenue to westbound Bowness Road

Participants noted a desire for more information regarding the cost/benefits of implementing the short-term plan before the long-term plan, the plans for multi-use pathways and multi-modal crossings, and the design decisions related to loop ramps and impacts on traffic flow and volume.

43rd Street Ideas

Participants noted that there would be an overall safety benefit to having traffic lights at 43rd street to assist people who walk and bike in crossing 16th Avenue. Participants also noted the following benefits and challenges related to the three design ideas presented, noting the 'right-out only' design appeared to have the most benefits:

Cul de Sac:

- Benefit
 - May reduce traffic through the area and improve safety for those who walk and bike, and increase the use of nearby park space



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- Challenge
 - Traffic volume may be pushed to nearby streets

Diverter:

- Benefit
 - May reduce non-local traffic using 43rd Street as a connection between Bowness Road and 16th Avenue
- Challenges
 - May impact local traffic routes and potentially increase traffic volume on nearby streets
 - May negatively impact safety and efficiency for people who drive through the study area

Right Out Only:

- Benefits
 - May reduce traffic volume along 43rd Street
 - Maintains current bus routes
 - Maintains convenience of travel for local residents and easy access to local businesses
- Challenge
 - May still encourage people who drive to use 43rd Street as a connection between Bowness Road and 16th Avenue



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Verbatim Comments

Draft long-term recommended plan
Identified opportunities for improvement
Input from feedback forms
This plan works well and addresses the issues and preferences from locals at the workshops. Thank you for selecting this plan out of the 5 options. Thank you for listening to the local communities and highly-impacted residents. This plan addresses the issues with reduced negative impacts on local residents. They are the best choice of previous options.
I fully agree with the Tight Urban Diamond. Totally disagree with note on board to connect Shaganappi with McKay Road.
I am a long-term Montgomery resident and fortunate enough to be retired. Because driving is not a major part of my life I do not feel knowledgeable or opinionated enough to offer constructive comments. And I will probably be long gone by the time it happens. Nonetheless I am impressed by the effort and thoroughness of the project so far. Thanks for doing this.
Eliminate lights on Shaganappi. No bike lanes on Shag or Bowness Road. Don't put trees or grass in the median. More lanes or turning lanes are needed. No rock features please. Don't put bike lanes on Home Road.
Bar charts titled "Tech evaluation" and "Public Evaluation - Input we heard" are excellent format, clear communication. Please use this on other projects
Tight urban diamond appears to be best option provided stoplights on Shaganappi @ 16 do not hamper rush hour traffic on Shag.
Looks good but how does it fit with 29 St upgrade and Crowchild upgrade. Need all in place to work.
I still believe an advanced left-hand turn lane is needed at Home Rd ant 16 Ave NW is still needed. I continue to turn left at the DQ, Safeway area
Input from online tool
1) Design a smoother ramp from westbound 16 Ave onto northbound Shaganappi Trail with and extended merge lane. The ramp design in the current diagram is not sufficient for vehicle acceleration going northbound up the hill of Shaganappi Trail.
2) Keep the ramp from westbound 16 Avenue to northbound Bowness Road to prevent traffic on 43 Street from people accessing Bowness Road from 16 Ave. Just redesign it so you first have to merge off of 16 Ave and go through the north side traffic light of 16 Ave and then stay on the ramp in order to exit to Bowness Road.
3) Keep the loop ramp from southbound Shaganappi Tr to eastbound 16 Ave. to allow for more free-flowing traffic. This will encourage more people to use 16 Ave to travel to downtown, reduce vehicles lined up for left turn in the morning rush hour. (Look at Sarcee Tr. and Stoney Tr. NW interchange as an example.) Traffic will flow more smoothly.
For the west end of the study limit on 16 ave, take consideration into the potential of having an express tunnel for through traffic through Montgomery; with access ramps onto a redeveloped 'main street' on the above ground portion of the 16 ave ROW.
Yes, a formal exit OFF 16th ave to 43 Street is required - just a single lane split off ahead of time so as not to cause 16 Ave backups and a smooth transition to 43 Street. Bowness' unique business district and beautiful park are a



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destination for many people from all over Calgary - no point creating another snarl of traffic there on weekends and holidays when usage is at its highest.

I don't see this as an improvement in any way. What is the problem you are trying to solve. In a direct way it seems you are attempting to reduce travel through this area though a deliberate bottleneck.

Is this the best place to put limited resources when you could be adding an interchange to macleod with the same money?

We already have a nicely flowing interchange and there is no reason to deliberately slow down traffic trying to move into Montgomery from parkdale.

