

Dunbow Road Intersection Engagement 2022

Resident Questions & Answers

These questions were posed by our residents in their responses to the on-line survey on Dunbow Road intersections. The survey has been available through the municipal website since July 29, 2022. Municipal staff have provided answers below (in grey).

1. I would like to know when the traffic numbers were done.

Traffic numbers are from the Counties traffic model developed by Watt and include the County's traffic counts in 2015/16 as well as Alberta Transportation's Counts at Macleod Trail (Hwy 2A) and the Dunbow / Hwy 2 interchange which are collected monthly

2. It is my understanding that a primary consideration of the study is the efficient access of EMS from the fire hall to Dunbow and the wider area. It is my understanding that roundabouts would allow for continuous flow of traffic which will allow better EMS access and movement through the community. Is this accurate? What is the opinion of the Fire Chief (?) in terms of either alternative?

Foothills Fire have been consulted, the Fire Chief has no issues with either roundabouts or signalization. Access to the Fire Hall is one consideration, but it is equally important to ensure that future increases in traffic volumes in the area are accommodated safely and efficiently.

3. Animals (deer, etc..) cross Dunbow road frequently during the day or at night, making them a danger to incoming traffic. Will there be something done to mitigate/reduce accidents due to animal crossing?

It is anticipated that there will be additional streetlights installed at the intersections as well as along the sections of road between them in conjunction with future road and intersection upgrades.

4. The exit heading south on Deerfoot to east on Dunbow is becoming increasingly busy. Are traffic lights being considered for this intersection as more homes are built? This would provide additional safety to the multi-use pathway as it crosses Deerfoot.

This intersection is under the control of Alberta Transportation. The County will address the need for future upgrades to this intersection with AT as traffic counts warrant.

5. Is there any plan to twin roads? The west and east section is double lane while middle is only single.

Twinning of the entire section of Dunbow road is contemplated in the design for both options.

6. Regarding Question 14 of the Survey, Multi-use Pathway, I see little value in this. Dunbow road traffic will increase in future rendering the functionality and safety of such a pathway in some way parallel to Dunbow to become increasing unsafe with multiple intersections etc. I also question the practical value and usage of such a pathway. Where will it even go?

The pathway would provide an interconnection between the different portions of Heritage Pointe and their internal pathway systems as well as between Heritage Pointe and future developments in the area. It would also provide non-vehicular access to the existing commercial area. The pathway would be offset from the travelling lanes for pedestrian safety.

7. Additional information should be given to verify the 2% traffic growth rate provided by the County. Is the basis for that assumption still valid?

This growth rate was selected by the County and the Consultant in consideration of past projections and is considered reasonable.

8. Highway 2 and 2A intersection volumes are based on Alberta Transport information but it is not clear what the date was when that information was acquired and how it aligns with the 2 Dunbow intersection data used.

Traffic volumes in the area are calculated from data collected monthly by Alberta transportation using the traffic cameras at Macleod (Hwy 2A) and Dunbow and at Deerfoot (Hwy 2) the latest count data available is from 2021.

9. Cost estimates have not changed since the 2019 study, is that reasonable given current inflation rates etc?

This is a very high level estimate and is a point in time. It is considered adequate for comparing options. The estimates will be refined as the need arises but final figures will only be known after a project is tendered.

10. What is the Dunbow speed limit that was used for the various options examined? The current limit is 80km/hr but how does that fit with either option?

The Design speed is likely to be 50 km/h regardless of the intersection treatment selected.

11. What will be the triggers that will initiate the decision to proceed? Will the County be monitoring traffic levels on regular basis (at least annual) to confirm actual traffic levels and growth trends?

We will continue to monitor volumes as well as development in the area to plan future upgrades. In addition to traffic volumes, budgetary considerations may impact decisions regarding the timing of future upgrades.

12. Is the proposed median poured in place or “centreline hardening” with delineators?

We have looked at multiple options from hard curbing to cable barriers and delineators. We have planned for space to accommodate any of these options. A decision will be made on the type of separation when we undertake detailed design for planned improvements.

