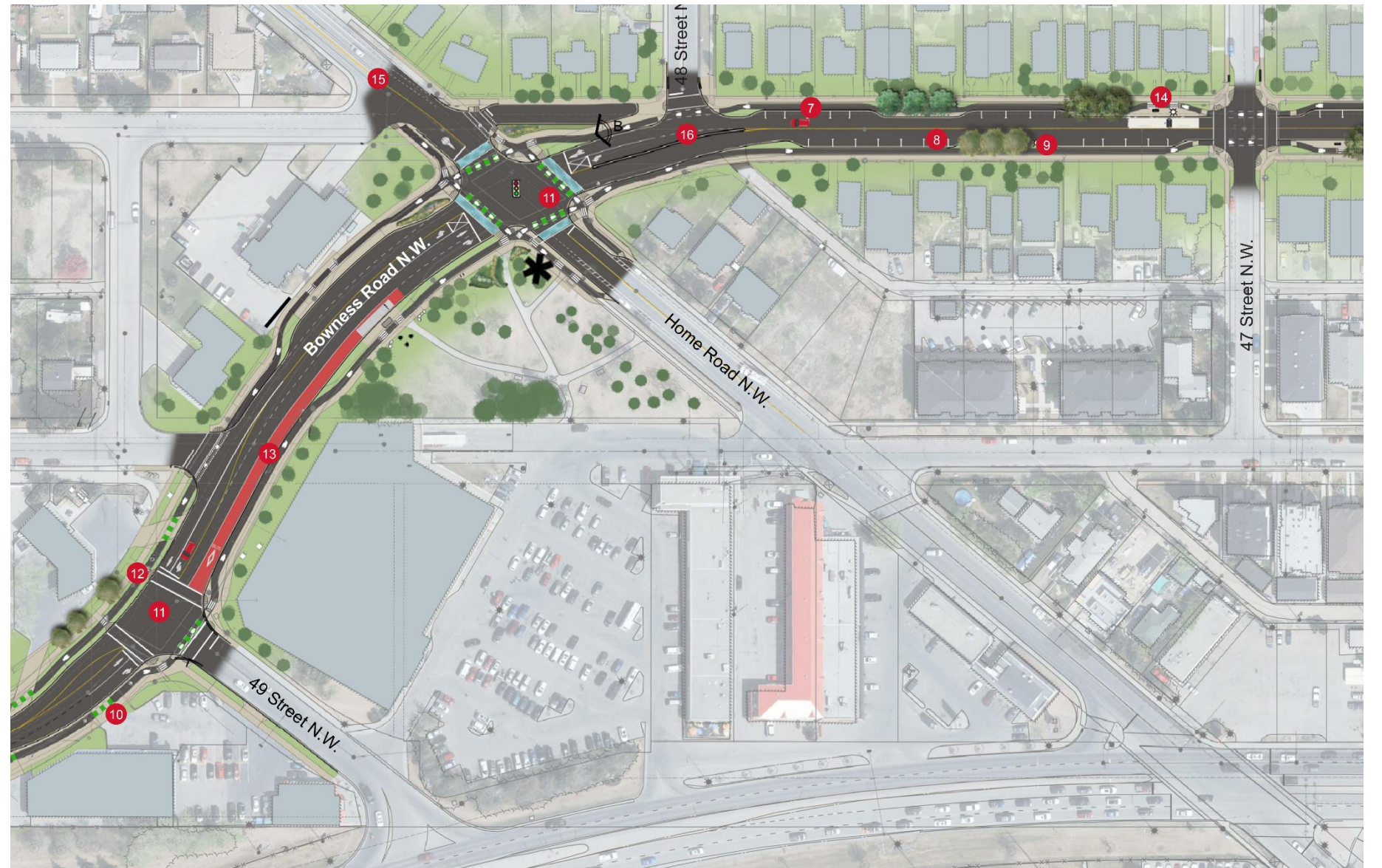


MONTGOMERY MAIN STREETS: BOWNESS ROAD NW (MONTGOMERY WAY NW) THE WEST END

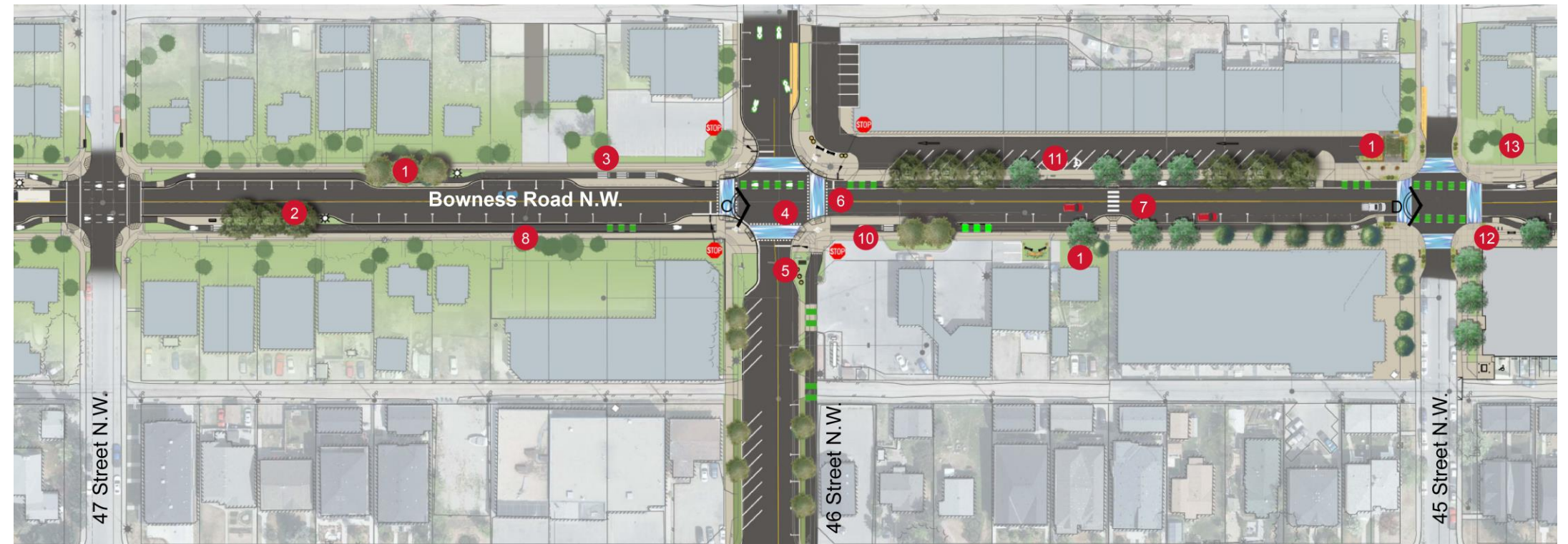


- 1 Installing gateway and natural landscaping features to improve the character and identity of the community and enhance streetscaping.
- 2 Upgrading the existing pedestrian overhead flashers at 52 Street N.W. to a half traffic signal to provide better protection for pedestrians and bicyclists crossing Bowness Road N.W. This strategy reduces impacts to motor vehicle traffic by grouping crossing events and limiting crossing events to only when pedestrians or cyclists are present.
- 3 Relocating the westbound transit stop at 51 Street N.W. to west of 52 Street N.W. to provide better access to key destinations such as the accessible playground, Shouldice Aquatic Centre and the river pathway.
- 4 Adding curb extensions to reduce pedestrians and bicyclists crossing. The additional space also provides better opportunities for more soft landscaping, and directional ramps for pedestrians and bicyclists.
- 5 Providing marked crosswalks at 51 Street N.W. to enhanced crossing opportunities for pedestrians at better intervals.
- 6 Setting pedestrian and bicyclist crossings along the north side back by a vehicle length to allow for two stage crossings of motorists coming onto Bowness Road N.W. This also allows drivers to have a higher visibility past parked vehicles along the north side. Pedestrians are also better aligned with existing sidewalks and crossings can be combined with bicyclists.