First, you are deliberately increasing my travel time from Point McKay to Montgomery where most my services are. You are cutting my neighbourhood in half by adding 10 minutes of congestion from Point McKay to Montgomery.

You are bottlenecking an existing commuter route without offering an alternative route, these cars will simply go to crowchild where back ups are already large or will just make their commutes longer.

It will back up traffic on bowness road in either direction of people trying to turn. It will also funnel traffic on to 43rd street if attempting to get from 16th to crowchild in the south.

On weekends there is substantial use of edworthy park that will also cause backups. Also, traffic on Sunday nights in the summer will be backed up. When attempting to connect.

Connect McKay Road to Bowness Road so Montgomery isn't so isolated from the rest of the city and people who live there don't have to congest Bowness Road and/or Shaganappi Trail. I live in the middle of that neighbourhood on the hill and to get home, I have to travel on a criss-cross pattern up the hill. Cars speed down the hills and take the corners very fast, which makes it dangerous for pedestrians. But since there's no direct connection to this neighbourhood, people have no choice (other than Home Road which involves backtracking and going out of the way). Since 32nd Ave NW is cut off from this neighbourhood too, my only means of getting home from the south/downtown are driving West on Bowness Road then dangerously zig-zagging through Montgomery up to my house, or going way out of my way and up Shaganappi then across 32nd then NORTH, and across 34 Ave NW to go back down the hill again. Both ways increase congestion in the residential neighbourhoods, cause undue traffic on Shaganappi Trail, and generally make living in this neighbourhood a lot more inconvenient than it needs to be. There is no reason why McKay Road can't connect to Bowness Road other than NIMBYism.

I live in Point McKay, and note this is a very busy road at multiple points during the week and feel it could be improved for local residents and people passing though.

Keep a two lane turnoff from 16th to Bowness Road. You are choking all the traffic that comes from here and heads to downtown in the morning. This will prevent people driving down Bowness road by crossing residential streets in Montgomery, or over to home road. There is also significant traffic on Sunday nights of people heading home from the mountains.

Adding two new lights is not improvement over 1. Is this even necessary? Maybe use traffic circles instead of lights.



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Also, Edworthy park is very busy, this plan actually limits access to the park over the current two lanes used to turn off 16th, and allows those turning right to flow into the parking lot. Lots of people will not be able to turn right and will back up traffic at the lights and prevent flow.

Reduce the speed limit to 50 on all of bowness road if you execute this plan. Currently it is 60 for a limited stretch, but most go 70.

Move the intersection of Shaganapi Trail and Bowness Road to the west. This would free up some land that could be sold and developed to help pay for this.

My route home is Memorial to Parkdale to 16 Ave west. This design will cause significant delays through the use of three signals from the current one. The result will be significant increased traffic through Montgomery and use of any of the side streets before Home Road.

Be mindful of timing these changes with the Crowchild work. Getting to the NW will become impossible.

Two new intersections on Shaganappi Trail will increase traffic times, especially during peak rush hour when Shaganappi is used as a N-S connector. This will become unsustainable especially as the new University District becomes a large residential area.

Why not a traffic circle? why is Calgary so scared of traffic circles ?
Especially would be usefully at the memorial/home road/shag intersection

Remove the channelized turn lanes off of 16th to Shaganappi. Why have them? you increase vehicle speeds and collisions with pedestrians and you gain little efficiency as there is a low level of traffic in that area anyways. Sure, turn lanes reduce the severity of car accidents, but that only benefits insurance companies. Meanwhile rolling through the corner at high-speeds will kill and injure pedestrians (which, ironically, is apparently to create a more developable, urban, safe intersection). Tighten it up!

Your traffic models are wrong. Don't build Shaganappi to 6 - 8 lanes when in dead-ends into Memorial. You only need a much smaller road. Challenge your engineering standards.

I travel this route to and from work every day. During morning rush hour there are backups extending on to 16th from the traffic light at the Bowness Road and Shaganappi Trail intersection. In the evening there are backs ups at the same light and then again at the loop getting onto westbound 16 Avenue.

This permanent design will not improve traffic flow to eastbound Bowness Rd. during peak hours and will have a detrimental effect on westbound traffic due to increased number of traffic lights. The 1st benefit noted will not be realized due to the dysfunctional design of the merge ramp. The newly constructed merge ramp from northbound Sarcee Trail onto eastbound 16 Avenue is a prime example of this ongoing poor design. Noted Trade Off – May result in increased traffic on 43 Street... already suggests fault with proposed design.