13. While roundabouts are becoming more common they are not the norm yet. Would there be on demand type pedestrian crossing signals for roundabouts?

We expect to install rapid flashing pedestrian crossing lights or something similar at pedestrian crossings if roundabouts are chosen for intersections.

14. My biggest concern would be for the Fire Dept. access. Could there be warning lights added that are controlled remotely by the HP Fire Dept. and can be used during call outs?

Yes, that could be looked at as an option.

15. (In relation to direct access to Heritage Lake Drive from Dunbow Road) Where would the direct access be?

It would be a direct connection from Heritage drive onto Dunbow Road at a new intersection West of the existing firehall entrance. This intersection would be created by extending Heritage Lake Drive in its current alignment south to Dunbow Road.

16. What is the plans for the round a bout or signalized intersections – is this to be implemented immediately?

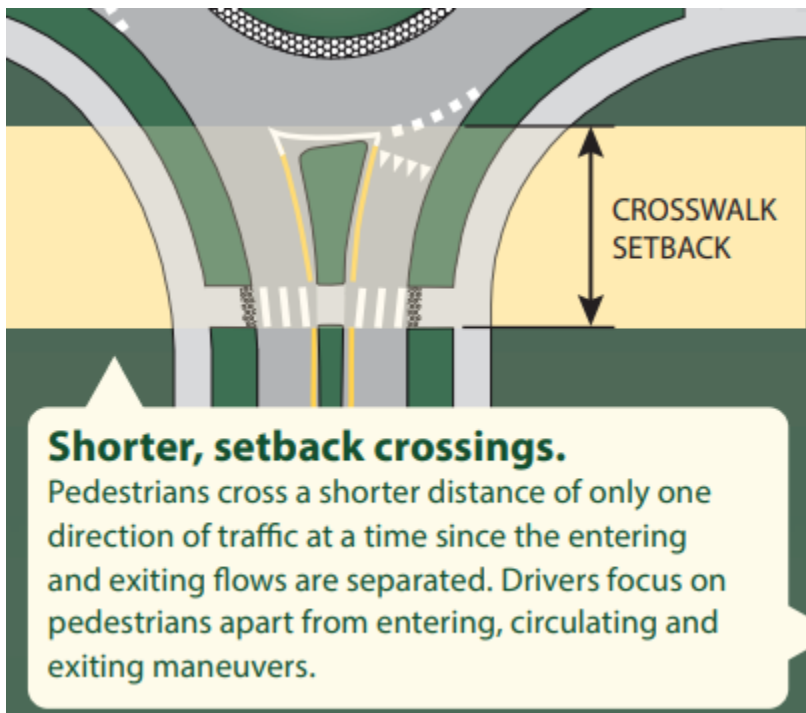
No, this will be implemented as traffic and development pressures increase in the area. There may be some portions that are constructed earlier with direction from Council based on safety, budget and need.

17. (In relation to direct access to Heritage Lake Drive from Dunbow Road) Would you keep direct access to the retail area or make it via Heritage Lake Drive access?

We will be looking into options for access to the commercial area and will be having discussions with the commercial area landowners on how best to accommodate access.

18. I haven't seen a roundabout with cross walks. How would that work?

The crosswalks are set back from the roundabout, an example is provided in the illustration below. Safety may be further enhanced with the use of pedestrian crossing signals.



19. Do the current plans allow for cycle/pedestrian pathway construction connecting Heritage Pointe to Legacy and City of Calgary pathway system? It seems that this might be an important consideration given the heavy traffic pattern in this area.

This is a difficult question to answer as there would need to be discussions with the City of Calgary over where a connection may occur. Discussions with Alberta Transportation may be required if pathways need to be located in Highway rights of way, and negotiations with private landowners would likely be necessary as well. Currently there is no easy way to access the City of Calgary trail system without crossing private land.

20. I wonder how the traffic will flow at the new four way intersection north of the traffic circle connecting Dunbow and HL Blvd. The four way intersection would include north and south HL Blvd, Pine Creek Road and the shopping centre.

