

What We Heard:

Engaging with Dunbow Area Residents on Roads & Access





ENGAGEMENT SNAPSHOT

In order to ensure safe access to the Heritage Pointe Fire Hall and accommodate existing and anticipated development in the area Foothills County retained WATT Consulting Group to undertake a Functional Planning Study for Dunbow Road. The study was to inform a future access management strategy for Dunbow Road between Highway 2 (Deerfoot Trail) and Highway 2A (Macleod Trail). In an effort to gain an understanding of residents' perceptions regarding traffic in the area to aid in future decision making, Foothills County Council directed administration to undertake an engagement project.



Over 150 attendees at the open house event



52 Event surveys filled out



187 on-line surveys filled out



81% of survey respondents live in the study area or Artesia



69% of survey respondents prefer roundabouts to signals

KEY THEMES:

- ☐ **The majority of respondents (82%) were satisfied with the current speed limit on Dunbow Road.**
- ☐ **There was a large variance in people's level of concern regarding the volume of traffic on Dunbow Road but 70% rated it 5/10 or higher.**
- ☐ **44% of respondents felt direct access from Heritage Lake Drive onto Dunbow Road would be beneficial while 27% felt it would not.**
- ☐ **There was significant interest in a multi-use pathway along Dunbow Road with over 75% of survey respondents expressing their support.**



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1.0 INTRODUCTION

The Dunbow Road Functional Planning Study was undertaken to inform an access management strategy for the portion of Dunbow Road between Highway 2 (Deerfoot Trail) and Highway 2A (Macleod Trail). This strategy will be designed to ensure safe access to the Heritage Pointe Fire Hall and accommodate existing and anticipated development in the area.

The Dunbow Road Engagement project was conceived as a means to connect with area residents and gain an understanding of their views regarding speed limits, traffic volumes, intersections, and potential future pathways along Dunbow Road between Highways 2 and 2A as shown on the study area map below. While the study area only included lands between the two highways, and residents of this area were targeted due to their proximity to the portion of Dunbow Road being studied, feedback from other area residents was welcomed as well.

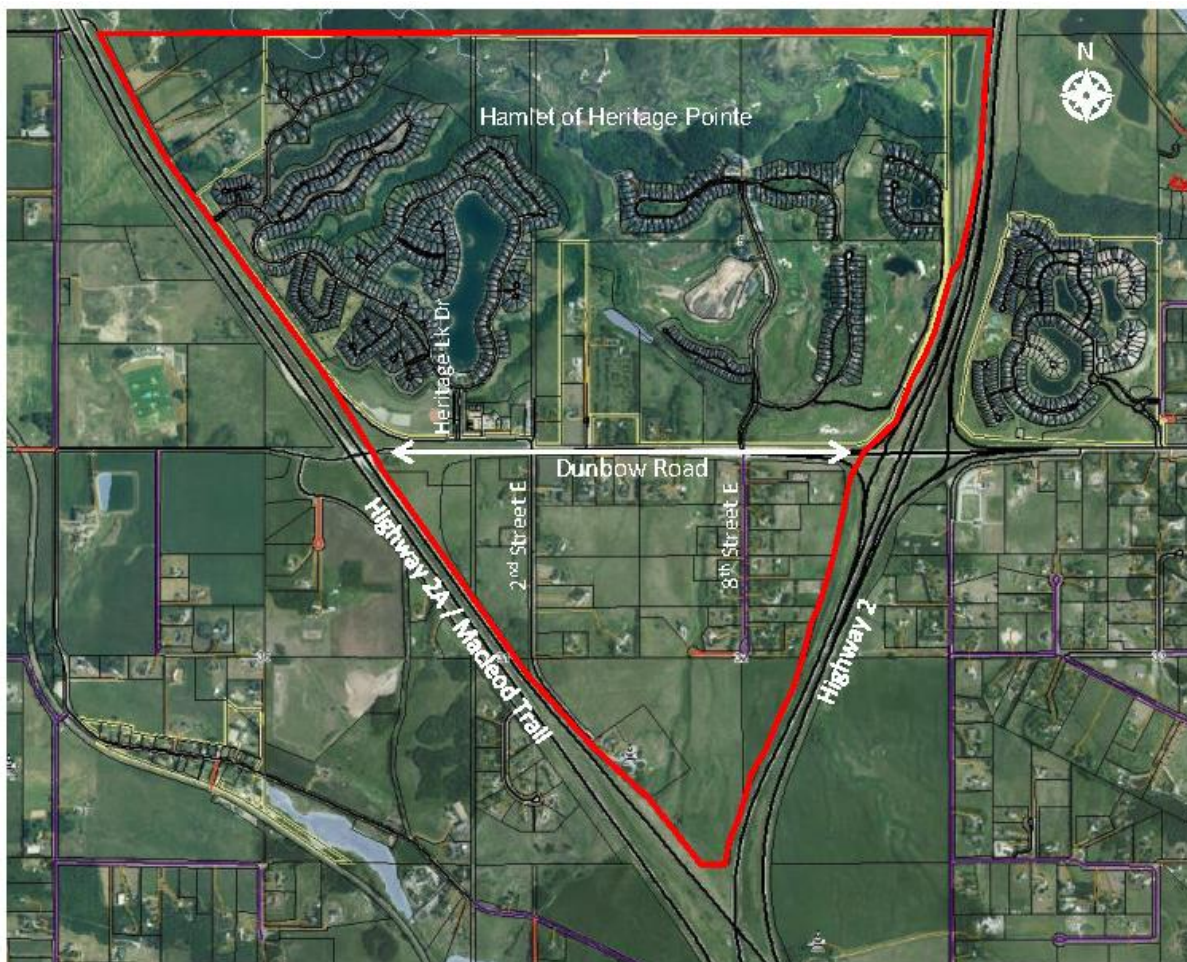


Figure 1 – Study Area Map



2.0 ENGAGEMENT STRATEGY

At the outset of the engagement project County administration drafted an Engagement Strategy for Council's review and approval. The strategy laid out the purpose and objectives of the engagement as well as principles for engagement, the level of engagement and the methods that would be used to engage with residents.

The objectives for the Dunbow Road Engagement project were identified in the Engagement Strategy as follows:

- Identifying stakeholders, and stakeholder groups and acquiring contact information for them,
- Building relationships with stakeholders,
- Ensuring broad community awareness of the engagement opportunities,
- Providing stakeholders and the public with information regarding the functional study including the reasons the study was undertaken, the objectives of the study, the results of the study, the anticipated outcomes or next steps, and time frames for the next steps,
- Gathering information from area residents to aid in future decision making,
- Addressing questions and concerns from stakeholders and the public,
- Providing safe opportunities for public engagement that comply with public health directives.

These objectives and the guiding principles for engagement as outlined in the County's Public Participation Policy formed the basis for the Engagement Strategy.

For implementation of the project, the Engagement Strategy divided the project activities into 3 phases: Phase 1 – Awareness of Engagement, Phase 2 – Engagement Opportunities, and Phase 3 – What We Heard Report. The actual engagement activities ended up varying slightly from what was planned (due to the timing of the final report and the public health conditions at the time) but this was deemed acceptable as it did not jeopardize achieving any of the project objectives.

Phase 1 – Awareness

Due to the timing of the County receiving the finalized Functional Planning Study during the summer, it was determined that Phase one would be staged. This would give area residents a longer time period to participate in the on-line survey through August and September, and allow for the scheduling of in-person events in the fall when people have returned from summer holidays.

The on-line survey was initialized on July 29, 2022. Notification of the survey was sent to the various community and homeowner associations in the area by email, posters were put up in the commercial area and at mailboxes in Heritage Pointe and Artesia, and announcements were posted on the County website and social media platforms.

Concurrent with the launching of the on-line survey, a project page was established on the County website where interested residents could go for more information. Once a date had been secured for an in-person event all of these methods were used again along with County digital road signs posted at each end of the study area to notify residents of the open house.

Phase 2 – Engagement Opportunities

Due to the evolving public health situation around COVID-19 the engagement opportunities that were offered varied somewhat from what was outlined in the strategy. The Engagement Strategy contemplated a website presence, on-line engagement events, and small in-person engagement events. When it came time to organize the events though, it was felt that a larger open house style event was feasible. The potential for on-line events for those that did not feel comfortable with an in-person meeting was advertised but no-one requested it.

Website Presence:

One of the critical aspects of this engagement was to provide information to residents. For this reason, early in the project a webpage was created on the County website where interested parties could find the Dunbow Road Functional Study, some Frequently Asked Questions with answers and contact information for the Foothills County infrastructure department. There was also a link to the on-line survey as well as a pdf for anyone who preferred to print the survey and submit it by email or in hard copy. The instructions on how to submit by email or mail were on the pdf survey itself.

Open House Event:

A come and go open house event was held October 18 at the Heritage Pointe Golf Club. The event was well attended and lots of feedback was received. More details on the open house can be found in Section 3.0 of this report.

Phase 3 – What we Heard Report

The Engagement Strategy outlined that subsequent to the engagement opportunities, municipal staff would prepare a summary of all feedback received. This report is intended to serve that function. Once complete and approved by Council, the What we Heard report will be provided to stakeholder groups and posted on the project page on the County website.





3.0 OPEN HOUSE EVENT

A come and go style open house event was held at the Heritage Pointe Golf Club on October 18, 2022 from 4:00 – 8:00 pm. It is estimated that approximately 150 people attended the event. Municipal staff and technical consultants were in attendance to speak with residents about the functional study and about roads and intersections in the area. Information boards were arranged around the room and attendees were invited to ask questions and provide feedback either verbally, on post-it notes that could be attached to the information boards or through a short paper survey. Visitors were not required to sign-in but were asked to place a pin in a map indicating where they lived or owned property. The result is shown in Figure 2 below.

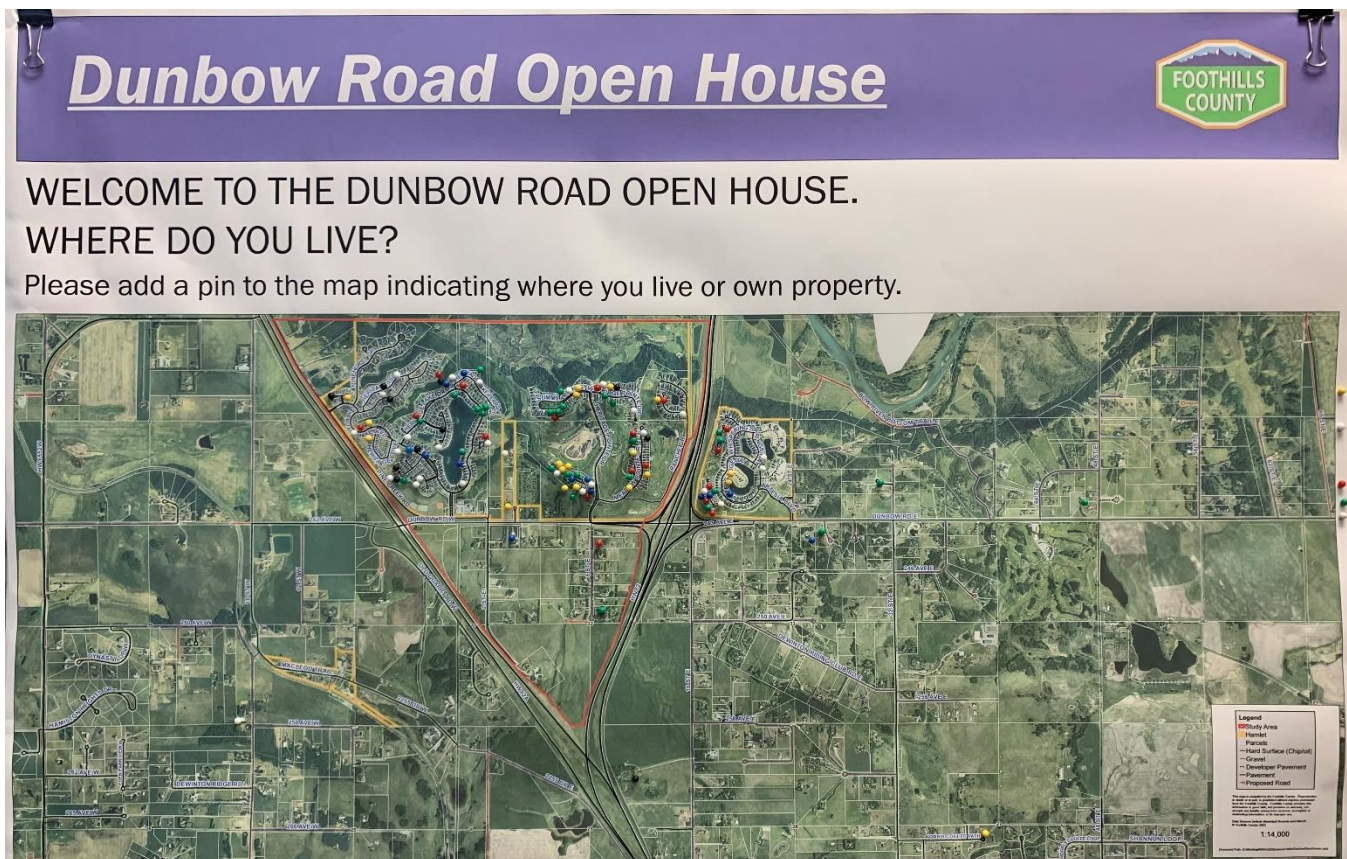


Figure 2 - Welcome Board with Pins

Open House Information Boards with Post-it Comments

There were two sets of information boards that were arranged around the room at the open house. One set created by the County regarding the engagement project and another set created by WATT Consulting Group with information pertaining to the functional study. The following pages illustrate the information boards with the comments that were posted by event attendees.

Dunbow Road Open House



WHY UNDERTAKE A FUNCTIONAL STUDY?