The only proposition that will improve traffic flow, appears to be the elevated crosswalk.

yes. do nothing. this interchange works perfectly fine and does not need traffic signals and more road infrastructure to solve a non existent problem. I don't think people would utilize bike lanes adjacent to this freeway.

While I have no concerns or comments about the purpose of the plan and suggested solutions, I do have a major concern with the stop light at the bottom of an extremely steep hill (southbound Shaganappi Trail at the proposed West 16th off/on ramp). This will not be an issue in summer, however in winter given the poor snow clearing in Calgary, and given that the speed limit on that portion of Shaganappi downhill is 70 (and speeds often in excess of



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that), this intersection may possibly become the location of regular accidents and potentially serious injuries given the need to suddenly stop at the base of the hill on slick and icy roads that are regular occurrences in Calgary.

Is there another location in Calgary with such a steep hill with a traffic light at the base of the hill? On that particular escarpment, 29 St, 19 St, 14 St, 10 St, and Centre St do not have stoplights at the base of the hill. Crowchild has one at 5 Ave and Edmonton Trail has one at Memorial Dr. Bow Trail eastbound at Sarcee is similar however it seems to be less of a slope but can perhaps be used as a comparison?

Cancel this project and spend the money finishing the area around the Westbrook LRT station.

Adding lights at the Shaganappi crossing seems particularly inconvenient for traffic on Shaganappi attempting to turn from south to east, and generally south, as well as traffic flow north.

Where it puts a real kink in things is traffic leaving the city heading west from downtown, and Hillhurst. The majority of people leaving (including myself) will typically drive west on Parkdale Blvd/Bowness Road and take the onramp to 16th Ave after crossing Shaganappi. This layout involves an additional set of lights, which I think most will opt not to do, or crossing through more densely packed residential in Montgomery, likely using the 43rd street turn. A lot of this traffic will be early morning weekends from Weekend Warriors like myself, who will then be returning in the late afternoon early evenings. Those would seem to be times when people tend to be at home and people with their mountain vehicles coming through the neighbourhood would not be the most pleasant and welcome alternative. I think you'll end up saving some traffic on Parkdale Blvd and Bowness Road east of Shaganappi via people who opt to connect with 16th Avenue via 14th Street or Crowchild/University Drive, but at the cost of putting a lot of additional traffic through Bowness Road west of Shaganappi. Given the cost of the new bridge decks, I don't think there will be a lot of benefit.

Continue MUP south side 16 Ave between Bowness Rd and Shaganappi over top of Bowness Rd as well. More direct active modes route to Harry Boothman Bridge and west along Bow River pathways.

Separated MUP and pedestrian pathways (diff speeds on hill) on north side of 16 Ave NW from Bowness Rd to Crowchild Trail. Yes it'd have to go around the West Campus Blvd offramp, but the hill west of West Campus Blvd next to 16 Ave is more gradual and doesn't go halfway between Ab Children's and Foothills/Stadium. The destinations are either north along Shaganappi to Ab Children's or west along 16 Ave. A direct MUP along the east West Campus fence (beside Utah Dr NW alley) on east side of the stormwater pond would connect 16 Ave to the U of C much better versus a straight-shot uphill.

Put in separated BRT lanes (transitway like 17 Ave SE) right now on planning documents for Shaganappi Tr and 16 Ave through this intersection along with transfer station between the two future BRT lines (North Crosstown extension westward and Shaganappi BRT). Transfer station probably just is MUP-width sidewalks at 16 Ave level with stairs/future elevator provision down to Shaganappi Tr level with separated transit waiting area, pedestrian N-S walkway and separated N-S cycling/wheeled pathway.

Separated pedestrian and wheeled/cycling pathway on west side of Shaganappi Tr; speeds too different for mixing modes here.

Design the intersections free flowing, stop and go traffic is choking the city. Traffic will backup onto 16th avenue because of the lights during rush hour. Happens now on Deerfoot and will happen here. If you maintain the ramp that goes directly to Memorial that would help the traffic flow better.



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All this plan is going to do is increase the traffic on Bowness road as they will not have to go through 2 sets of lights to get onto 16 avenue westbound so they will just continue through Bowness and then turn further west onto 16th ave.

Trade off - removes direct access from west bound Bowness road onto west bound 16 ave.

Using any existing traffic flow data, looking at traffic flow patterns once the intersection is complete, and using technology such as roadway embedded sensors, - the delays from the additional lights on Shaganappi (2 new @16 Ave and 1 existing @ Bowness Rd) could be reduced by changing the timing of the lights according to rush hour volumes.

