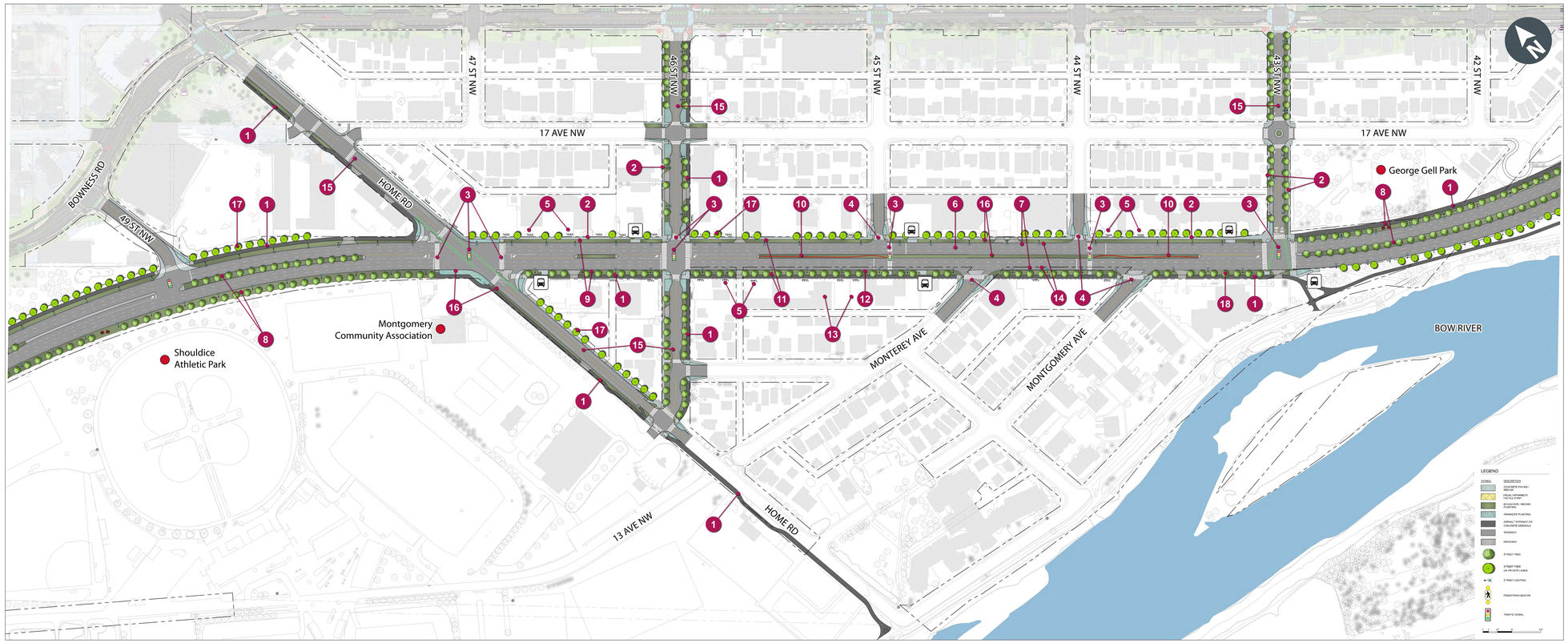
Main Street Segment - Long-term Recommended Plan

In the long-term, 16 Avenue N.W. is widened to six lanes and streetscape improvements are completed. The integrated streetscape master plan and transportation corridor study seeks to balance the needs of 16 Avenue N.W. as priority corridors for goods movement, transit and HOV while recognizing the need to cultivate a community atmosphere and vibrant economy in Montgomery.

Location map



Existing: Home Road intersection

Long-term plan: Home Road intersection

Existing: 46 Street N.W. intersection

Long-term plan: 46 Street N.W. intersection

Existing: 43 Street N.W. intersection

Long-term plan: 43 Street N.W. intersection

What we heard in Phase 2: Explore

Mobility and functionality

- Improve comfort for people who walk and wheel
- Enhance crosswalks and shorten crossings
- Improve transit stops, encourage more transit use
- Reduce speed on 16 Avenue N.W. through Montgomery
- Fewer accesses from 16 Avenue N.W. for traffic flow and to reduce cut-through traffic
- More travel lanes

Character and identity

- Enhance the visual environment
- Enhance visual transition to Montgomery

Economic vitality

- Enhance the visual environment
- Encourage redevelopment of businesses
- Provide street parking