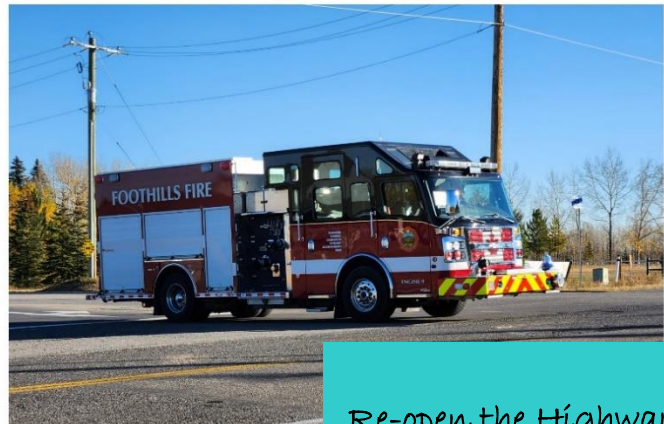
Dunbow Road is an important link between Deerfoot Trail (Hwy 2) and Macleod Trail (Hwy 2A).

It also provides access from communities in Heritage Pointe and from the Heritage Pointe Fire Hall to the regional road system.

There has been ongoing interest in development in this area which has been identified as being within Foothills County's "Central District" where the majority of our future growth is expected to occur.

Future improvements will be required to Dunbow Road to ensure that development can be accommodated, and that safe and efficient access is maintained to the Fire Hall. Developers will be expected to contribute their fair share towards the road and intersection upgrades.

The recently completed functional study will inform an access management strategy to accommodate anticipated development in the area and to ensure that appropriate access is maintained for emergency services.



Lower speed on
Dunbow to create
easier access for
turning

Lower speed limit in
the "corridor" (from
McL. To Artesia)

Re-open the Highway
552 crossing, put
lights there (got
closed a few years
back!)

Disconnect (close off)
the road access from 2
+ 2A. Force people to
use 552.

Dunbow Road Open House



WHY ARE WE HERE?

The purpose of this engagement is to provide information to area residents regarding the functional study, to answer their questions and to gather feedback to aid in future decision making.

When it comes time to make decisions regarding future improvements to Dunbow Road, Council will consider the following:

- information and options that are provided in the functional study
- cost estimates for various options
- feedback obtained from residents
- development that has been approved in the area
- other relevant information that will be provided by municipal administration



The results of the technical study and cost estimates will be weighted heavily in future decision making. While the desires of the community are important, ensuring that we have solutions that will work safely and efficiently for a reasonable cost is critical.









Dunbow Road Open House



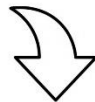
WHAT WE HEARD SO FAR?

Foothills County posted an on-line survey which has been available on our website since July 29. The closing date for the survey has now been extended from Sept 30 to Oct 23.

Here is a snapshot of what we have heard so far:

-  164 Responses received
-  60% of respondents live inside the study area
-  80% feel the current speed limit on Dunbow Road is about right
-  There is significant diversity in perceptions regarding safety and wait times at the intersections along Dunbow Road
-  Overall residents are generally in favour or unsure about direct access from Heritage Lake Drive onto Dunbow Road
-  67% of respondents prefer roundabouts to signalization of intersections
-  76% of respondents support a multi-use pathway
-  38% think they would use a pathway 5 or more times per month

Paper copies of the survey are available here.



400 homes that will have cars now driving by my house is unacceptable...

Construction noise + dust / dirt will not be at acceptable standards.

1. 80 km speed fine.
2. Roundabouts + slower speed for them only.

More roundabouts (if people know how to use them) less lights.

Lower speed limit drivers are becoming very aggressive and dangerous.

Lower speed limit on 8th Street Dangerous.

Don't need to lower speed limit but enforce it!

Dunbow Road Open House



WHAT NEXT?

Municipal staff will compile the results of the survey once the closing date has passed and create a 'What We Heard' report which will also include feedback gathered here at this event. The report will be released to the public once accepted by Council.

We will update the Frequently Asked Questions and Answers document on the project page on the website.

As development proposals in the Dunbow area are evaluated or if traffic counts warrant, intersection improvements will be considered by Council. Feedback from residents will be one of the considerations when future decisions are made.

It is anticipated that the intersections at 2nd Street and 8th Street will be the first to require improvements. It is likely that this will occur in the next 5 to 10 years.

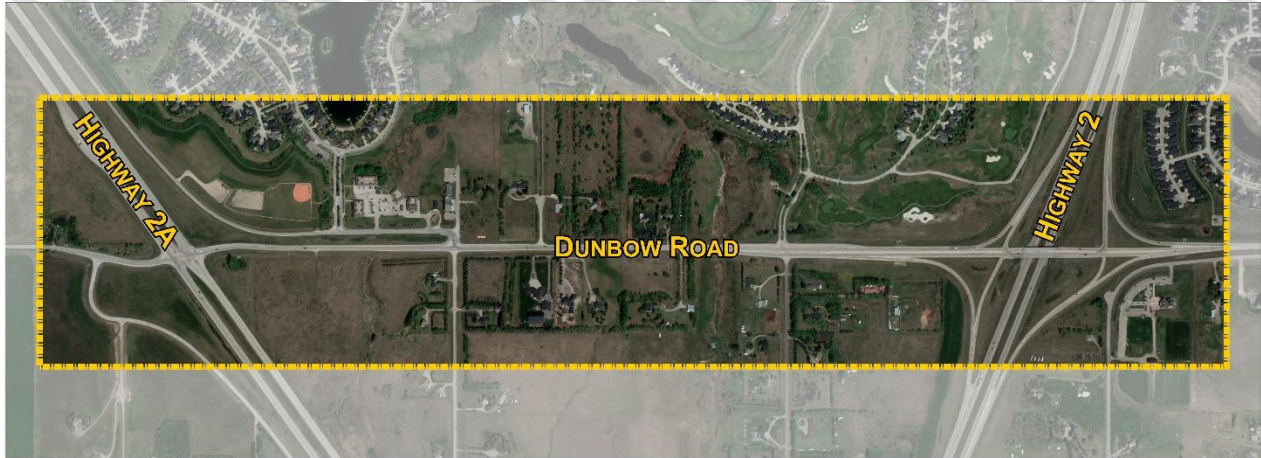
The County will post updates on the project page of the website.



FUNCTIONAL STUDY LIMITS



DUNBOW ROAD FUNCTIONAL STUDY



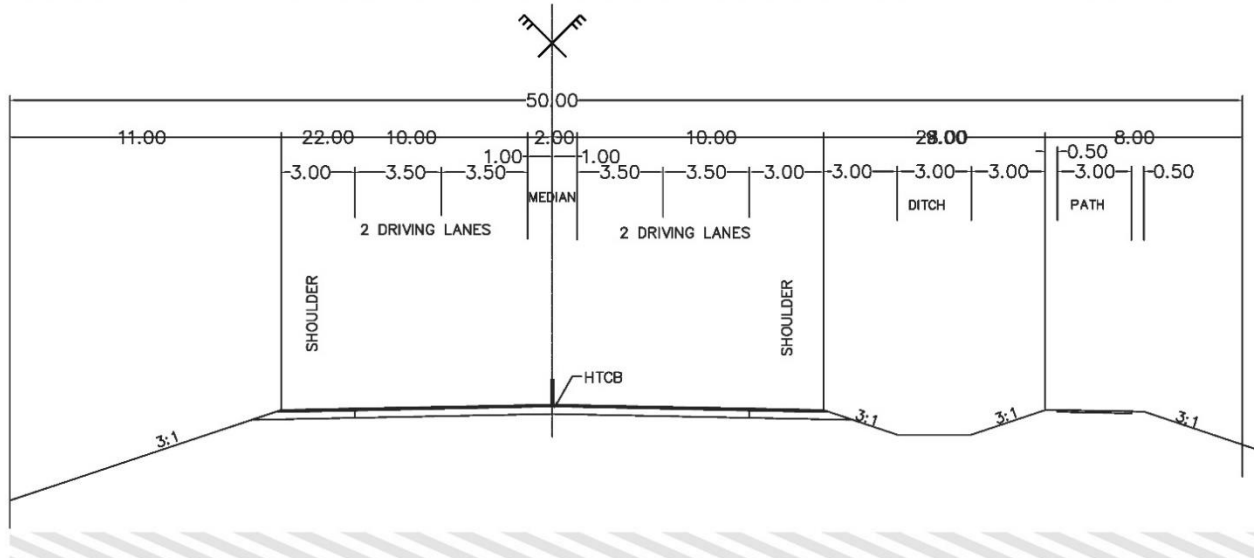
← Traffic Counter →

The traffic counter missed the many folks who turned in at Kimmers and then exited AFTER the traffic counter.

DUNBOW ROAD CROSS SECTION



DUNBOW ROAD FUNCTIONAL STUDY



- INTERIM STAGE MAINTAINS TWO TRAVEL LANES
- FUTURE EXPANSION TO FOUR TRAVEL LANES WHEN WARRANTED
- MEDIAN PROPOSED IN LONG TERM

Fewer roundabouts –
1 at Heritage Dr.
1 at Kimmner - Should
be solution at #2
corner.

Is the proposed
median poured in
place or "centreline
hardening" with
delineators?

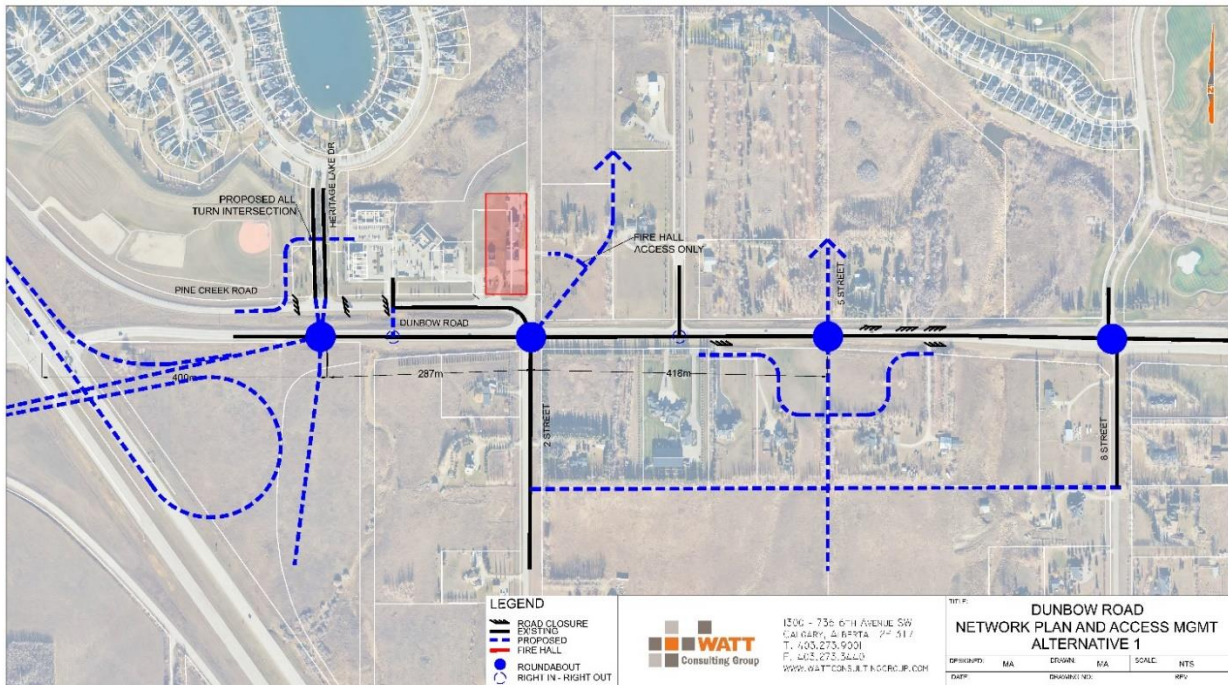
MORE speed traps.

Do it all at once to
avoid repeat
disruption.

NETWORK PLAN AND ACCESS MANAGEMENT ALTERNATIVE 1



DUNBOW ROAD FUNCTIONAL STUDY



- ROUNDABOUTS AT KEY INTERSECTIONS
- CONCEPTUAL ROAD NETWORK TO BE REFINED AS DEVELOPMENT PROCEEDS
- CONSOLIDATION OF ACCESS POINTS IN THE FUTURE
- ACCESS TO RESIDENTIAL LOTS WILL BE MAINTAINED
- REVISED ACCESS TO SHOPPING CENTRE

Headlights will shine
into people's houses.

Too many
intersections combine
2 with service roads.

Pine Creek Road
needs to be tied
directly into the new
roundabout – not into
the mall.

Traffic Circles mean
360° of headlights for
houses on the corners.

Noise of people
leaving the traffic
circles + lights
shining in my house.