Instead of using button activated pedestrian lights, use non button, automatic lights. This way when a pedestrian or cyclist arrives after a light change, they won't have to wait until a whole cycle of light changes or be tempted to cross without a walk light.

No. There will be a need to drive a bit further but as a resident of Montgomery I'm happy with how this will calm traffic along Bowness RD NW. There is some great thinking here.

Remove bike lanes they are not necessary and only impede traffic and parking.

This plan will drastically affect residents living on the east side of Bowness Road who currently access their homes via the exit westbound on 16th Ave to Bowness Road. This plan would force anyone living on the East side of Bowness Road to turn off of 16th Ave (Westbound) onto 43rd St and then attempt to cross Bowness Road at an uncontrolled intersection. Having lived on Mackay Road for over 15 years, I know that crossing Bowness Road, especially at rush hour, is very difficult. This plan will likely put more traffic onto Bowness Road westward as the current Banff exit funnels off some of that traffic heading west onto 16th Ave. Those people will now travel down Bowness Road to eventually turn off at Home Road to then exit onto 16th Ave westbound. It will be very very difficult to cross over Bowness Road to our homes. The only way I see this design working is if there is a controlled intersection on one of the streets from 43rd to 46th. Considering the commercial activity in the area of Bowness Road between 45th and 46th Street, a logical intersection for lights would be 46th St.

In the SE corner of the intersection you are proposing to remove the existing pathway down from the hospital to point McKay area so that it follows the road ways.

I would propose that instead you would build a short pathway from the new intersection diagonally across to meet the existing pathway. This maintains a less round about route for pedestrians and cyclists who often come from the river or head from the hospital and communities down to the river and doesn't adversely affect those coming from the intersection. It also saves money in having to build less pathway and minimizes our impact on the environment by not ripping up a perfectly good and fairly new pathway.

As much as I hate more traffic lights I do recognize that you have created a much safer and better functioning intersection with this plan, thank you.

I don't like the idea of adding 2 more set of lights to Shaganappi Trail. Shaganappi is an alternative route to go south and adding more lights to it will encourage even more people to use Crowchild. I feel this will slow traffic down more than anything. Many other cities find alternatives to adding lights to major roadways. Cloverleafs work great. I wish the city would use them more often instead of adding endless light so major roadways.

Make one cloverleaf and tie all three roads together. Eliminate all the traffic lights as they just slow down traffic.

For the cost of building all these new bridge structures and the cost and inconvenience of adding two extra



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signalized intersections, this option doesn't seem to be much of an improvement over the present situation. One large roundabout passing under 16th Ave at two locations near the current bridge structures could connect all current travel directions while allowing free-flowing traffic on 16th Ave. This would eliminate the need for two extra signalized intersections, and also the need for two bridge structures for on/off ramps to 16th Ave. As well, savings on bridge structures should more than cover the cost of pedestrian/bike flyovers to cross the roundabout. Such a layout would also allow for more contiguous free space to the SW of the intersection to be repurposed as parkland or other developments.

This seems to make it hard for residents of the east or upper part of Montgomery to access the community from Westbound 16th. One would either have to do the two lights to get onto WB Bowness Rd or cut north on 44th or 45th and then backtrack. would it be possible to retain an access to WB Bowness road from the north merge ramp from Shaganappi to 16th Ave probably in a different location but similar style to whats in the short term plan

No mention of why the bridge across the Bow recommended in the 1970 study was dropped. I reviewed the 2009 CTP and no mention of why it was removed and the Shag route "reclassified". This is a drastic change from an earlier plan with some foresight. What were the justifications for this change. I feel the crossing would be an improvement to this plan.

Other questions / more information

Input from feedback forms

Heading East on 16th Ave, how do you turn left on Home Road?

The "Tech Eval" chart "Multi-Modal" seems to rate the tight diamond lower than intuitive. Should be easily highest with slight capex for bike/ped. Similarly "Tech Eval" "Financial feasibility" should have tight diamond highest with value of land now developable.

Who will be responsible for the upkeep and maintenance of the trees etc. on the boulevard?

Input from online survey

Will there be any time improvements for the flow of traffic on Bowness road? or what will be the increase? The benefits listed are mostly not benefits. (e.g. time savings of X to pass through the intersection).

Maintaining existing transit is not a future benefit over the current state of the road.