Social and healthy lifestyle

- Maintain a community feel
- Separate people who walk and people who drive
- Add trees and greenery

How the concept was refined

Mobility and functionality

1. New multi-use pathway provided with separation to roadway
2. Sidewalk widened with separation to the roadway
3. Shorter crossing distances, enhanced pavement markings and traffic signals provide safer crossing opportunities for all ages and abilities
4. Intersections serving residential areas limited to right-turns only
5. Driveway access removed and reoriented to side streets and back lanes as properties redevelop
6. Vehicle lanes narrowed to encourage slower vehicle speeds
7. Additional vehicle lane provided in each direction for a total of 6 travel lanes during peak periods, could be available for dedicated use by High Occupancy Vehicles (HOV)

Character and identity

8. Enhanced gateway features provided at west and east entrances to Montgomery including a grand boulevard of large trees and Montgomery-specific wayfinding and banners
9. Opportunity for Montgomery BIA to add branding, banners and other enhancements to the corridor
10. Opportunity for artistic features to showcase the community in the median
11. Streetlights upgraded to evoke the common "Trans Canada" theme of the 16 Avenue N.W. corridor

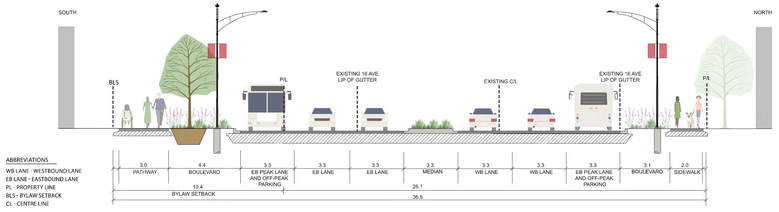
Economic vitality

12. Public realm enhancements shifted south when new travel lanes are added
13. Lot depths on south side are reduced, but still viable for redevelopment, with expected uses including office, medical and travel services
14. New on-street parking provided along 16 Avenue N.W. during off-peak periods

Social and healthy lifestyle

15. Enhanced north-south connections and streetscaping on Home Road, 46 Street N.W. and 43 Street N.W., provide unified public realm in Montgomery linking Bowness Road, 16 Avenue N.W. and the Bow River
16. Boulevards, curb extensions and medians enhanced with naturalized, low-maintenance grass and shrub plantings
17. Opportunity for trees to be planted on private property to further enhance the public realm
18. New, healthier street trees planted on the south side of 16 Avenue N.W.

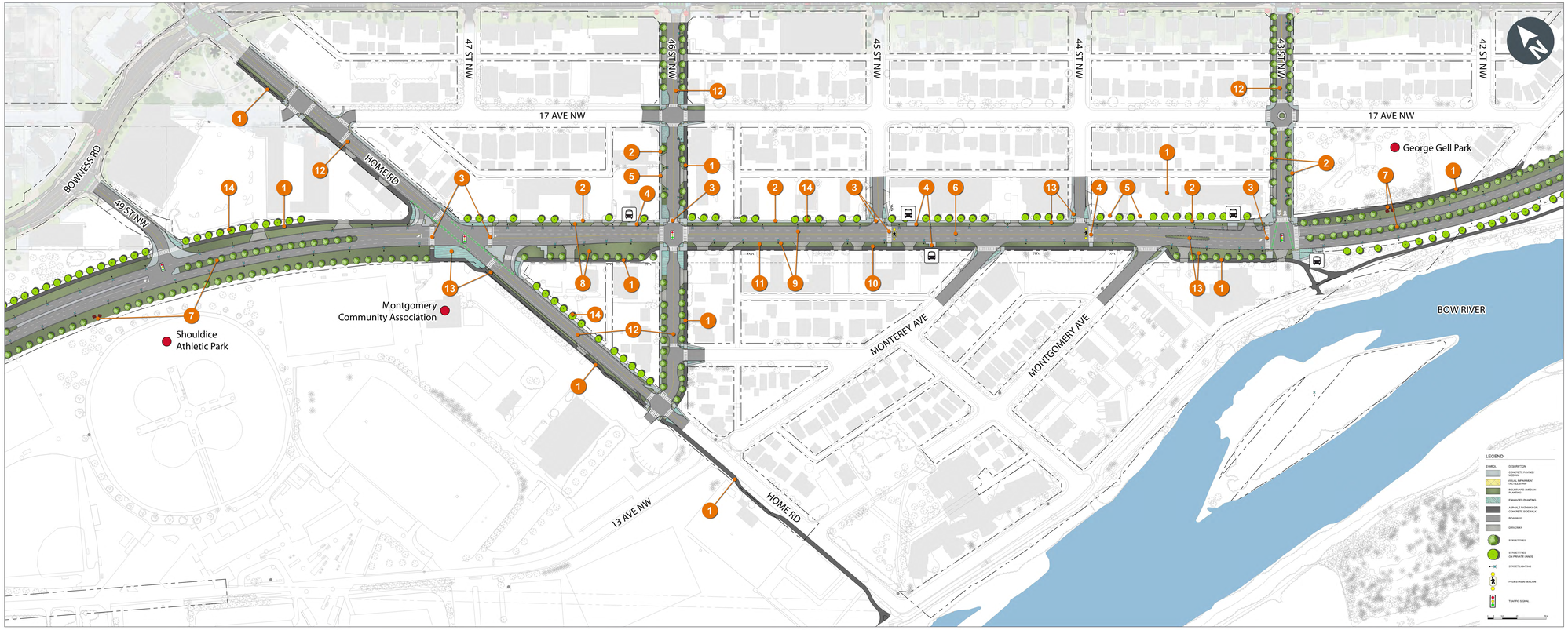
Typical long-term main street cross-section, looking west