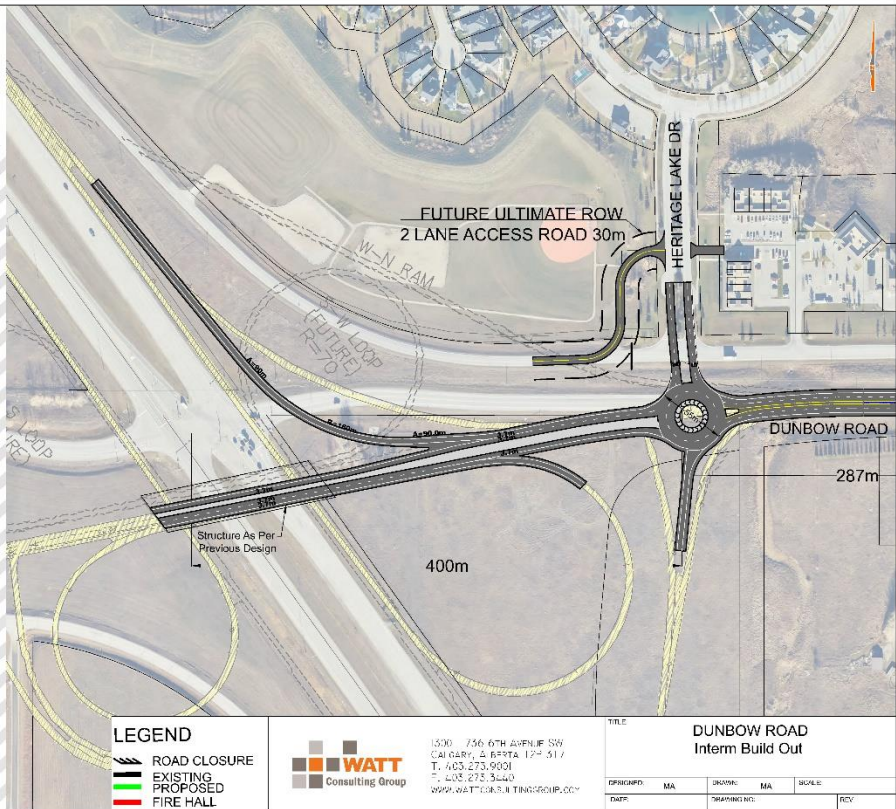
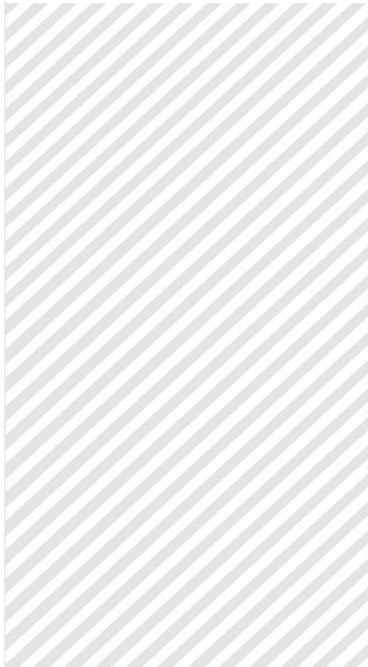
Roundabouts YES
Lights NO
How many times have you
waited at a red traffic light
with no other traffic LOTS
How many times have you
waited at a roundabout with
no other traffic ZERO

PROPOSED INTERIM INTERCHANGE



DUNBOW ROAD FUNCTIONAL STUDY

- INTERIM DESIGN FOR EAST TERMINAL OF INTERCHANGE (ROUNDBOUT)
- THREE-LANE BRIDGE STRUCTURE

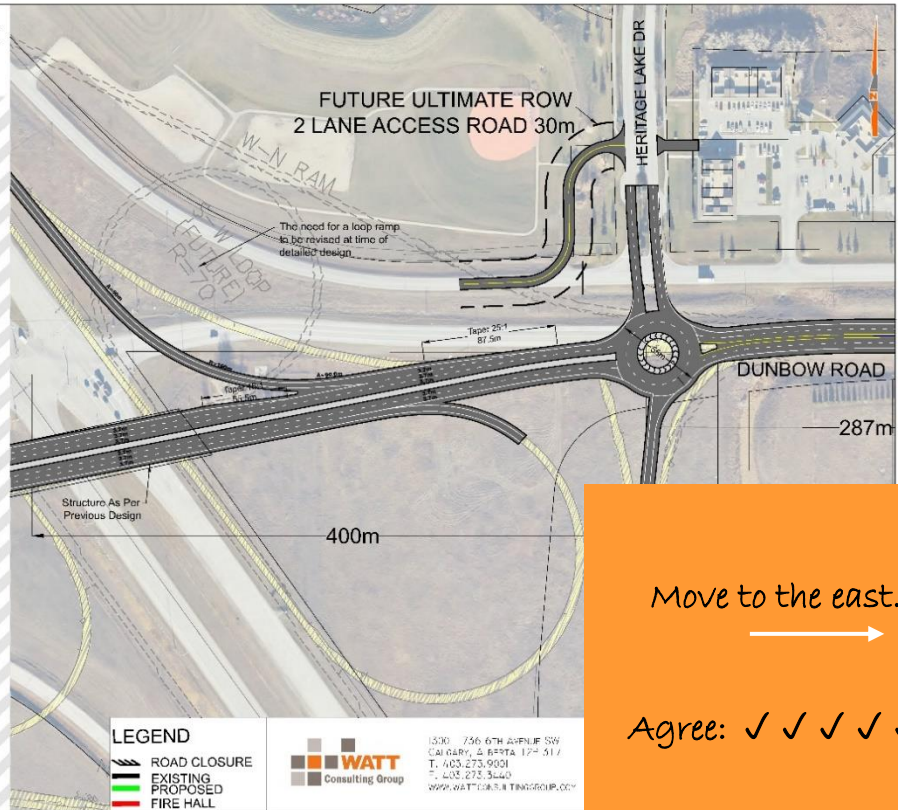


PROPOSED ULTIMATE INTERCHANGE



DUNBOW ROAD FUNCTIONAL STUDY

- ULTIMATE DESIGN FOR INTERCHANGE
- SIX-LANE BRIDGE STRUCTURE



Pine Creek Road needs to be tied directly into the new roundabout, not into the mall across Heritage Drive.
Agree: ✓ ✓

Shared Access for mall / fire hall + Heritage Lake as it currently is – service road.

Move to the east.



Agree: ✓ ✓ ✓ ✓ ✓

Connect Pine Creek Road to roundabout without the need to enter shopping area + Heritage Lake Dr.

Agree: ✓ ✓

Keep access from Pine Creek Rd to McLeod Trail open as is to accommodate new communities easy access to Calgary

Agree: ✓ ✓ ✓ ✓ ✓

Move intersection to enter mall not into the lake.

Agree: ✓ ✓ ✓

Pine Creek Rd should NOT have direct "wiggley road" access to the commercial area. This area is already heavily congested, no parking etc.

Put Pine Road directly into the traffic circle.

This mall will not be viable with this access. Take a lesson from what interchange at Deerfoot & 130 Ave did to the plaza on southside of 130.

Open House Event Survey

There was a short event survey that was available at the open house. The survey had two questions about the event itself and then provided space for attendees to leave additional comments. There were 52 surveys completed. The results can be summarized as follows:

Question 1: How did you find out about today's event? *

27 Community Association	3 County Website	10 Social Media
7 Word of Mouth	8 Posters in community	14 Digital Signage
1 Other** - Condo Association		

* Some respondents checked more than one box so total responses is more than number of surveys received.

** 2 respondents who checked other and filled in road sign or sign on Dunbow Rd were put into the Digital Signage category.

Question 2: Were your questions answered?

33 Yes **2** No **11** Unsure (2 Left Blank, 3 indicated partially)

Question 3: Do you have additional comments about the Open House event you would like to share with us?

42 Respondents provided answers to this question. **Verbatim responses can be found in Appendix D.** Some of the highlights are as follows:

- Many of the respondents expressed appreciation for the event and the information provided.
- Some spoke to the importance of accommodating for safe pedestrian access.
- A few expressed support or non-support of either roundabouts or signalized intersections.
- A couple spoke about speed limits.
- A few people posed questions on this survey, these were incorporated into the Resident Questions and Answers document that was posted on the project page of the County website and can be found in Appendix E of this report.

Summary of Discussions at Open House

Overall municipal staff and the consultants felt that feedback from the event attendees was positive. Many residents expressed their appreciation for the event and the engagement process, and a good number had reviewed the information provided on the County website prior to attending. Staff and consultants made notes regarding the discussions that they had with attendees and provided either a written summary or a

verbal summary at an event de-brief session. Discussions from the open house event can be divided into several categories: Road and intersection improvements, Heritage Lake access, conceptual road network, pathways, and issues outside the scope of the engagement.

Road and Intersection improvements:

There was overall broad support for Dunbow road improvements, and some residents felt that improvements were needed now. Many asked when construction would occur. The majority of residents were in favour of the roundabouts as compared to the traffic signal option because it keeps traffic flowing and they felt that roundabouts provide a safety benefit. There were a few people who expressed concerns about the safety or efficiency of the various intersection options for emergency access.

Heritage Lake Access:

Some residents of the Heritage Lake area did not like the direct access to Dunbow Rd as they thought that it would result in more traffic through the Heritage Pointe community. Some were also concerned with providing access to the commercial area from this access. They were concerned that this access may encourage more traffic within the community

Residents also had concerns with the realignment of Pine Creek Rd to the north due to the removal of some trees and potential impact on the ball diamond. Several suggested that it should hook into the proposed traffic circle as an alternative.

Conceptual Road Network:

Some residents were concerned about the conceptual road network shown south Dunbow between 2nd Street and 8th Street, they were asking if the County would purchase the ROW required for the construction of the road. It was explained by municipal staff and the consultants that the County would not build this road network unless the area was completely redeveloped, and the road network shown was only conceptual. It was reiterated that the County would need to maintain access to all current residents although the access may change as development proceeds.

Pathways:

Most residents thought pathway connections between communities was a good idea. There were questions about what was meant by “multi-use” pathway in the on-line survey. Some residents indicated that they wanted more pathways in the area and potential connections to the City of Calgary’s pathway system and in particular the Mattamy/Rotary Greenway.

Issues Outside of Scope of Engagement:

Some residents who visited the open house event took the opportunity to express concerns about other issues in the area. In particular, comments were heard by staff and consultants regarding the following:

- Noise related issues along Deerfoot Trail (trucks using Jake brakes down the hill towards the river, the type of pavement on Deerfoot increases road noise),
- Headlight glare into houses on SE corner of Dunbow Road and 8th Street,
- Added traffic from Launch Pad facility,
- Speeding along Dunbow Road,
- Questions around why Artesia was not included in the functional study.





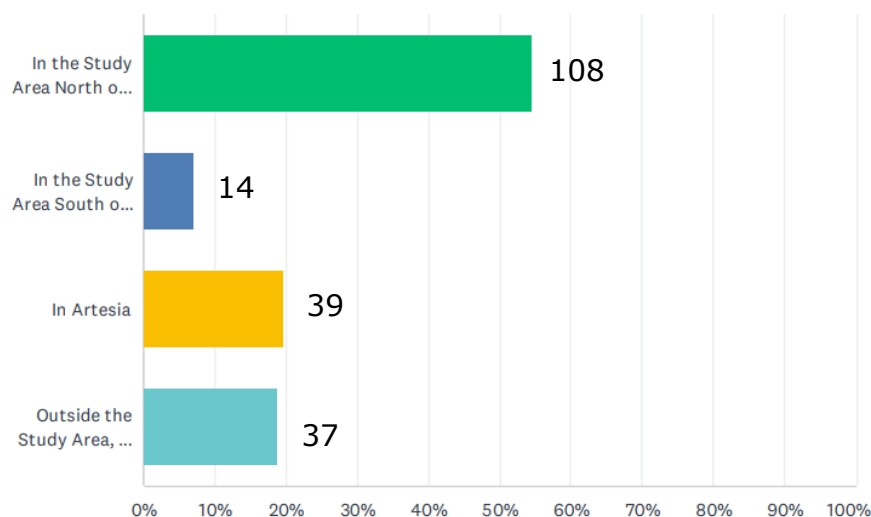
4.0 ON-LINE SURVEY RESULTS

The On-line survey regarding Dunbow Road was initialized on July 29, 2022. Originally, it had been anticipated that it would close in September but the decision was made that it should remain open until after the engagement event was held so the survey remained active until the end of October. The results obtained in the survey are summarized in the following pages. There were 198 surveys started, and 187 that were completed and submitted.

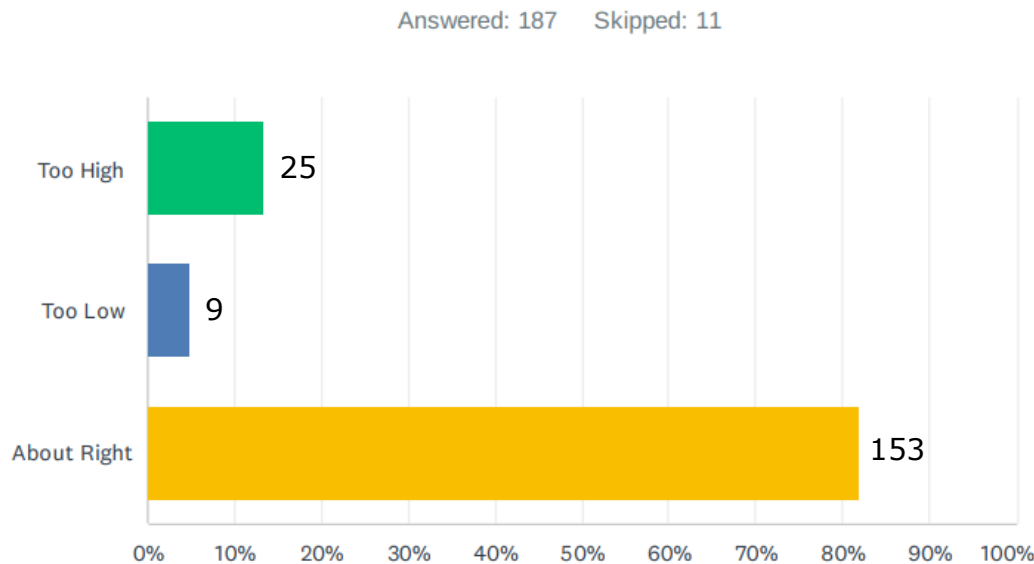


Q1: Referencing the Study Area Map above where do you live or own property?