Although I generally feel this plan will improve traffic flow in the area the frequent reference to repurposing land makes me quite uncomfortable with the consultative process you are using. True and effective public consultation requires the honest placement of cards on the table. I realize sometimes the further out you go the more difficult it is to provide details of what might happen. However I get the sense that the city does have an idea that they don't want to share... one that involves a lot of density which is the popular mandate. And while I generally support densification to reduce sprawl of our city into surrounding farmlands I think we are sacrificing some communities by putting in super high density (downtown style towers) so that others may stay tranquil lower density areas. This is not a fair process. Residents of more inner city communities already pay a heavy price through taxes, older infrastructure, parking issues and fellow citizens passing through our communities to access their places of business. This is all OK with me but I don't think I should continue to pay an increasingly high price (densification and associated negative consequences). Inner city communities need green spaces, visual access to the horizon, protection from traffic noise and so forth to continue to be vibrant. Please don't over sacrifice inner city communities. Lower-rise approaches to densification spread across all communities can be as effective as high-rise densification of a few communities.

There appears to be enough room for a loop for northbound traffic onto westbound 16 Avenue with a proper merge



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ramp. One that parallels the primary lanes so merging vehicles can make a simple lane change at posted speed to get into flowing traffic. This cannot be done when merging traffic approaches on an angle to a fixed point.

The proposed access for eastbound traffic onto Bowness Road will further impede traffic flow, so it makes sense to leave as is. Keep the existing loop for southbound Shaganappi Trail to eastbound 16 Avenue with proper merge lane as previously noted.

what is with this city's obsession with putting in new traffic lights at "streamlined" intersections.

How long does the city anticipate this project to be under construction? How will construction impact Parkdale residents accessing from the east on 16th avenue; on Bowness road, and from the north on Shaganappi Tr. in the meantime?

It would be nice to see an explanation how the above comment (danger of collisions at a stoplight at the base of the Shaganappi hill) has been considered and will be eliminated as a concern?

Why after 4 years has the area around the south entrance/exit to the Westbrook LRT station not been landscaped?

None.

How does the elimination of the Bowness Road exit from westbound 16th Ave. improve this interchange? I would like to know the analysis behind this particular decision of the design.

No mention of why the bridge across the Bow recommended in the 1970 study was dropped. I reviewed the 2009 CTP and no mention of why it was removed and the Shag route "reclassified". This is a drastic change from an earlier plan with some foresight. What were the justifications for this change. I feel the crossing would be an improvement to this plan.

Draft short-term recommended plan

Opportunities for improvement

Input from feedback forms

This is much improved from other suggestions. DO NOT put in a full signal at 43 & 16, and no diverter at 43 & 17. Preference is for Idea 3 (16/43) but 1 is workable. Please do not put in full light. Idea 3 is similar to current ped x-ing light.

Pre-build ped/bike connection early in this long, drawn-out process even if temporary asphalt patterns.

Right out only is best for transit to service 16 Ave medical and offices

Is there a need for sidewalks on each side of the 16 Ave underpass on Bowness Rd as no real path to the North and West side? Would only East side work?

Input from online survey

Good Short-term plan. Loop ramp from SB Shaganappi Tr. to WB 16 Ave. can be designed a bit better. It's a fairly abrupt turn at the very end before the merge onto 16 Ave.

Hi there -

I think the proposed changes make sense, although I am surprised that nothing will be done to improve the 16th Ave westbound exit to southbound Shaganappi - as I understand it, it is the site of a number of accidents, and as a reasonably competent driver, it's an awful intersection. Traffic coming north on Shaganappi can be up to full speed by the time it reaches the intersection, but the 'time' between when you can see if it's clear and when that vehicle will reach the intersection is very tight (ie - at 70km/her, by the time you can see it's clear you've got barely enough time to get across that first lane). As well, the visibility for seeing traffic on southbound is limited too - the concrete divider can make it tricky to see what is coming southbound, particularly if you are in a low clearance



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vehicle.

I agree that the proposed changes need to be made, but feel like the changes should also include this intersection. Perhaps it doesn't get as much traffic as others and that's why it's not included, although I suspect many avoid it (as I do) during peak times - it takes a very patient driver to wait to make that left turn at the end of the day.

I live in Point McKay, so do have a vested interest in this work.

Not sure that there is enough benefit from this proposal to be worth the cost of construction.

Issue with traffic congestion In Montgomery is not going to be solved by this, taking. Away lanes and adding objects to slow traffic will make it worse and more frustrating for all residents and those passing through.