Main Street Segment - Medium-term Recommended Plan

In the medium-term, 16 Avenue N.W. retains four lanes and initial public realm improvements address priorities like wider sidewalks, landscaping and enhanced north-south connections to Bowness Road.

Location map



Existing: looking east between 46 and 45 Streets N.W.

Medium-term: looking east between 46 and 45 Streets N.W.

What we heard in Phase 2: Explore

Mobility and functionality
- Improve comfort for people who walk and wheel
- Enhance crosswalks and shorten crossings
- Improve transit stops, encourage more transit use
- Reduce speed on 16 Avenue N.W. through Montgomery
- Fewer accesses from 16 Avenue N.W. for traffic flow and to reduce cut-through traffic
- More travel lanes

Character and identity
- Enhance the visual environment
- Enhance visual transition to Montgomery

Economic vitality
- Enhance the visual environment
- Encourage redevelopment of businesses
- Provide street parking

Social and healthy lifestyle
- Maintain a community feel
- Separate people who walk and people who drive
- Add trees and greenery

How the concept was refined

Mobility and functionality

1. New multi-use pathway provided with separation to roadway
2. Sidewalk widened with separation to the roadway
3. Shortened crossing distances, enhanced pavement markings and crossing controls provide crossing opportunities for all ages and abilities.
4. Transit stops and amenities improved and located near key intersections and crossings
5. Driveway widths reduced and driveways removed if properties have adequate alternative access
6. Vehicle lanes narrowed to encourage slower vehicle speeds

Character and identity

7. Enhanced gateway features provided at west and east entrances to Montgomery including a grand boulevard of large trees and Montgomery-specific wayfinding and banners
8. Opportunity for Montgomery BIA to add branding, banners and other enhancements to the corridor
9. Streetlights upgraded to evoke the common "Trans Canada" theme of the 16 Avenue N.W. corridor

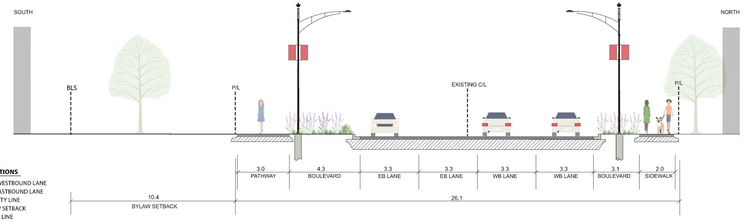
Economic vitality

10. Widened public realm allows for street-level activation of business frontage
11. Opportunity to add parking stalls on south side of 16 Avenue N.W., if adjacent lots redevelop before the street is widened

Social and healthy lifestyle

12. Enhanced north-south connections and streetscaping on Home Road, 46 Street N.W. and 43 Street N.W., provide unified public realm in Montgomery linking Bowness Road, 16 Avenue N.W. and the Bow River
13. Naturalized, low-maintenance grass and shrub planting in the boulevards, curb extensions and medians
14. Identification of areas where trees can be planted on private property to further enhance the public realm