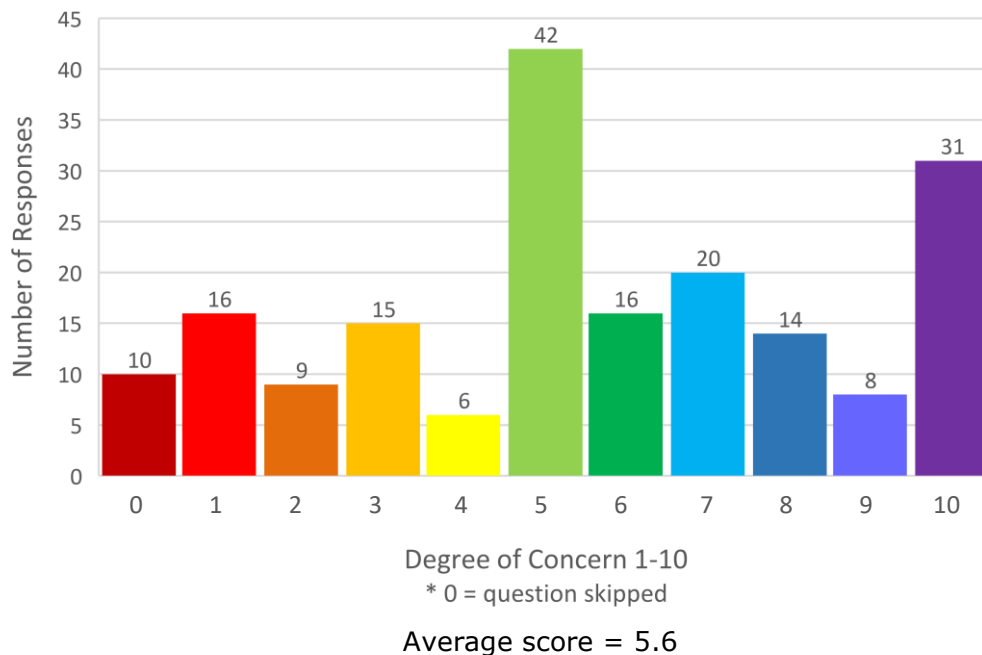
Answered: 198 Skipped: 0



Q2: With respect to the speed limit on Dunbow Road, do you feel that it is currently:

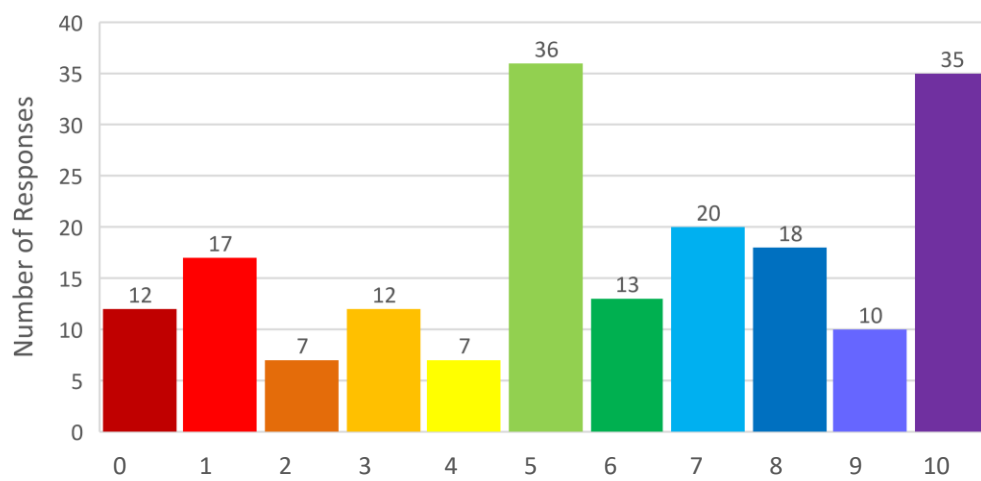


Q3: How concerned are you about the current volume of traffic on Dunbow Road?
(Where 1= not at all concerned, 5-6 = somewhat concerned, 10= very concerned)



Q4: How concerned are you about current safety at the intersection of 2nd Street and Dunbow Road?

(Where 1= not at all concerned, 5-6 = somewhat concerned, 10= very concerned)



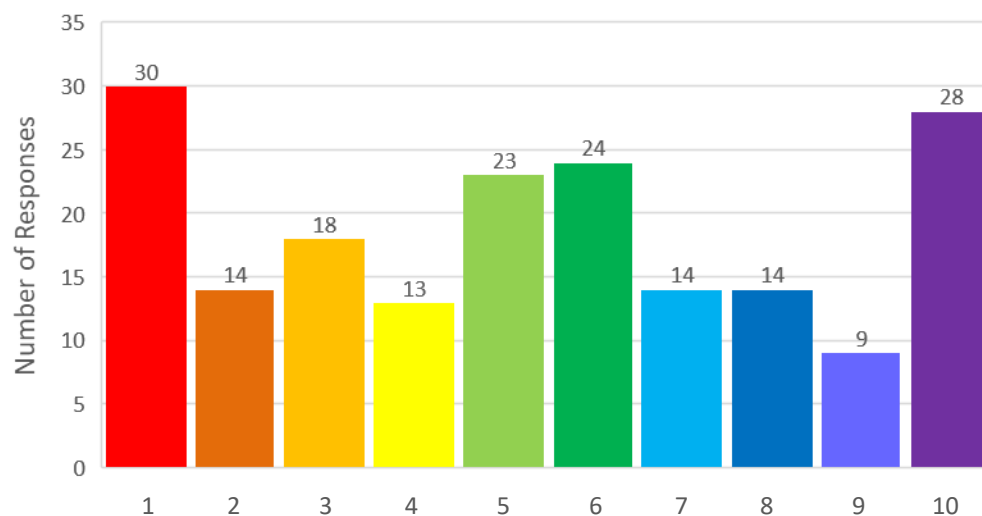
Degree of Concern 1-10

* 0 = question skipped

Average score = 5.8

Q5: How concerned are you about current safety at the intersection of 8th Street and Dunbow Road?

(Where 1= not at all concerned, 5-6 = somewhat concerned, 10= very concerned)

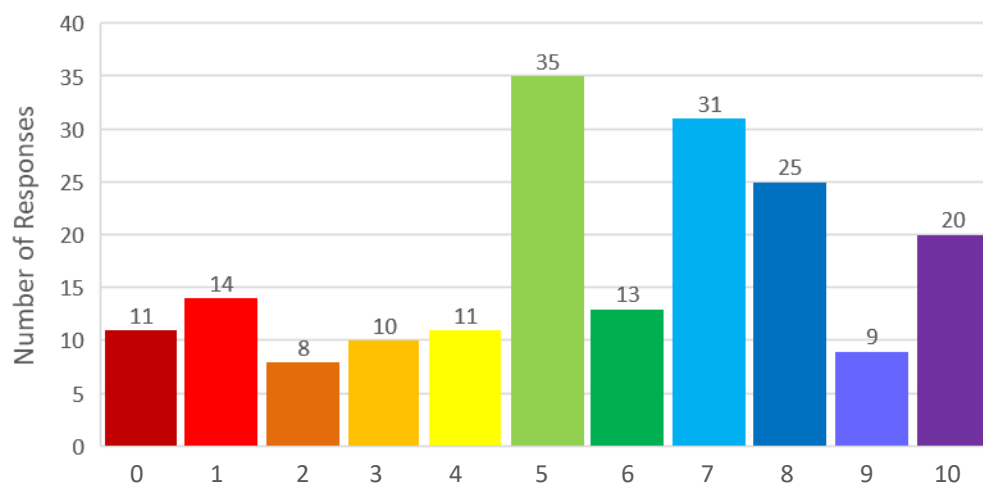


Degree of Concern 1-10

Average score = 5.5

Q6: How do you feel about current wait times at the intersection of 2nd Street and Dunbow Road?

(Where 1= just fine, 5-6 = not too bad, 10= way too long)



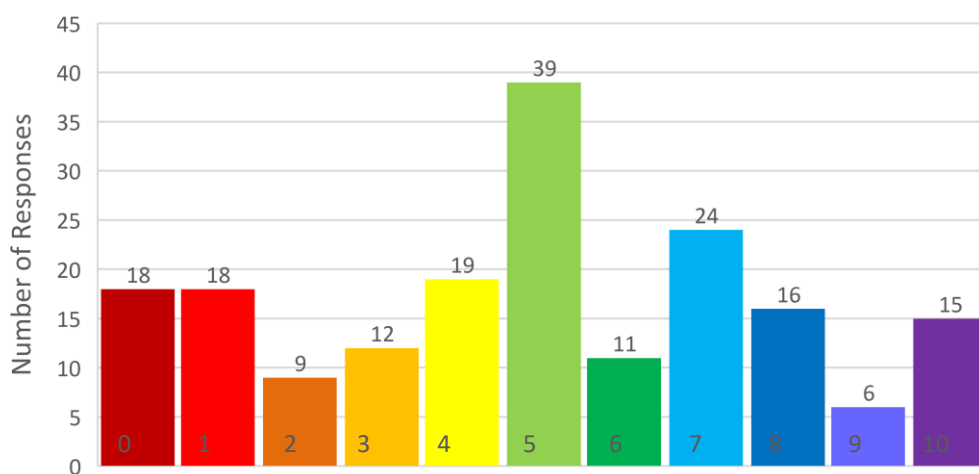
Rating: 1= just fine to 10= way too long

*0 = question skipped

Average score = 5.6

Q7: How do you feel about current wait times at the intersection of 8th Street and Dunbow Road?

(Where 1= just fine, 5-6 = not too bad, 10= way too long)



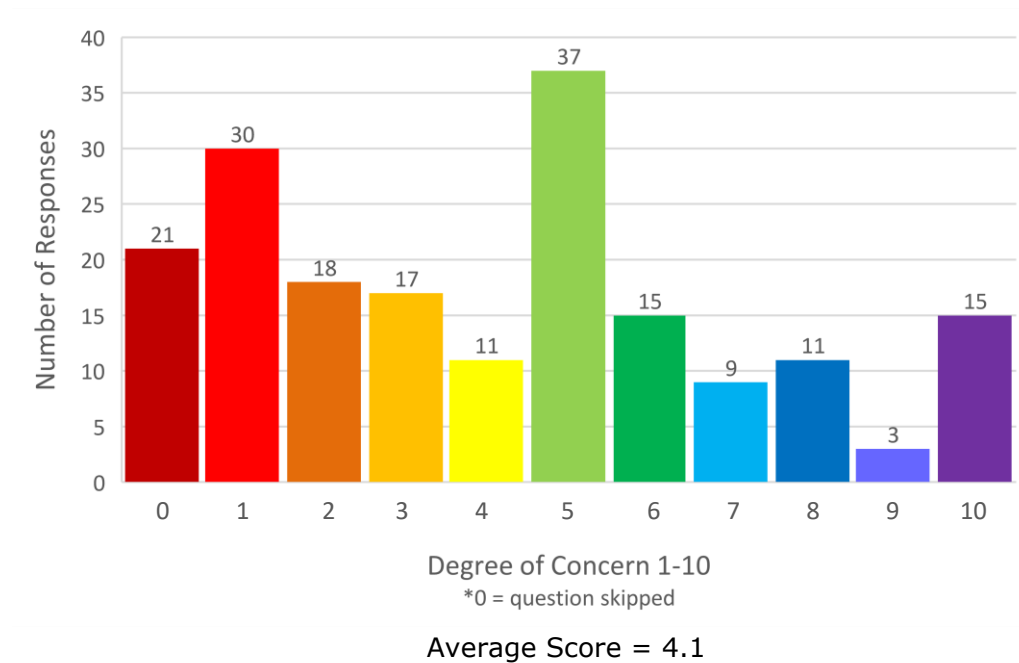
Rating: 1= just fine to 10= way too long

*0 = question skipped

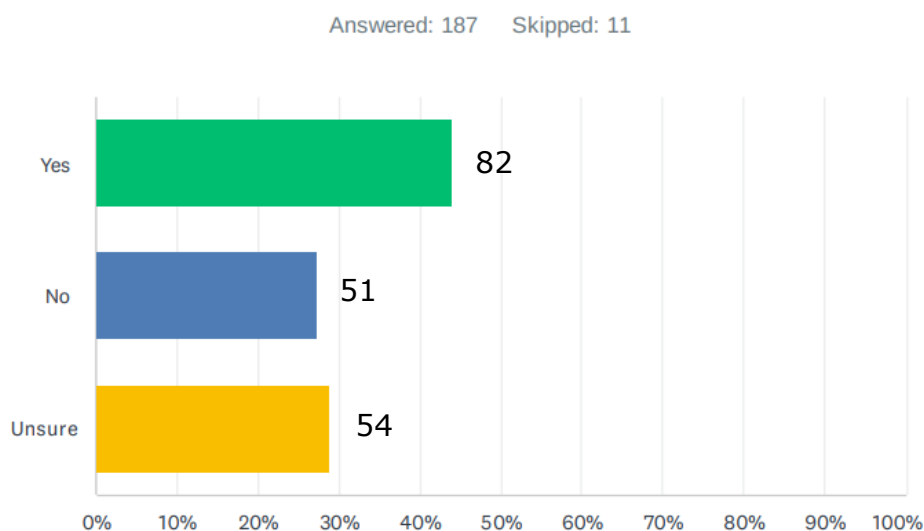
Average Score = 4.9

Q8: How concerned are you about safety relative to driveways that access directly onto Dunbow Road?

(Where 1= not at all concerned, 5-6 = somewhat concerned, 10= very concerned)



Q9: The County is contemplating a new connection giving direct access from Heritage Lake Drive onto Dunbow Road. Do you feel this would be beneficial?