The multi-use pathway portion ignores a connection to the surrounding areas. How does someone get to it from Edworthy? What about Montgomery or Parkdale? It looks like it will be a pathway that dead-ends on a major road with no clear direction of where a reasonable person should go, whether they be pedestrian or on a bicycle. It should be much more connected and intuitive of how to access (kind of like the Peace Bridge to 7th Street SW access for bikes and pedestrians).

The real opportunity is to set up the eventual integration of Montgomery and Parkdale by planning in a way that allows development to take over the areas. I know this is outside of the roads department's view, but its the most important aspect of this project. It's not clear how the short term plan gets us closer to that

I would prefer waiting for the long-term plan rather than suffer the implementation of short-term solutions that will be removed and cause longer construction time all round when the long term plan is installed.

I worry a light might be needed for the traffic exiting 16th ave and merging onto Bowness Road. Overall I feel this is an excellent plan. My first response was YES

generally support this plan. It seems to address current issues without forcing too much traffic into the community or disrupting community access excessively.

Re: Bowness Rd proposed parking lanes and curb extensions

Please consider enough space such that turning left onto Bowness Rd at 42 St and 43 St is safe. Currently, cars parked along Bowness Rd block view of the moving traffic such that one has to nose far out into Bowness Rd to determine whether or not both sides are clear (even with higher vehicles - I drive a truck and an SUV). Perhaps the planned curb extensions provide this space but it's unclear.

Other questions / more information

Input from feedback forms

Maybe should close westbound 16th to Shag south as can use 29th St?

Input from online survey

Take away lefts turns during rush hour along bowness road/parkdale Blvd. Every day this is an issues because with buses taking up a driving lane and the other lane the only option to turn left across rush hour traffic everything backs up. Get the buses onto a pull out off the road so they don't block a lane of traffic and don't allow left turning during rush hour

Clarify how this project is actually pedestrian, transit, or bicycle friendlier than the existing design. It's not obvious from the design and rationale that city policy (i.e. creating a more healthy, sustainable, transit/pedestrian friendly city) was achieved.

Could embedded sensors be used at the ramp NB Bowness to WB 16th so 16th Ave flow is maintained when no traffic is joining from Bowness Rd? i.e. sensor activated lights.



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Re: New traffic signal for westbound 16 Ave on-ramp

It's unclear where this signal is situated and whether it controls traffic flow from both the on-ramp and those already on 16 Ave. Most on-ramp traffic control just spaces out the on-ramp traffic entry onto the highway. In that case, I have concerns about traffic backing up on Bowness Rd/Parkdale Blvd such that people are more inclined to proceed through Montgomery to access 16 Ave.

Draft short-term recommended plan	
Cul de sac	
<i>Input from feedback forms</i>	
Benefits	Challenges
Reduces traffic.	Cuts off locals
Yes. Stops all turns from 43 to 16 Avenue.	
	1. Bus cannot deliver passengers close to 16 Ave medical/ offices. 2. Buses have to move to 44 St, bad trying to get off hill onto 16 ave near 7-11.
<i>Input from online survey</i>	
Less traffic around the park would be a good thing. I think this, combined with a pedestrian bridge would be a good thing.	I live on 17th ave between 43th and 44th. I would miss being able to turn right onto 16th but do see the benefits as well.
I live at the corner of Bowness RD and 43rd Street. The number of near misses with vehicles and pedestrians, cars driving around south turning vehicles without consideration for the high pedestrian and bicycle traffic has been a concern for the 17 year we have lived here. I find all three variations acceptable. This version however would have the greatest traffic calming effect.	None
Much safer pedestrian/cyclist access, on Bowness road and 16th avenue. Hopefully less traffic using Mackay Road to cut through the neighbourhood. Could improve utilization of the park/playground on 43rd street between 16th avenue and 17th avenue.	Possibility that traffic will increase on other streets (44th, 45th, etc.) that are narrower and have more houses (and busy street parking) on them.
Proposed traffic signal to cross will reduce impact of conflict with traffic on 16th avenue - good idea	Restricting traffic looks like a pain. To go from this area to west bound forces a left turn at Bowness road or a driving down 17th Avenue. Didn't think there was really that much traffic down this street that this was necessary.
Traffic light is a huge improvement - this has always been a dangerous and heavily used pedestrian crossing. Limiting to foot/cycle traffic makes it safer and feel more like a pathway connection vs roadway.	Negative impacts to traffic entry to the hotel at that corner - does this unnecessarily send hotel traffic through the residential area on 17 Ave or 43 St? Similarly, there could be more cut-through traffic as they approach and realize this access is closed, forcing cars to