Typical medium-term main street cross-section, looking west



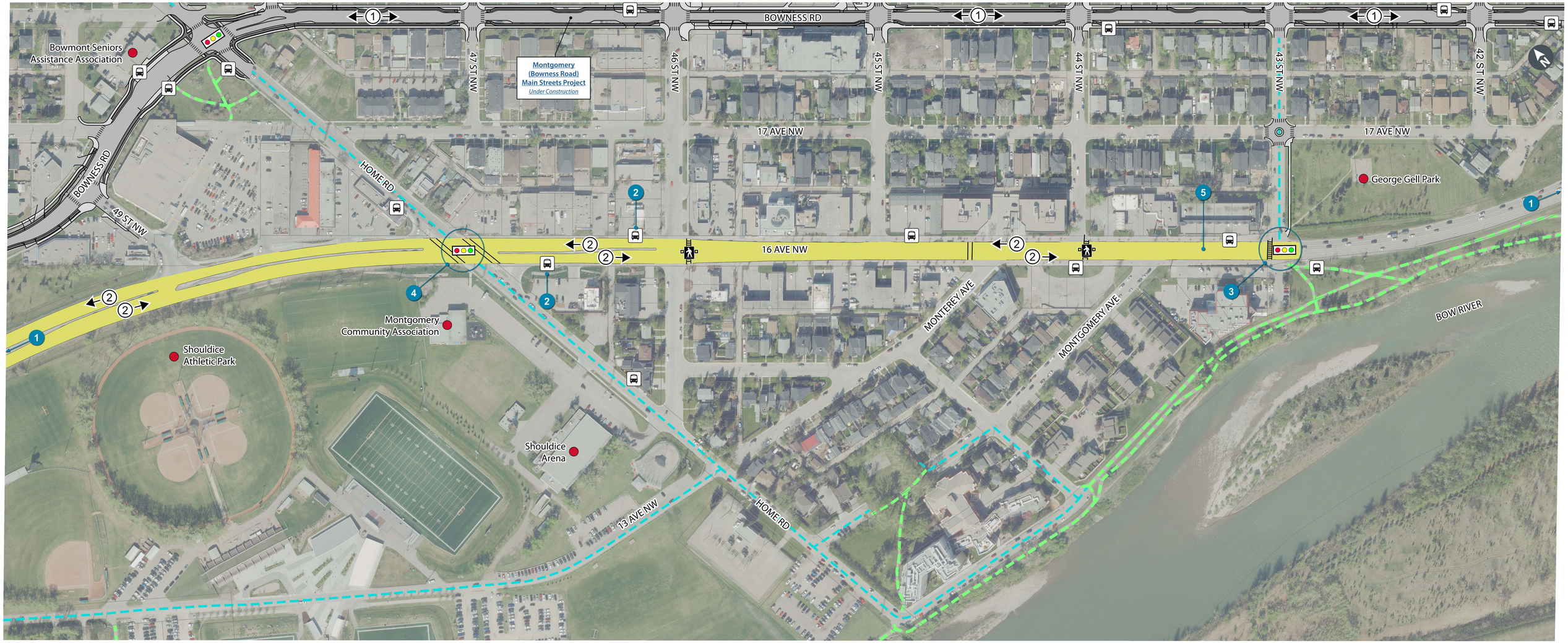
ABBREVIATIONS
WB LANE - WESTBOUND LANE
EB LANE - EASTBOUND LANE
PL - PROPERTY LINE
BLS - BYLAW SETBACK
CL - CENTRE LINE

Calgary

Main Street Segment - Short-term Recommended Plan

In the short-term, The City will implement targeted and effective safety improvements for all users of 16 Avenue N.W. By leveraging existing funding sources and expanding the scope of an already-scheduled pavement overlay project, The City can gain additional value and begin constructing the improvements in summer 2021.

Location map



Legend

- Proposed road
- Proposed bridge
- Proposed pathway / sidewalk
- Proposed pedestrian bridge
- Proposed bike route
- Roadway under construction (2021)
- Pathway / sidewalk under construction (2021)
- Bike lane under construction (2021)
- Existing bridge
- Existing pathway / sidewalk
- Existing bike route
- Road closures
- Lane count / direction
- Traffic signal
- Pedestrian beacon
- Transit stop
- Community places of interest

Improvements moving forward in the short-term:

1. 50 km/h speed zones extended on both sides of Montgomery to provide lower speed approaches into the community
2. Transit stops and amenities (benches, shelters) improved
3. New traffic signal installed at 43 Street N.W.
4. Advance eastbound left turn signal provided at Home Road
5. Pavement rehabilitation between 43 Street N.W. and Bow River Bridge