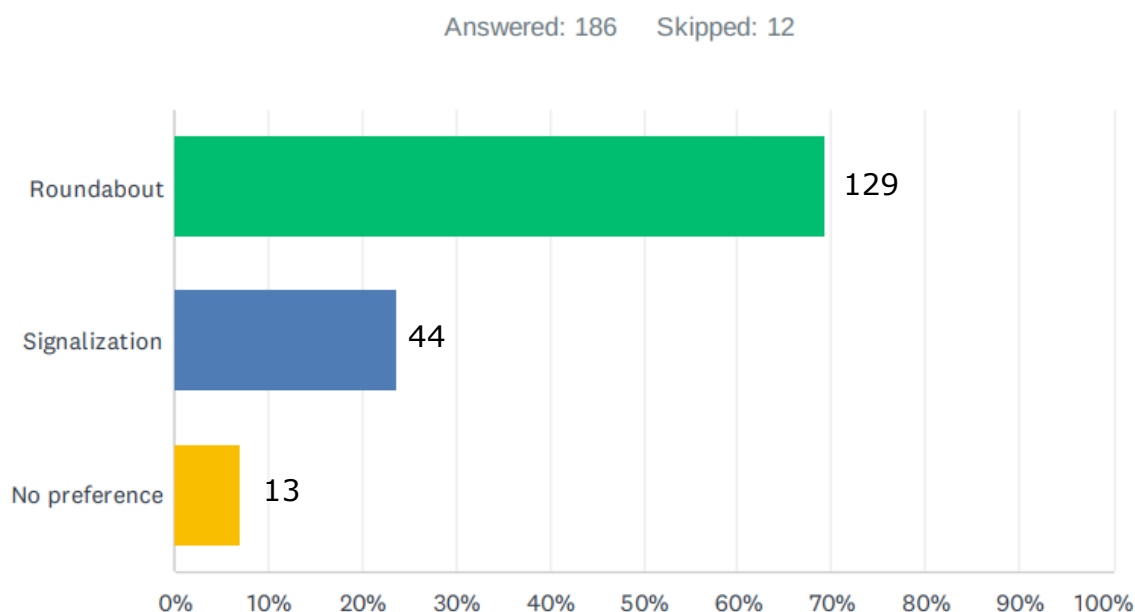


Q10: Do you have any comments with respect to creating direct access to Heritage Lake Drive from Dunbow Road?

There were 109 responses provided to this question. **Verbatim responses can be found in Appendix A.** Some of the highlights are as follows:

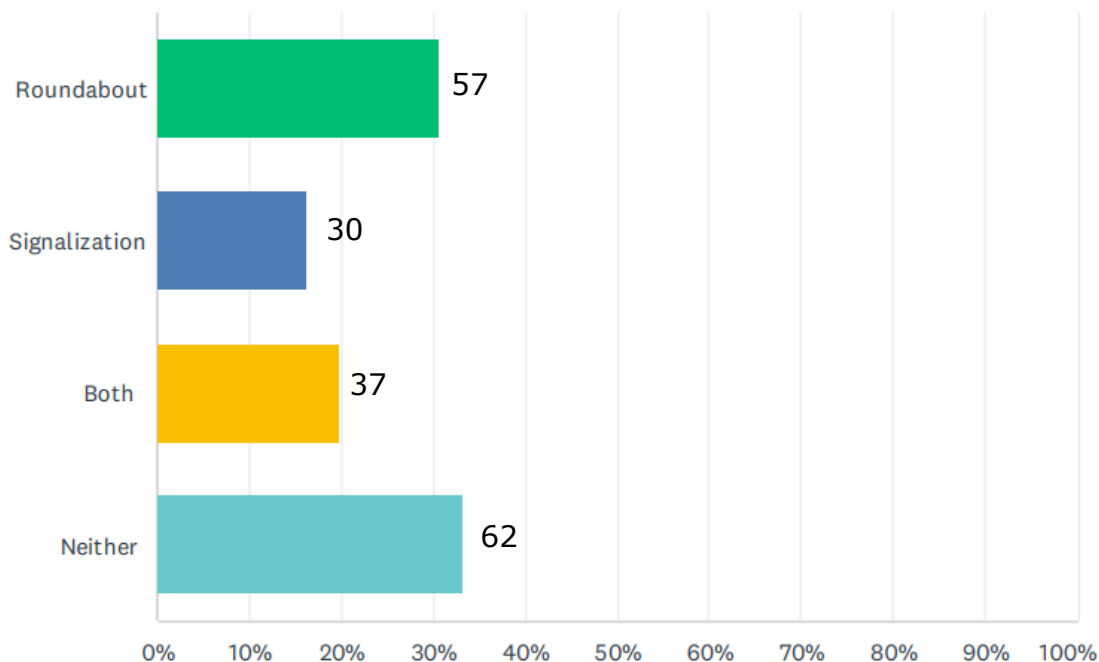
- There were concerns about increasing traffic into the community and potentially increasing crime.
- There were concerns about how the access to the commercial area would work and what the impact might be on the commercial area.
- A number of people indicated their preference for a roundabout here while a couple indicated support for a light and others were concerned that another intersection would slow down traffic on Dunbow Road.
- Concerns were expressed about the proposed realignment of Pine Creek Road.
- Some thought it just wasn't needed or that it was too close to the intersection at Highway 2A.
- Several people expressed concerns regarding the current intersection at 2nd street.

Q11: All other things being equal, if either a roundabout or signalization would handle predicted volumes at an intersection, which would you generally prefer?



Q12: Indicate which intersection type, if any, you would have concerns about with respect to pedestrian safety on Dunbow Road:

Answered: 186 Skipped: 12



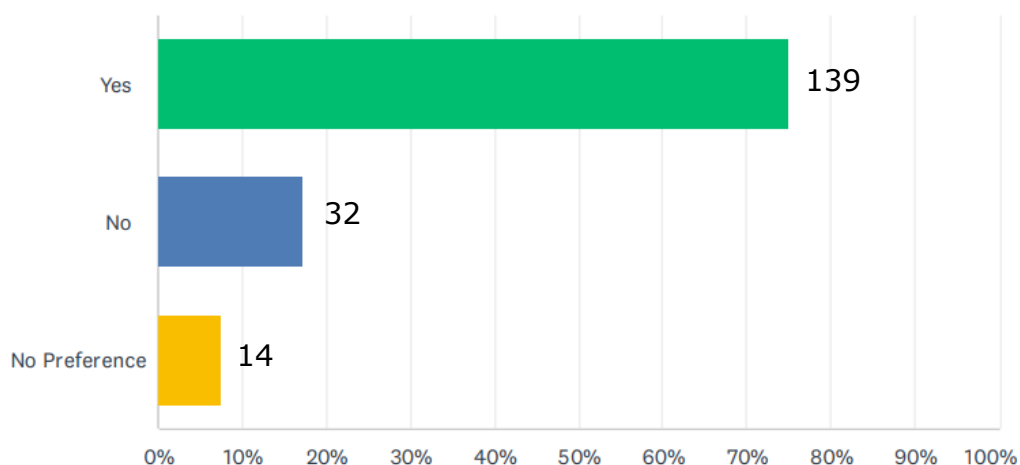
Q13: Do you have any specific comments or questions relative to roundabouts or signalized intersections? (Answers to questions will be posted on the FAQ section of the project page on the County website)

There were 82 responses provided to this question. **Verbatim responses can be found in Appendix B.** Those responses with a question were incorporated into the Resident Questions and Answers document that was posted on the project page on the County's website. The Resident Questions and Answers can be found in Appendix E. Some of the highlights are as follows:

- Concerns were expressed by a number of people regarding pedestrian safety along Dunbow Road.
- Some felt that too many intersections were being proposed and it would slow down traffic on Dunbow too much.
- Some expressed support for roundabouts while others expressed concerns with them regarding pedestrian safety and the ability of most people to navigate them.
- Several commented on roundabout design features and indicated that they would need to be able to accommodate large vehicles and traffic volumes.

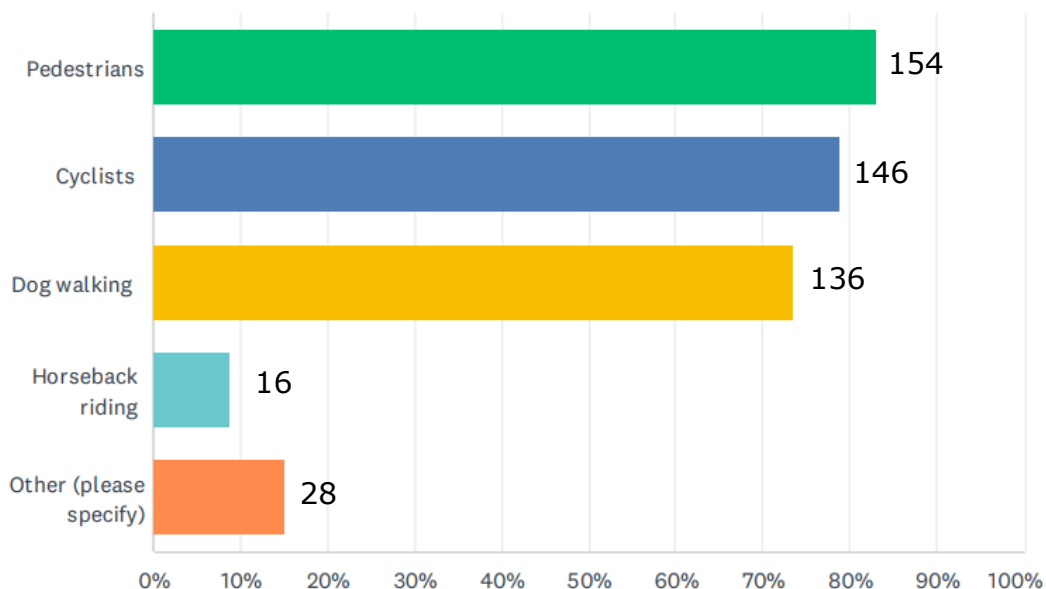
Q14: There has been some interest expressed in the potential of constructing a multi-use pathway along Dunbow Road that could connect the Heritage Pointe development areas as well as future development areas. Is this something you would support?

Answered: 185 Skipped: 13



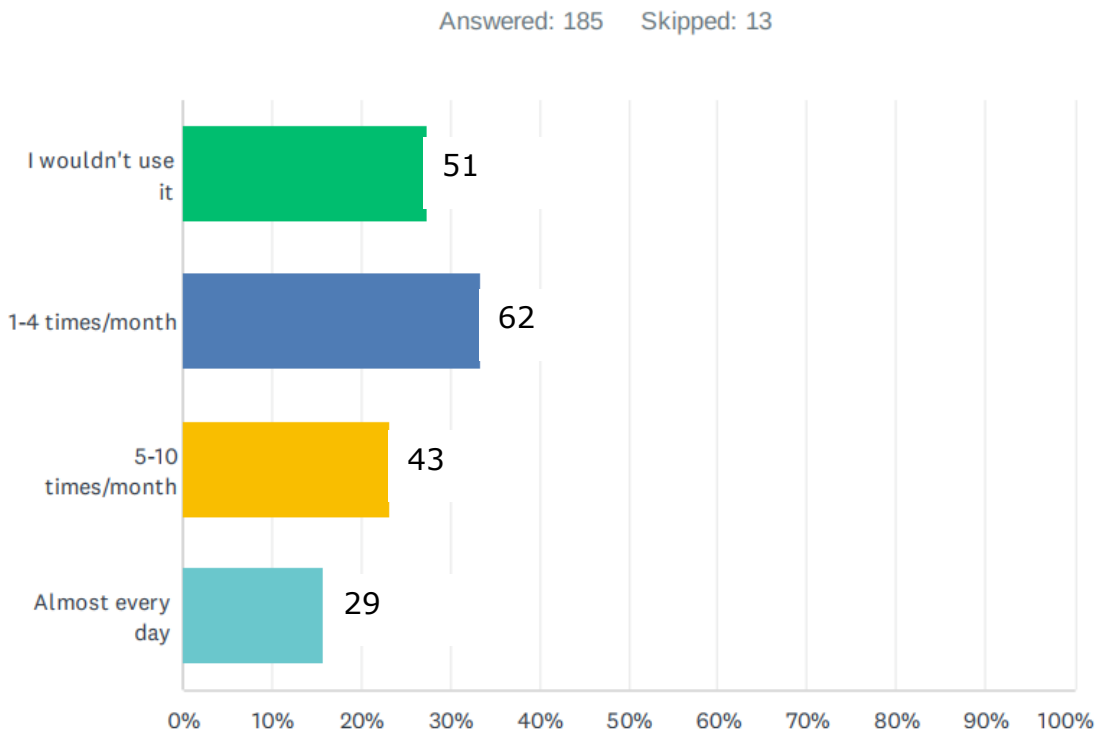
Q15: What kinds of uses do you see this pathway supporting? (Please check all that apply)

Answered: 185 Skipped: 13



Those who chose "other" specified cross country skiing, golf carts, mobility scooters, community events, none, and anything but motorized.

Q16: If a pathway were constructed, how often would you see yourself using it in a typical month?



Q17: Would you like to provide us with additional comments regarding transportation in the study area; or suggestions for possible solutions to specific concerns you have in the study area?

There were 81 responses provided to this question. **Verbatim responses can be found in Appendix C.** Those responses with a question were incorporated into the Resident Questions and Answers document that was posted on the project page on the County's website. The Resident Questions and Answers can be found in Appendix E.





5.0 CONCLUSIONS

Foothills County undertook an engagement project from August through October of 2022 to gather resident's perceptions about the safety and functionality of Dunbow Road and to hear their preferences regarding future improvements. The project involved engaging area residents through an on-line survey and an in person open house event. 187 surveys were completed during the engagement period and over 150 people attended the open house. Information on Dunbow Road and the infrastructure planning process was provided to area residents, many questions from residents were answered and lots of thoughtful feedback was received.

The results of this engagement will be considered by Council along with the results of the Dunbow Road Functional Study, other relevant technical studies and current best practices when future decisions on infrastructure improvements for the Dunbow Road area are made and when future applications are considered within and adjacent to the study area. The nature and timing of any future improvements has not yet been determined and may be impacted by future applications for development, traffic counts, safety indicators and budget considerations.

It should be noted that decisions regarding intersections and other improvement that are within the rights of way for Highway 2 and Highway 2A are under the jurisdiction of Alberta Transportation and all construction will be implemented according to provincial timelines and will depend upon provincial budget allocations. Foothills County will take advantage of any opportunities that are available to provide feedback to the Province on roads under their jurisdiction and will continue to work with the Province to ensure the road network within the County provides safe and efficient transportation options for our residents.