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	<p>turn around and travel along 17 Ave or more unnecessary left turns onto Bowness Rd. My need more active parking controls in that block - when it feels more like a bike path, it may draw more park'n'cycle types.</p>
Diverter	
<i>Input from feedback forms</i>	
Benefits	Challenges
None.	Diverter won't let locals drive down 17 forcing them down Bowness Rd just to run local errands. BAD idea.
	If bus moves to 45 St it is too narrow and further from medical/ offices. If bus moves to 46 St it is wide but further from primary destinations (medical/offices).
Would divert traffic through this street to 17 Ave. Stop short cutting.	However, I see any diverting trafirc will increase traffic on Home Rd. to Bowness Rd and then East as well as short cut through Dairy Queen.
<i>Input from online survey</i>	
Nothing, worse design of the three.	Does not really add any benefit. Will only divert traffic into more residential roads. Will cause vehicles to turn around the corners at excessive speeds, not safe for pedestrians.
	Pushes more traffic onto quiet little 17th Avenue. With vehicles Street parking on both sides of this narrow street it's not safe to increase vehicle traffic.
None	This is an awful idea. I live on 17th Ave between 43 and 44th on the south side of 17th. I park one vehicle out front. Leaving the house I'd be forced to turn right which then brings me to 16th ave. it's impossible to turn left there so I'd be forced to turn right again. If you put lights in at 16th you'll just further contest traffic on 16th. I would see absolutely no point in doing this and would be SO angry if this option was chosen.
I live at the corner of Bowness RD and 43rd Street. The number of near misses with vehicles and pedestrians, cars driving around south turning vehicles without consideration for the high pedestrian and bicycle traffic has been a concern for the 17 year we have lived here. I find all three variations acceptable. This version is good but more restrictive to local traffic and would prevent	None



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side street short cutting.	
Still safer for pedestrians and cyclists than current set up.	May not help improve park utilization (on 43rd street between 16th and 17th avenues). Could increase the amount of traffic doing u-turns or going around the block (on 43rd and 42nd streets, and 17th avenue).
	Too complicated for benefits
The traffic light is great - the rest of it doesn't help any.	Awkward for those living in the area. May send more unwanted drive-through traffic around in circles through the residential area as they get to this diverter and then have to go around in a circle and eventually turn left onto Bowness Rd to keep going west. Awkward transition for cyclists through the diverter and across moving traffic.
Right out only	
<i>Input from feedback forms</i>	
Benefits	Challenges
Resembles current situation but with reduced traffic. Great compromise. Also with traffic light can time it so pedestrians can't just keep coming so traffic flows better.	
Prefer for bus passengers going to medical/offices on 16 Ave.	
This this project will work best for bus passengers,	
<i>Input from online survey</i>	
Allows local traffic to still exit onto 16 Ave.	Nothing. This is probably the best option
Best option of the three presented. I actually live in this area (1812 41 Street NW) and can tell you that trying to make a left turn off 43rd is time consuming and downright dangerous. Locals just don't do it - but are frustrated when caught behind someone attempting it. 16th Ave is only really busy during rush hour. It's only lightly travelled off-peak and right turns can be made quickly and safely. To seal this means of egress from the neighborhood is a really bad idea.	
Lights - real, honest-to-goodness traffic lights - are needed to protect pedestrians trying to cross at this surprisingly busy pedestrian crossing. Students from the local school, workers at the seniors residence and walkers/bikers parking in the neighborhood and using the river pathway system cross here. I use it twice daily to walk my dog and have close calls with vehicles at	



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least 25% of the time.	
I think this is the best option. I like that it eliminates left hand turns as it's dangerous at this intersection and it provides better traffic control to allow pedestrians to cross. This intersection is dangerous because people speed through the current flashing pedestrian lights.	I'm not sure that I see any challenges with this plan.
This is by far the best solution. For traffic and pedestrians and bicycles.	It won't change too much. A left turn out of that street was not very possible anyway.
I live at the corner of Bowness RD and 43rd Street. The number of near misses with vehicles and pedestrians, cars driving around south turning vehicles without consideration for the high pedestrian and bicycle traffic has been a concern for the 17 year we have lived here. I find all three variations acceptable. This version is my least favourite as it will do little to reduce vehicles shortcutting to 16th Ave along 43rd St.	It doesn't stop cars shortcutting from Bowness RD to 16th Ave which is the real concern. Traffic turning from 16th onto 43rd St much lower in volume.
Could help prevent traffic from being routed to other, possibly narrow or more congested, streets (like 44th, 45th, etc.)	Doesn't physically prevent vehicles from traveling the wrong way, north on 43rd street.
	Keeping things simple.
Allows for traffic flow out of the hotel and from the immediate community.	The bike lane merging onto the roadway looks awkward. Potential for vehicles still illegally turning in from 16 Ave - likelihood low?