- 7 Providing safer protected bicycle facilities for directional travel along the north and south side of the Bowness Road N.W.
- 8 Encouraging slower vehicle travel speed with narrower roadway and defined travel lanes.
- 9 Upgrading streetlights to provide consistent identity and character and improve comfort and safety in the evenings.
- 10 Narrowing widths of driveways to reduce conflict areas and better define crossing area.
- 11 Improving intersections to reduce conflicts by providing for full separation between pedestrians, bicyclists, transit and motorists.
- 12 Realigning sidewalk for better pedestrian flow.
- 13 Installing transit priority lane to reduce delay and improve transit flow to timing stops.
- 14 Enhancing transit waiting areas by improving streetlighting, additional seating and highly visible shelters to provide safer and more comfortable spaces for passengers at timing points.
- 15 Connecting to existing bicycle facilities to improve regional connectivity of bicycle network.
- 16 Restricting motor vehicle left turn movements to reduce conflict and congestions.



MONTGOMERY MAIN STREETS: BOWNESS ROAD NW (MONTGOMERY WAY NW) THE CORE



- 1 Installing street trees, planters, benches and other amenities to improve the character and identity of the community and enhance streetscaping.
- 2 Upgrading new streetlights to provide consistent identity and character and improve comfort and safety in the evenings.
- 3 Enhancing transit waiting areas by improving streetlighting, and highly visible shelters to provide safer and more comfortable spaces for passengers.
- 4 Upgrading the existing pedestrian overhead flashers at 46 Street N.W. to a four-way stop control to improve traffic operation for the side street, and better crossing opportunities for pedestrians.
- 5 Adding curb extensions to reduce pedestrian and bicyclist crossing of the side street and Bowness Road N.W. The additional space also provides better opportunities for more soft landscaping, and directional ramps for pedestrians and bicyclists.
- 6 Enhancing crosswalks and bicycle crossing markings to improve visibility and accessibility.
- 7 Adding a midblock crossing to provide more crossing opportunities and improve accessibility for pedestrians.

- 8 Providing safer protected bicycle facilities for directional travel along the north and south side of the Bowness Road N.W.
- 9 Encouraging slower vehicle travel speed with narrower roadway and narrower travel lanes.
- 10 Reducing number of driveways to reduce conflict areas.
- 11 Reconfiguring commercial parking lot to improve traffic flow and reduce conflicts with pedestrians and bicyclists.
- 12 Installing Rectangular Rapid Flashing Beacons (RRFBs) at 45 Street N.W. to provide safer crossing for pedestrians.
- 13 Relocating the westbound transit stop at 45 Street N.W. from far side to near side to provide space for a safer more comfortable passenger waiting area.
- 14 Adding landscaping and public art elements along retaining wall to improve aesthetics.
- 15 Reducing grades on elevated sidewalk ramps to improve accessibility.





MONTGOMERY MAIN STREETS: BOWNESS ROAD NW (MONTGOMERY WAY NW) THE EAST END

- 1 Installing street trees, planters, benches and other amenities to improve the character and identity of the community and enhance streetscaping.
- 2 Upgrading new streetlights to provide consistent identity and character and improve comfort and safety in the evenings.
- 3 Adding curb extensions to reduce pedestrians and bicyclists crossing of the side street and Bowness Road N.W. The additional space also provides better opportunities for more soft landscaping, and directional ramps for pedestrians and bicyclists.
- 4 Enhancing crosswalks and bicycle crossing markings to improve visibility and accessibility.
- 5 Providing safer protected bicycle facilities for directional travel along the north and south side of the Bowness Road N.W.
- 6 Encouraging slower vehicle travel speed with narrower roadway and narrower travel lanes.
- 7 Creating parking pockets to manage existing parking demand in front of homes, but also to narrow the roadway and provide spaces for landscaping and amenities.
- 8 Upgrading the existing pedestrian overhead flashers at 43 Street N.W. to a half traffic signal to provide better protection for pedestrians and bicyclists crossing Bowness Road N.W. This strategy reduces impacts to motor vehicle traffic by grouping crossing events and limiting crossing events to only when pedestrians or cyclists are present. The traffic control will also facilitate the transition between the uni-directional and the bi-directional bicycle facility.
- 9 Connecting to existing bicycle facilities to improve regional connectivity of bicycle network.
- 10 Installing gateway and natural landscaping features to improve the character and identity of the community and enhance streetscaping.
- 11 Enhancing transit waiting areas by improving streetlighting, and highly visible shelters to provide safer and more comfortable spaces for passengers. Transit stop at 42 Street N.W. provides service to students from nearby school.