APPENDIX A

APPENDIX A - Verbatim responses to Question 10 of the Survey

Question 10: Do you have any comments with respect to creating direct access to Heritage Lake Drive from Dunbow Road?

1	The indirect access keeps people that don't live in our neighbourhood to a minimum. The reason we live out here is because traffic is light and we are somewhat secluded.
2	No f##ing traffic circles. Dunbow is a highway, not a residential road. Leave it the f## alone!
3	There is not current walkway or pathway between the Heritage Lank and golf area. The shoulder feels very unsafe for pedestrians and cyclists.
4	use roundabout not lights
5	Not necessary if there is access via the fire hall road
6	Added driveways with higher volume will increase wait times and reduce safety.
7	While round abouts on Dunbow may feel ideal they mean that every house within 300 meters of the round about will get headlights sweeping across their house as vehicles enter and exit. Right now straight through traffic does not cause this problem, but with round abouts it will.
8	If there are no lights or roundabout at this intersection I don't think that this would be much of an improvement
9	No
10	Leave Dunbow road alone. If access is needed keep it to collector roads. Extend pine creek road to golf course to alleviate concerns. One intersection is better than 4 and safer. If traffic circle is used inner diameter must exceed 55m.
11	Depending on how this will impact traffic flow
12	The cost and logic makes no sense. Creates a nightmare for the residents and diminishes access to the shop keepers in the small shopping centre. Access should be and remain at 2 nd Street and Dunbow in front of the FireHall. This suits the needs and purposes of the FireHall, the shop keepers as well as the residents of the Lake at Heritage Pointe.
13	No

14	It makes accessing Pine Creek Road awkward and difficult. The solution should not encourage residents to use Heritage Lake Drive to access the north side of Heritage Pointe as it will cause traffic and safety concerns
15	Does not effect Artesia
16	Would add to congestion because of another intersection
17	This will slow traffic down way too much
18	We are very concerned about the proposed rerouting of Pine Creek Road. We believe it should be tied directly into the proposed roundabout and not north into Heritage Lake Drive.
19	Great idea Shouldn't have to drive by the plaza! And we should have mail boxes accessible in turn offs on both sides on entrance to t lahp, and not having to go not plaza to get our mail. We don't need a roof we need convenience. Stop get our mail, go home. Put mailboxes back into both sides of entrance as it was before. IMO we are now being forced into the plaza so we buy at the stores there. If you want traffic FLOW put them back where they were please! Or distribute the mailboxes AROUND the community as all of all other communities! Less congestion, close to our homes. If you make us enter the Plaza you have not solved the traffic flow!
20	Lights should be installed at 2nd Street instead. Lights should also be installed at 8th Street. The less intersections on Dunbow the better.
21	Read the study. It's well described. Just one point, based on my experience, a roundabout is not a safe option, not all drivers are used to pass them. Smart Traffic lights might be a safer option
22	Unclear on the potential impact on the shopping centre
23	Direct access should NOT be permitted as it will create another traffic congestion point. A light or roundabout will take away the ambiance of our community if giving direct access to Heritage Pointe,
24	Would increase noise traffic to area
25	My only concern is security, would have direct access create more problems with crime? We have already seen an increase out here
26	no
27	No
28	Would prefer roundabout rather than lights
29	The traffic count seems to have been done outside of the school year. There is a measurable increase in volume once school is in session. In addition to busses, there at least two schools with pickups in the village centre, which means multiple vehicles, twice a day.
30	Traffic circle
31	I would think it brings the entrance to close to Macleod trail and that could cause more congestion.
32	This would help thou I don't think it's will resolve the issue
33	The sooner the better in my opinion.

34	No
35	I wonder if it would create faster traffic on our road.
36	Dunbow and 2 Street is dangerous during peak times.
37	I do not like the idea. It will cause more cars to turn left off of Dunbow when traveling east. It will also result in faster traffic on Heritage Lake Drive.
38	I think a traffic circle would safely reduce wait times.
39	No.
40	I think it would be great to have another access to the community
41	This would be a positive development, but the addition of a Pine Creek Road access around the community legacy tree on Heritage Lake Drive is not a good idea.
42	Would you keep direct access to the retail area or make it via Heritage Lake Drive access?
43	No
44	Must be controlled access via a roundabout or traffic lights
45	More intersections are not going to solve any of the issues along Dunbow. I think if any changes are to be made, then improving intersection dynamics would be far more beneficial than adding additional intersections.
46	It would seem that this intersection would be too close to the major Dunbow Rd. and Hwy. 2A intersection and may pose congestion issues.
47	I support the use of a roundabout at this junction.
48	I don't think it's necessary but lights would be helpful, especially for the kids on bikes coming from artesia to heritage point.
49	Just leave the access how it is.
50	Yes, significant safety + congestion concerns with it being so close to McLeod Rd.
51	No
52	It may be too close to the intersection onto the highway - Current design is safe in design. current design manager speed + mistakes by drivers heading to the highway.
53	Concern with all the traffic on Dunbow Road. Intersection 8 -traffic coming out of the HP Golf Course and the newly approved Launchpad is a major safety concern - specifically parking, speed of traffic.
54	I think this could cause more confusion, adding yet another intersection
55	You just move the bottleneck and the problem. They can access HWY 2 from the north side now.
56	where would the direct access be?
57	what it's 60 seconds to go to the present interchange and that's a problem? Gimme a brake yo
58	No need to spend the money to do that
59	It seems like there will be a lot of lights or traffic circles if you try and accommodate 2nd , 8 th and a new access off Heritage Lake drive.
60	My biggest concern is safety at the golf course intersection. Cars coming off Deerfoot are going fast (100) and amount of traffic during busy times has increased significantly. Traffic circle or lights are required at this and 2nd street intersection please.
61	No
62	Not really, but people will often turn left from Heritage Lake Drive into one of the oncoming lanes on Pine Creek Road. I believe people mistake the right lane

	for a shoulder. I have seen this happen several times.
63	I don't see bottlenecks
64	Concerned about proximity of this new access to intersection at 2A
65	No
66	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?
67	Will create more direct traffic on an already busy small strip of roadway
68	Access by Firehall seems to work, Heritage Lake residence also have direct access to McLeod Trail.
69	Depends where the access point would be located. It would only cause delays and safety concerns if it were just a straight access.
70	This will add an additional intersection to Dunbow Road and will be very close to the planned 2A interchange. Also access to the commercial area will be impacted. Need a better understanding of the pros and cons of this option.
71	No
72	The proposal to reroute Pine Creek Road north toward the baseball diamond and across HL Drive and into the commercial center is unacceptable. Pine Creek Road should just be tied directly into the proposed new traffic circle at HL Drive. Access to the water hauling station immediately east of the firehall and the commercial center needs to be maintained from the new traffic circle on 2nd street.
73	Maybe a light would be good
74	No
75	If money is spent on creating direct access then surrounding areas should have access to the lake otherwise it's money spent to allow a selected group to the lake and. It beneficial to the other communities in regards to Dunbow road improvement
76	I'll make more sense and avoid a huge loop currently required
77	The fire station needs direct access onto Dunbow Road, and it makes sense to use that same investment for the residents of Heritage Pointe.
78	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?
79	No
80	I feel this could increased backlog into the community should it have direct access.
81	No
82	Condensed access thru 2 st is better but that intersection will need lights at some point
83	I still believe a much safer and more traffic friends solution then the traffic lights on 2, an overpass is much safer and keeps traffic flowing. More stop lights opens the door to more accidents with drivers not paying attention or in a hurry. I have seen to many people driving through red lights...
84	It will take care of the problem of people driving on the wrong side of pine creek road.
85	Current combo of firehall and Lake is a mess and the hard curve is dangerous

86	<p>The following are my comments and concerns regarding Dunbow Road Survey – July-Sept 2022 and the Watt Dunbow Road – Deerfoot Trail Functional Planning Study. In general I understand that some development to road systems and EMS access is needed as long as it is done wisely, protects the concepts of the Lake at Heritage Pointe (LAHP), is cost conscious to tax payers and is inclusive to the residents of the LAHP.</p> <ul style="list-style-type: none"> • Figure 4: Alternative 2 is significantly preferred, at least with signalization to the 2 most western locations. It better manages traffic flow and manages the integration of Pine Creek Road in a reasonable and in less disruptive and negative ways. • Figure 4: Alternative 1 has the most negative impact in several ways. It would destroy the entrance to the LAHP presumably requiring the removal of entrance way trees, structures, the cutting down of the large signature tree and create another traffic intersection and associated traffic risk/hazards to drivers and pedestrians. Longer term residents of LAHP will recall the dangerous traffic situations resulting from the former mail box location (where the layby is located on the entrance road). Alternative 1 would be a multiplication of this scenario. This alternative will also increase risk for users of the ball field and walkers in the area due to the increased proximity of traffic. Roundabouts are also much more difficult for pedestrian safety and vehicle traffic compared to signalization. • Arising from either Alternative or future iterations, 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? • Increased road access and traffic creates the likelihood of more crime. This has been a growing issue of concern for the LAHP, surrounding communities and residents in general. There needs to be a thoughtful, constructive plan in this regard and not just a non-proactive “just let the RCMP worry about it” approach. • What are the steps planned to abate noise impacts to the community of LAHP? As an example, the planting of a substantial number of evergreen trees along the berm and other identified areas would be helpful and could easily be commenced in the short term. • Road development and expansion may result in associated lighting. This was an area of significant concern, successfully resolved, when the sports fields adjacent to the LAHP were constructed. Lighting is intrusive to residents and destroys the night sky. • The new access to the commercial area will create more congestion and decrease already insufficient and congested parking. It’s also already too small an unsafe for pedestrians and children who are frequently in the area and for vehicles as well. The Project FAQ #17 suggests the parking lot could be expanded “should it be determined” additional parking is required...” Anyone remotely knowledgeable of this area knows it is already too small. A truly comprehensive study would have already determined this and should be made part of this Planning Study.
87	No

88	Will this cause a new bottleneck?
89	Too close to McLeod Trail and could cause significant backlog of traffic westbound on Dunbow Rd connecting to McLeod Trail and possible safety issues with traffic southbound on McLeod Trail turning east onto Dunbow Rd. creating a backlog on the highway waiting to turn onto Dunbow Rd. eastbound.
90	If done correctly it should reduce traffic entering and leaving shopping plaza.
91	I see people driving in the middle lane while travelling east bound on pine creek after heritage lake drive. This is dangerous and will cause a bad accident. A new access to Dunbow road from HLD will solve this issue.
92	Unsure of the difference versus pine creek road.
93	Prefer a roundabout.
94	The current access via the firehall entrance is cumbersome. A circle at the entrance to the Lake at Heritage Pointe would be ideal.
95	Absolutely not required, wasteful spend. A shared roundabout to access Pineroad, Heritage Lake Drive and the Firehall should be adequate. Make it a 2 lane roundabout if needed. The difference in elevation, depth of existing ditches, etc. are cost prohibitive for adding a dedicated intersection for Heritage Pointe drive. Foolish.
96	It would be very beneficial. An access from Heritage Lake drive to the commercial area is also needed.
97	I think it is a good idea. It spreads out people getting access to Dunbow.
98	I am not a fan of lights, I prefer the roundabout.
99	No as long as still connected to pinehurst drive.
100	so just moving the intersection down toward 2A?
101	Due to safety, No additional access points are needed onto Dunbow Road.
102	Dunbow road does not need yet another access point added. Current access onto Dunbow is acceptable, but does need traffic lights and or traffic circle, etc.
103	I like the roundabout option.
104	Use a roundabout instead of lights
105	No doesnt affect my travels
106	It seems an additional entrance/exist to Dunbow will only add to the incident frequency along Dunbow. The County has the third largest community (Heritage Pointe) in all of the County with a road system for entrance/exit build for a single family residence. An serious incident may be just around the corner. Please look at reducing the speed limit from MacLeod to the entrance to the golf course or maybe all the way to Deer Foot.
107	I would prefer a traffic circle to traffic lights.
108	That would be a great idea if you take out the 2 st access which is unreasonable with the proposed development on the south side of Dunbow. 2 accesses in such a short span is unrealistic. Somehow it should be configured with one access for both 2 St and The Lake. Having a signal or roundabout at 2 St will potentially back up traffic trying to turn east off 2A as there are times where the current turn lane on 2A doesn't accommodate all of the traffic trying to make the turn.
109	Great idea



APPENDIX B

APPENDIX B - Verbatim responses to Question 13 of the Survey

Question 13: Do you have any specific comments or questions relative to roundabouts or signalized intersections?