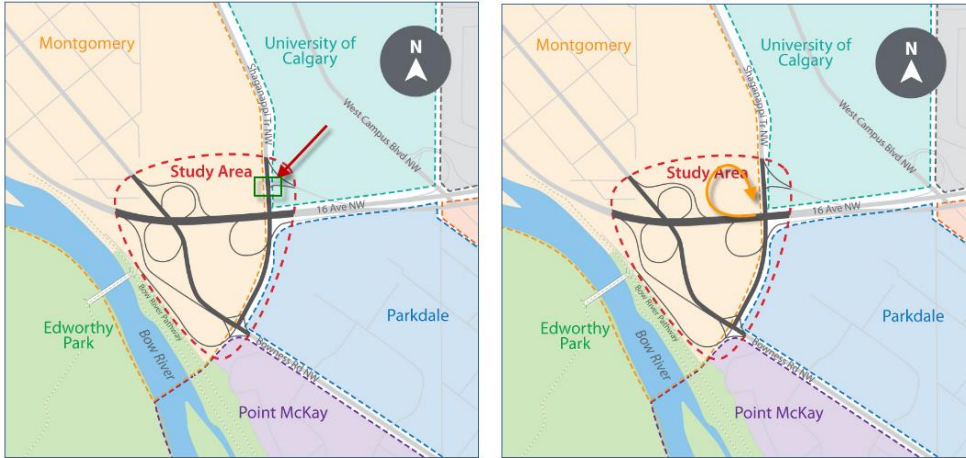
General input on study received via email

We'd like to express our strong support for a plan that make the area more biking friendly. Both my husband and I live in Montgomery and routinely bike to Foothills medical campus for work. Bike lanes are currently absent in the study area, but would connect to the existing ones around the area and make it much more friendly to people who bike for both commuting and leisure

Has there been a discussion or decision about putting traffic lights on the intersection from 16ave to Shag southbound. This is a difficult intersection because of the speed of traffic (70kph) and the fact that there is a high barrier between the lanes which makes it difficult to know which lane the the southbound traffic is in - so you have to assume all traffic is in the nearest lane to be safe. Another solution would be to make a proper exit off of 16ave westbound that lets you merge onto shaganappi southbound (see second image with orange arrow). I think many more people like me would use this way to access the neighborhood if it was easier and safer to do so. this would free up traffic on memorial and 29st.

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I find the presented options for the intersection of 16th Avenue, Shaganappi Trail, and Bowness Road to be overly complicated and/or inadequate. Below, I have attached a rough sketch of a large roundabout passing below 16th Avenue at the present underpasses for Shaganappi Trail and Bowness Road, with every current connection being possible on the one loop, even preserving the current merge lane from the off ramp of West Campus Blvd onto WB 16th Ave. Has such an option been considered, and if so, what would disqualify it?



This Shaganappi design is another one of the cities excuses to spend money. Just like Crowchild Tr debacle and the



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fact you never listened to any residences on how it should have been built, is one thing. But now you're planing on screwing up SHAGANAPPI TR?? It's a MOTORWAY, NOT A CYCLIST WAY, a MOTORWAY. Just the hint that you may add cycle lanes to it does not make sense! The roadway with the current set of lights, kind of works fine. If your going to do this kind of project, there should be a bridge across the River like it was planned for before 1979, Calgary NEEDS another Bridge across the river in the NW. (BADLEY) By doing this intersection, your not doing anything to Parkdale BLVD, which is the problem. TRAFFIC LIGHTS Need to be REMOVED or at the very least Flashing Green during rush hour and NO LEFT TURNS. But your answer was to put in a Red Light Camera? The cities plan is to add a New Interchange at Shag and Parkdale, eliminating access on and off from Parkdale Blvd. and not doing anything to the BLVD itself.

You're going to cause Traffic Chaos worse then anything has seen in this city. Crowchild which should have been done twenty years ago, now Shaganappi which also should have been done when you did the extension to the North all those years ago. Just look at the Sarcee Tr/16th avenue Bowfort Rd NW mess! The city is trying to get someone killed! This is such a poorly designed project. So how long do you plan on tying up Calgary traffic with your Shaganappi Tr construction plans? Leave it as is, widen it, remove the traffic lights and put a bridge across the river, not this Chaotic Complex design.