This should operate as any other 4 way intersection, the County will explore configuration options after discussions with the landowners in the shopping center.

21. (In relation to direct access to Heritage Lake Drive from Dunbow Road) how will the LAHP be made whole for the changes and impacts, costs and otherwise, to its infrastructure, entrance gardens and other aspects of its entranceway? Likewise, how will these attributes be incorporated into the Planning Study?

We will relocate or avoid existing infrastructure and community amenities as needed in the redesign.

22. The intersection turning onto Dunbow Road after exiting Deerfoot is a concern of mine. There is a stop sign, but it's sometimes difficult to see oncoming traffic and predict the speed that they are going. It's especially difficult at night. Is there anyway we could get a traffic light?

This intersection is under the control of Alberta Transportation. The County will address the need for future upgrades to this intersection with AT as traffic counts warrant.

23. What are the steps planned to abate noise impacts to the community of LAHP?

We do not foresee an increase in traffic noise from Dunbow road as a result of the improvements being considered; but will have our consultants take a look at the potential impacts if any.

24. (In relation to direct access to Heritage Lake Drive from Dunbow Road) Will this cause a new bottleneck?

It should not as it relieves congestion from the intersection at 2nd Street by creating an additional access point onto Dunbow Road. The amount of traffic at the new intersection will be less than currently accommodated at the 2nd Street intersection and the intersection will be designed to accommodate anticipated traffic volumes.

25. (In relation to direct access to Heritage Lake Drive from Dunbow Road) so just moving the intersection down toward 2A?

No, an additional access would be created between the current 2nd Street intersection and Highway 2A.

26. Which of the options would provide better integration with regional pathways?

Either of the options being considered could accommodate integration with a regional pathway system.

27. Which of the options allows more rapid emergency access to all properties/communities along Dunbow Road?

The proposed intersection improvements, whether roundabouts or signalized intersections would provide for similar emergency access and response times.

28. Roundabouts could allow for landscaping (trees/flower beds etc) at the centre of the circle. Has this been considered?

It will be a consideration when detailed design is undertaken.

29. I feel a roundabout could be more visually appealing however only if dedicated time / effort was given to its maintenance. Has this been considered?

It will be a consideration when detailed design is undertaken.

30. I'm unclear how either intersection types would work with proposed regional pathway systems that may arise in the area. Does either option work better with a pathway system or is this not an issue?

Either of the options being considered could accommodate integration with a regional pathway system.

31. What is the cost difference between the two options?

The high-level estimates that have been undertaken thus far indicate that signalization would be a higher cost than roundabouts.

32. At the open house, 4 possible traffic circles were proposed. I am wondering if a traffic light/signal and not a traffic circle be used at the fire hall. The signal would be activated only when required and it would ensure traffic in both directions comes to a complete stop.

There is the ability to mix the intersection types if that is what is determined to be the best option.

33. Is the County in favor of traffic circles or lights? What is the timing of the 1st stages of the Dunbow Road re-design?

Improvements will be implemented as traffic and development pressures increase in the area. There may be some portions that are constructed earlier with direction from Council based on budget and need. The County has no position on roundabouts vs signalized intersections, it is about putting the appropriate solution in place for each situation.

34. What is the deciding factor between lights and traffic circles?

Cost, safety and efficiency, public preference, and council direction will determine whether lights or traffic circles are utilized at each intersection.

35. Could a temporary walking path / bicycle path be put in sooner than 5/10 yrs out?

Yes, this is something that could be considered.

36. Good to see lots of displays – not enough detail on timelines, priority interchanges & how final decisions with our input will be made – eg. If 65% want lights then that's what you do?

While the desires of our residents will be an important consideration, there will also be safety, performance, budgetary and operational cost issues that need to be considered when Council makes decisions on the timing, prioritization and configuration of intersection improvements.

37. Different answers from different engineers as to which roundabouts would be your focus?

Improvements will be implemented as traffic and development pressures increase in the area. There may be some improvements that are constructed earlier than others with direction from Council based on safety, budget, and need. There is no focus at this time.