1	Prefer Roundabouts. If Signals are not in sync - it slows things down.
2	Don't install either. Dunbow is an E/W highway not a suburban road!
3	Feel one roundabout at the current firehall entry may be adequate
4	Signalized intersections are more friendly to pedestrians. As the area gets developed we need to consider more foot traffic going to the driving range, out for walks or pathways connecting to Fish Creek. We could bike downtown if we had access to Fish creek!!!
5	No
6	I am quite upset that this was mainly sent to residents in the immediate community. This is the only path for those that live on either west of Macleod Tr or east of #2 to access the other side. Please leave speed and access as it is. If increased traffic is noted make the road safer with collectors not with traffic calming. Limit the number of stop and go /slow downs or traffic will increase in the area.
7	There currently is no safe way for pedestrians to travel along Dunbow Road
8	The project indicates too many intersections or roundabouts. Remove the projected road continuance and resulting intersection/roundabout at Heritage Lake Drive.
9	No
10	Dunbow isn't and shouldn't be a pedestrian road - there's no sidewalk, it's a hazard for those who try to walk dogs on it now.
11	We don't need either roundabouts or signalization at this time.
12	Roundabouts are becoming much more common and appear to be a much more efficient way to manage traffic.
13	No
14	Already mentioned, in my opinion, traffic lights is more appropriate option
15	On a relative short road between 2 and 2A if signalized intersections are implemented the synchronization of such lights would be critical
16	I think far too many are being proposed for this stretch of road - 4 is unnecessary
17	Most people can't use roundabouts properly. It was add confusion
18	Roundabouts would need speed bumps approaching as a safety feature
19	Roundabouts are no good
20	No
21	There are few pedestrians on Dunbow, and there are no facilities for walking in the area.
22	Please do it
23	Traffic flows with roundabouts but stops with traffic lights. There would be

	more danger with left hand turns using traffic lights.
24	Roundabouts are good providing drivers use them properly.
25	No
26	DO NOT INSTALL ROUNDABOUTS OR SIGNALS BETWEEN MCLEOD TRAIL AND DEERFOOT. DUNBOW ROAD IS A HIGHWAY. IT IS THE ONLY EAST/WEST CONNECTION FOR MANY KILOMETRES. LEAVE IT ALONE!!!! NO MORE "URBANIZATION" OF THE HERITAGE POINTE/DE WINTON AREA. ENOUGH IS ENOUGH!!!!
27	No.
28	I haven't seen a roundabout with cross walks. How would that work
29	No
30	Believe that roundabouts provide the most effective solution to limiting speeds and short cutting on Dunbow Road.
31	The biggest challenge with a roundabout will be choosing a 1 or 2 lane design, each has advantages & disadvantages.
32	No
33	n/a
34	Roundabouts are probably a safer option for pedestrians crossing the road as speed must be reduced to access the junction. It is important to maintain sight-lines and good lighting.
35	Roundabouts confuse pedestrians and drivers. Too much traffic for that
36	Two lane roundabouts are preferable than a single lane roundabout. Not sure what is being proposed.
37	No
38	Dunbow is too busy for a roundabout or more signalization
39	I think if there was properly marked and controlled crosswalks for pedestrians, roundabouts work better
40	With the amount of traffic on Dunbow now the traffic circles will become a log jam, better to wait for a light, which also allows safe pedestrian crossings.
41	what is the plans for the round a bout or signalized intersections - is this to be implemented immediately?
42	I see very little pedestrian activity along Dunbow road, ever.
43	Roundabouts are not a usual approach in North America and specifically in Alberta. It will create potential hazards in the proximity of the Heritage Pointe Golf Course Community because the Launch Pad is visited by many young people that go there to drink. There is a need to limit the number of people using the Launch Pad facilities and controlling the parking used for that purpose.
44	Prefer roundabouts as it slows speeds. Signals are just something for people to speed up to get the green light.
45	If you are concerned about pedestrian safety, there should be a pedestrian overpass.
46	Please make sure all roundabouts if that is the path are sufficiently sized for holiday trailers
47	A roundabout at the suggested site would cause chaos people still do not know how to use the properly and it will not slow the flow of traffic
48	Drivers need to be more observant with roundabouts. While roundabouts are becoming more common they are not the norm yet. Would there be on

	demand type pedestrian crossing signals for roundabouts?
49	While many motorists don't know how to properly navigate a roundabout, I agree they are a more effective means of traffic control for a road like Dunbow Road and they are becoming much more prevalent which will hopefully improve motorist skills at navigating them.
50	No
51	Roundabouts create continual traffic flow, rather than the stop/start of a signalized intersection
52	Not at this time
53	Either could be tricky for the occasional pedestrian
54	No
55	Roundabouts do not work as people do not know how to drive in them and that are not built properly in Calgary and area
56	Roundabouts are very good if they're built in a large enough footprint to enable proper changes
57	Based off the round abouts in McKenzie Towne and the lack of know how to use by many people I feel signalized intersection easier/ safer. OR actually TEACH drivers how to drive in them. I've been side swiped 2 times by drivers who do not know how to use them.
58	People dont know how to properly use roundabouts, Highriver mail one is a prim example. To many times Ive almost got hit by individual drivers not using them and lack of proper signal use.
59	We like the idea of roundabouts that keep the traffic flowing while still providing safer intersections than are currently in place.
60	Round abouts are not safe for pedestrians. I have witnessed many problems on the roundabout in Mckenzie Town especially with pedestrians and rear end accidents because of sudden stops for pedestrians.
61	if dual lane road roundabout in Calgary and area are dangerous. Volume of traffic will require dual lane
62	<ul style="list-style-type: none"> Figure 4: Alternative 1 has the most negative impact in several ways. It would destroy the entrance to the LAHP presumably requiring the removal of entrance way trees, structures, the cutting down of the large signature tree and create another traffic intersection and associated traffic risk/hazards to drivers and pedestrians. Longer term residents of LAHP will recall the dangerous traffic situations resulting from the former mail box location (where the layby is located on the entrance road). Alternative 1 would be a multiplication of this scenario. This alternative will also increase risk for users of the ball field and walkers in the area due to the increased proximity of traffic. Roundabouts are also much more difficult for pedestrian safety and vehicle traffic compared to signalization.
63	There are no accommodations for pedestrians on Dunbow.
64	Will either of these reduce traffic flow east west or west east
65	If roundabouts are used (which I believe is the safest and most cost effective method) the traffic circles MUST be two (2) lanes wide to handle both through traffic and turning traffic. Two lanes are the best solution from a safety perspective and the best way to handle future volume growth.
66	Roundabouts are able to handle a high traffic volume and will allow faster access to Dunbow from Heritage Pointe - Lake side.
67	Roundabouts work very well

68	I believe that roundabouts would be most effective for speed control and safety.
69	Controlled cross walks (amber lights) should be part of the project if roundabouts are used. Especially at the retail/commercial area.
70	none
71	Most people over the age of forty have never been taught how to signal in a roundabout.
72	In Europe they use a lot of roundabouts and they work great. Nothing worse than idling at a light with no one around.
73	I think roundabouts are a good idea. Especially if they are single lane. We just travelled in Europe and they work very well there. No electrical power required plus it keeps people from speeding
74	N/A
75	Need excellent signage to guide people how to use roundabouts, most people here don't have a clue! Need special attention to pedestrian crossings there too, maybe move off the roundabout.
76	Which of the options would provide better integration with regional pathways? Which allows more rapid emergency access to all properties/communities along Dunbow Road?
77	1) Roundabouts could allow for landscaping (trees/flower beds etc) at the centre of the circle. Has this been considered? I feel a roundabout could be more visually appealing however only if dedicate time / effort was given to its maintenance. Has this been considered? 2) 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?
78	As a homeowner backing onto Dunbow Rd, we see and hear vehicles going way too fast, road rage where the lanes go down to 1, having mini drag races, especially after a tournament. The safest and most effective solution should be a roundabout as you must slow down, which will eliminate serious accidents.
79	The roundabouts need to be able to accommodate volume, vehicle size (this is not a residential roundabout) and turning/through traffic. It will require space.
80	What is the cost difference between the two options?
81	There needs to be a safe way to accommodate pedestrians and foot/bicycle traffic from both sides of Dunbow and from The Lake to the 8 St entrance. I don't see any mention of that in this document. Signals are the safest ways to cross the road and if they are a demand type light slower traffic times shouldn't be too stop and go
82	No



APPENDIX C

APPENDIX C - Verbatim responses to Question 17 of the Survey

Question 17: Would you like to provide us with:

- **additional comments regarding transportation in the study area; or**
- **suggestions for possible solutions to specific concerns you have in the study area?**

1	No lights or circles!!!
2	We were told the study HAD to be done before ANY new construction could move forward on Dunbow.
3	We have only been in Heritage Point since July 2021 and have noticed a huge increase in traffic, volume and noise, with the opening of the Launch Pad in June. This year round traffic both day and evening will definitely be a major cause of the need for Dunbow road improvements. Thank you
4	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.
5	Combine all access to 1 intersection not 4. Limit north south cross traffic. Leave east west traffic free flowing at current speed. If this route is changed from current then 274 must connect to #2 and McLeod with an overpass to alleviate congestion. Going south to connection at #2a is not an option as left turns are almost impossible.
6	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 an example of this on 16th Ave NW Calgary across from Home Depot. For this intersection only, which would be the less expensive option - traffic circle or remote initiated stop light/crossing.
7	I hope the number of potential Dunbow Rd traffic circles is carefully considered as this is not a very long stretch of road!!
8	Too many intersections/roundabouts. Do not extend Heritage Lake Drive to Dunbow Road. Pine Creek Road should remain as is as well as the current access roads to Heritage Lake Drive, the shopping centre. Have an intersection in front of the firehall off of 2nd street. This suits the purposes, needs and functionality of the firehall, shopping centre and the Lake at Heritage Pointe residents.
9	No
10	-Speed limit on Dunbow is okay but should be enforced. - Our pathways should connect to Calgary pathway system.
11	We are located further down Dunbow but use that area and intersection everyday. We can see the need for improvements but know it will be very

	disruptive during construction period. The shorter the construction phase, the better!
12	We do not support roundabouts on Dunbow Road
13	A barrier between walking and the road is necessary. No a paint line
14	A pathway into the south end of Calgary would also be very welcome (along McLeod trail)
15	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.
16	Pathway connecting to Hwy 2 overpass and east would be used.
17	None
18	no
19	There needs to be more walking/cycling trails
20	Would like suggested pathway to eventually connect to city of Calgary pathway system
21	The sooner Dunbow Road gets upgraded, the better.
22	No
23	Many vehicles turn onto Pine Creek Road eastbound from the commercial area in the wrong lane. These drivers are driving head on in the wrong lane towards west bound traffic that has just turned off Dunbow Road. There are regular near misses-.
24	For the love of God, no roundabouts or signals on Dunbow. It's a highway. People should move efficiently along it. There are currently turning lanes and that is sufficient. There is no need to gum it up with things that cause frustration for those who drive it daily.
25	No.
26	It would be nice to have a entrance into the community via McLeod and the service road to the back of the community that connects to heritage isle
27	Installing two lane roundabouts (vs single lane) appears to be more appropriate given the development pressures planned for Dunbow and the road design on the east portion of Dunbow. Access to Pine Creek would be better off of the traffic circle at Heritage Pointe Drive, and NOT further back into the lake community.
28	It might be nice if the police spent a few minutes on weekend evenings keeping an eye on golfers leaving the course & The Launch Pad after enjoying their visit. Re alcohol consumption.
29	No
30	I live just outside the survey area, and feel this development re-evaluation is a tremendous opportunity for the County to improve the quality of life in this part of the municipality, specifically, and for the MD in general. By installing a multi-use pathway, we could connect to the pathway system at the south end of Calgary, and the myriad commuting and recreational opportunities that go with it. For very little investment, the County could install a safe, user friendly way to connect the north-south corridor that already exists in this area. Please bear in mind that this corridor is currently very dangerous to anything smaller than an oversized SUV. Neither Deerfoot nor Macleod Trail affords the chance to travel in a more leisurely way. By installing a multi-use path, the MD has the chance to prove itself forward thinking and responsive to the needs of current

	and future residents. Once the development is in, this type of improvement will become far, far more difficult to implement. So please use the current right-of-way corridors to install a pathway now.
31	It is my concern that this traffic study is a green light to add significant housing development to the Dunbow road corridor, thereby increasing traffic greatly.
32	I would like to see a significant physical separation of a pedestrian pathway from the road and improved lighting as the road is currently quite dark. If a pathway is developed I would also like to see the road speed lowered.
33	No comments
34	This traffic study too way to long to be completed. New developments are going in without having roads to safely accommodate the increased traffic volumes. It is interesting that Council has attached an Engagement Plan for the Dunbow Road development. This is a quite different approach than the engagement process followed for the rezoning of a large commercial development in the middle of residential neighbourhoods for the highly commercialized launchpad development. Council's governance and management practices leave a lot to be desired, and the present counsellors do need written guidelines.
35	We would love to see a multi use pathway that connects into Calgary pathways and someday all the way down to Okotoks
36	I do not support the new development. I am not at all in support of pathways connecting south to north side of Dunbow Road
37	I have lived in the HP community for 5years. I walk/cycle daily and have always felt a pathway system is lacking. Not safe to walk out on Dunbow Road to access the other communities. A pathway system is needed for all the residents which would bring a cohesive sense of community. The traffic coming out of HP Golf Course due to the approved Launchpad facility is a MAJOR safety concern.
38	With the huge increase volume in Golf course community caused by the launch pad, we definitely need to have a roundabout in place to help with people exiting the community safely
39	Do not do a pathway until you widen Dunbow west of the Heritage Pointe access. You'll have do to it twice and waste resources.
40	no big issues as of yet however if it gets any noisier from Deerfoot/ Hwy 2 I'm outta here.
41	traffic volumes are dangerously high. The county cannot permit new developments and businesses, like the Launchpad, without addressing resident safety. This is long overdue!!!!
42	There is a need to limit the number of developments in the Dunbow Road area. It is already impacting the safety of that road. The recent developments within the Golf Course facilities is against common sense and contrary to the reasons many of us moved there. Please stop any other intentions of increasing the traffic in that specific area.
43	I would like that Dunbow east of 80 street should be properly paved given the number of residences as we pay property taxes as well.
44	Any solution needs to give fair consideration to impacts on through traffic moving E/W throughout the day as opposed to just simply solving congestion leaving/entering HP at rush hour times.
45	With a possible 800 new homes, the congestion will be significant. Although it

	might not be possible, having a south access to McLeod Tr/Deerfoot Tr, for the 400 homes south of Dunbow would give another option for commuters to leave their community. Funnelling everything onto Dunbow Rd will be a lot of traffic.
46	Although we don't live in the specific study area, we live just east and south of Artesia. Therefore we use Dunbow Road on a daily basis.
47	Main concern tends to be people ignoring speed limit.
48	<p>1) This study was an update to a study originally completed in September of 2019 but no mention or comparison of results is given</p> <p>2) Existing traffic volumes were based on July 9 & 10, 2019 measurements - updated measurements should have been taken to see if predicted volumes for 2019 are correct.</p> <p>3) Additional information should be given to verify the 2% traffic growth rate provided by the County. Is the bases for that assumption still valid?</p> <p>4) Recent increases in Dunbow traffic have not been considered.</p> <p>5) 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.</p> <p>6) The fact that the current 2A intersection is now signalized is not mentioned and statements that an interchange is not required does not seem to ring true with current traffic levels.</p> <p>7) There is no reference to the impact of/on the Launch Pad facility, the planned Serenity Development or Heritage Point Crossing Developments and the Pine Springs Development even though they are either in-place, or in the development planning process.</p> <p>8) Cost estimates developed do not include any costs associated with potential traffic noise level mitigation requirements. As a minimum traffic noise levels should at least be assessed to determine if mitigation will be required.</p> <p>9) Cost estimates have not changed since the 2019 study, is that reasonable given current inflation rates etc.</p> <p>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 options.</p> <p>11) The county needs to work on a clearer set of weighted criteria that will be used to make the decision on which option to select.</p> <p>12) 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?</p> <p>13) There was a 2016 functionality study carried out for Dunbow Road east of Deerfoot trail. There should be alignment with that study which may also need to be updated given that the Artesia Development is nearly complete and that the Oxbow Area Structure Plan is in the review stage and that traffic noise concerns have already been raised.</p>
49	None
50	Not now
51	More pathways, while keeping the natural environment of the area would benefit tremendously, as the communities in and around heritage pointe and along Dunbow road having more pathways and park areas would encourage people to walk or cycle. Minimizing vehicle activity should be the goal
52	Way to much traffic out here and 32St north of Okotoks. To much speed and

	tailgating. Keep traffic local for residents and keep the short cutting commuters out. Thank You.
53	For 16 depends where about it is
54	Our family would love to see a pathway that connects Artesia to Heritage Pointe. We do not feel safe riding our bikes along the main road crossing Deerfoot. Dunbow road does not have a sidewalk or safe area to walk or cycle, so we feel secluded to our small neighborhood
55	No
56	Concerned about the noise generated by Dunbow Road presently and especially with additional new developments
57	no thank you.
58	There are so many bikers and walkers on Dunbow Road. It would be great if a was available to allow people in our community to bike and walk safely.
59	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? Rather, the County should be requiring developers in the area to pay and build connecting pathways in all their developments and Heritage Point areas and adjacent areas. This would be more comprehensive, safer, user friendly and amenity improving.
60	The large volume of traffic coming off Deerfoot trail has increased dramatically with the construction of all the new developments to the north on MacLeod trail. A lot more commercial trucks etc.few are from the MD and most are passing the MD and going back into Calgary. It makes the access to / from Heritage Pointe difficult
61	Is there any plan to twin roads? The west and east section is double lane while middle is only single
62	With over 800 residential units projected over the next few years serious consideration must be given to having two (2) clear lanes of traffic in each direction on Dunbow Rd and tying it into the two lane traffic circles. Single lane traffic circles will not safely handle in increase in traffic over the coming years. Increasing to two lanes at the same time these changes are being made will also be the most cost effective option. Specific traffic controls operated by the firehall (during emergencies) could be the best solution for emergency access with the other three being traffic circles. Elimination of direct accesses from private properties along Dunbow Rd. and the use of a parallel access road to Dunbow is a great safety solution as traffic increases. With the traffic circles better snow removal practises will need to be established and implemented for heavy snowfalls.
63	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.
64	Deer on Pine Creek road - hazardous to drivers....
65	None
66	Construction of double lane roundabouts at the outset will be more cost effective than catching up later. Developers MUST be held accountable for a significant portion of this infrastructure cost as their promises to do so made

	the promotion of new communities saleable to Council and the public, eg. Serenity. Council should delay development of new housing until concerns like Dunbow Road are fully committed to.
67	The study appears to be taking the "nuclear" approach, way overkill. The main issues for residents are the golf course access and the pine creek road access off of Dunbow. There should be reduced scope option with a roundabouts at those 2 locations only. Install of these will slow traffic enough that access to private driveways can remain in place, improving safety for all. No need for the 2 additional intersections/roundabouts and all the extra costs that go with it.
68	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?
69	Too many new developments and the Launchpad have made this section of road very dangerous. The speed limit needs reducing
70	I think Dunbow road should be twinned with all this expansion planned.
71	Given the 800 new residential units contemplated, I believe your volume forecasting is very, very low.
72	The section of Macleod Trail between Dunbow Road and City limits has now becoming a ¼ mile race track for many vehicles, more policing is needed with radar.
73	Speed limits on Macleod Trail need to be reduced to 80km. They currently switch from 100 to 80 and back to 100 between Dunbow Road and City limits....all of these areas need to be fixed at 80km. Motorcycles and performance vehicles use these sections of road as a 1/4 mile race track and need to be better policed with radar.
74	Noise is a real concern and is getting worse as the Deerfoot traffic load is increasing. This needs attention with either barriers along Ranch Drive or change of Deerfoot road surface, maybe both. Also need to address increased noise along Dunbow Rd.
75	A roundabout at Artesia is vital to those of us who live there. It is already dangerous enough having to turn left from Dunbow road into Artesia, with traffic going well over the speed limit and a significant increase in the amount of traffic now using Dunbow Road, which will no doubt only increase.
76	<p>1) I believe the scope of the study should be expanded to include the intersection of Dunbow and the entrance to Artesia. I have had a "near miss" accessing Artesia and I have witnessed several others. West bound traffic on Dunbow coming towards deerfoot often does so at speeds significantly in excess of the posted speed limit. This leads to near misses at the entrance to Artesia and near misses at the overpass of dunbow over deerfoot. A roundabout at the entrance to Artesia could solve several problems at once.</p> <p>2) Reading the study I believe there are plans for a phased development of both dunbow and the roundabouts. It makes more sense to me to design the multiple roundabouts for the long term (2 lanes) and widen Dunbow as needed. Given the roundabouts will be integrated into the pathways system I think it is best to do it right the first time.</p> <p>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</p>

	this accurate? What is the opinion of the Fire Chief (?) in terms of either alternative?
77	We all know people will speed up to run the light or just not wait for the light to turn green, making it even more dangerous than right now. This has become a very aggressive section of road and the only way to slow everyone down is a roundabout. In the interim, I would like to suggest a "your speed" sign at the 1/2 way mark.
78	Whatever the outcome is please make the changes "once" and make them for the population growth projections.
79	Not at this time, thanks very much.
80	I would like to know when the traffic numbers were done. Launchpad opened July 1 and there has been a significant increase in vehicle traffic out of the Golf Course since then. The growth numbers predicated I believe are low given all of the potential development for the area in the 10 year window so doing road work now before all of this growth makes sense and if possible making the road design SAFELY accommodate all of the traffic by making it 4 lane now instead of down the road makes more sense to me. 1 intersection to accommodate all of the traffic at 2 St and 8 St is required. In a mile section 3 or 4 roundabouts or signals is way too many. I know the firehall needs good access but with signals they can control the lights and have the access they need. I'm sure the current curvy road that leads to the shopping Lake area could be reconfigured to make it work for everyone.
81	this is a void answer.



APPENDIX D

APPENDIX D - Verbatim Responses to Open House Survey Question 3

Question 3: Do you have additional comments about the Open House event you would like to share with us?

Verbatim Responses provided were as follows:

1. Keep Pinecreek Rd access to Mcleod Trail open as is; Move first roundabout to existing intersection; or connect Pinecreek Rd to 1st roundabout and not direct it into community; Thanks!
2. More walking and biking pathways would be great.
3. It is essential that pedestrian and cycle traffic be considered within the overall plan from the outset.
4. Everyone I talk with thinks speed limit s/b reduced to 60km/hr; Two of the 4 intersections should provide / allow for pedestrian crossings; Suggest Heritage Pointe Mall and Heritage Pointe Dr.
5. I believe that the 1st roundabout to the lake needs to be a two lane right up front – lots of traffic at rush hour.
6. Not at this time.
7. Unsure as several options still to be chosen from, AB Transportation plans / timelines unknown; largest unknown is roundabouts vs. traffic lights.
8. I think, the proposed primary option to have several roundabouts make sense; I had in mind that smart traffic lights use safer option, however I was convinced that severity of accidents is actually worse compared to roundabouts. Thanks, good session.
9. Very informative.
10. We need traffic calming between 8th Street (HP Drive) & the Deerfoot Interchange to reduce the speeding & stunting from Golf Course and Launch Pad patron. Currently & big noise issue; Speed limit should be reduced to 60 km/h.
11. Very impressed with the design. Prefer roundabouts. Would eliminate short cutting.
12. Good information to keep residents informed.
13. Thank you to all the folks who organized this open house. Well displayed, very good answers from staff. Great idea with the stick on notes. Looking fwd to an upgraded Dunbow Road. Thank you.
14. Curious as to what speed limit will be on roadway once upgraded to 4 lane. Particularly near the Heritage Lake turnaround & lanes crossing 2A (Macleod).
15. Was good information, lots of detail and questions answered, thanks.
16. Nicely set up as a drop in – Only problem was actually viewing posters while people answered questions blocked visibility instead of moving over to their R or L.

17. Do not put lights on Dunbow Road! Roundabouts only – traffic flows. Think a fly over is a bit un-needed. Open up highway 552 intersection with Macleod Trail – put lights there to open it up!
18. Glad to attend open house.
19. Great info. Well done.
20. Very well done & informative. Would appreciate ongoing consultation as we progress. Only concern is the road from Plaza onto Pine Creek & closure off Pine Creek going north to Macleod.
21. Hope things happen sooner than 5-10 years.
22. Good idea accepting input from local residents. Also after discussion would definitely prefer roundabouts!
23. Is the County in favor of traffic circles or lights? What is the timing of the 1st stages of the Dunbow Road re-design?
24. Spokespersons for county were able to inform us of timelines for the plans.
25. What is the deciding factor between lights and traffic circles? Could a temporary walking path / bicycle path be put in sooner than 5/10 yrs out?
26. 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?
27. Alternative 2 changes to Heritage Lake Drive & shopping centre entrance are weaknesses. Remainder of study (including roundabouts) are robust.
28. Mostly. Good graphics and maps and knowledgeable staff on hand. Quite well done and will keep up on how it progresses.
29. Would like to see a meeting where options can be presented and discussed.
30. Slower speed on Dunbow.
31. Very informative and many staff to answer questions.
32. There is apparently another Q/A coming out? I trust it will have responses to previously asked and not yet answered questions from on-line survey.
33. Do not put Heritage Lake Road through to Dunbow – leave as is. Have exit (lights...) in front of fire hall where the turnout is now!!
34. Different answers from different engineers as to which roundabouts would be your focus?
35. Alberta traffic count done in 2021 – COVID, not a true number. Consider a animal / deer crossing tunnel or bridge.
36. Roundabouts work well and it would slow traffic down.
37. We found it very informative and are looking forward to the best solution.
38. If roundabouts are the way to go, would like some "buffer" from car lights shining directly into our homes. I live at ## Ravine Drive.
39. Roundabouts please. Not signals.
40. No choices given regarding various alternatives (except round about vs. lights).
41. I found the survey to be unfair and leading – I believe we don't need EITHER a traffic circle or lights. Leave Dunbow Road alone – it's a highway!
42. I live on 62 – I was never contacted for your survey!



APPENDIX E

APPENDIX E - Resident Questions and Answers

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 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 will also provide non-vehicular access to the existing commercial area. The pathway will 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 last count was taken in 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 constraints may impact decisions regarding the timing of future upgrades.

12. 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 could be considered in the future, but it would require cooperation from the City of Calgary, Alberta Transportation and some private landowners to make it happen.

13. 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.

14. 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.

15. 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.

16. (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.

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

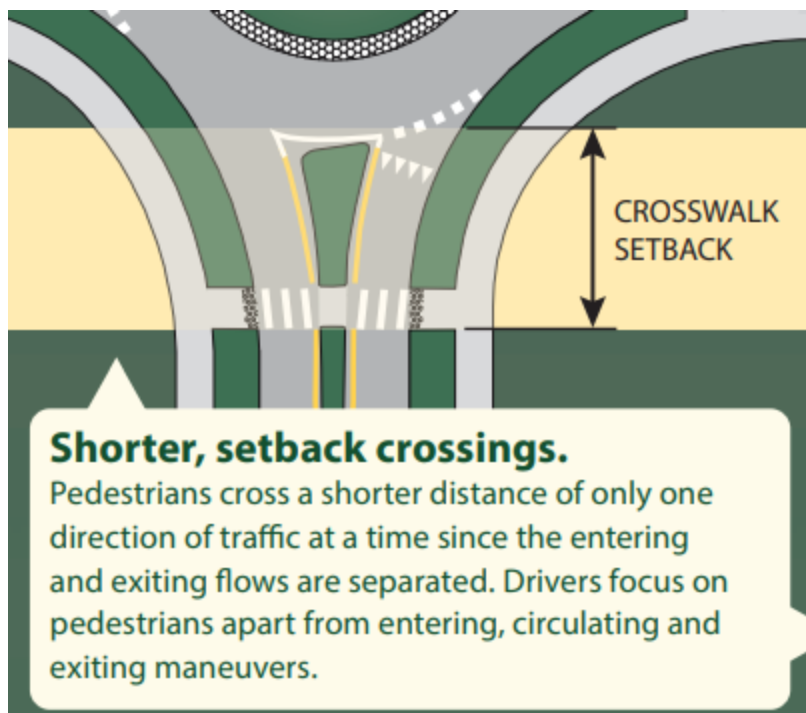
No, this will be implemented as traffic and development pressures increase in the area. There may be some portions that are constructed earlier with direction from Council based on safety, budget and need.

18. (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 retail Developer on how best to accommodate access.

19. 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 (see figure following).



20. 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 needs 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 lands.

21. 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.

22. (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.

23. 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.

24. 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.

25. (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.

26. (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.

27. 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.

28. 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 response times.

29. 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.

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

It will be a consideration when detailed design is undertaken.

31. 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.

32. 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.

33. 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 works best.

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

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 budget and need.

35. 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.

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

Yes, this is something that could be considered.

37. 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.

38. 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.