



The Future of 16 Avenue Frequently Asked Questions

About Home Road

Why is an eastbound left-turn arrow at the intersection of 16 Avenue N.W. and Home Road recommended?

In 2020, an in-service road safety review, involving an on-site assessment and technical review of collision records between 2014 to 2018, was conducted at this intersection. The collision statistics are provided in the table to the right. Findings informed the recommendation to add an eastbound left-turn arrow, resulting in a safer movement for people who drive using Home Road to access the community.

Collision Type, Frequency and Severity (2014-2018)

Type of Collisions	Total
Rear-ended	65
Left-turn - across path	14
Sideswipe - same direction	6
Struck object	5
Right angle	5
Passing – right-turn	2
Grand Total	97

Key findings of the in-service safety review included:

- Rear-ended accidents accounted for the highest number of collisions on eastbound and westbound 16 Avenue. The second highest is left-turn collisions, with the majority being related to eastbound drivers turning left across the path of westbound traffic.
- Collisions related to the eastbound left-turn were also reported after the 2018 review period.
- Due to the high through traffic volumes on 16 Avenue, it is difficult to find sufficient gaps for the eastbound left-turn movements, which can contribute to acceptance of higher-risk situations by people who drive (which was observed on-site particularly in the afternoon peak period).
- Review of safety-related 311 records indicated that difficulty making eastbound left-turn movements especially during the afternoon peak period is among the primary traffic-related issues raised in this area, with requests that The City provide the eastbound left-turn arrow.

How many vehicles turn left onto Home Road today? Will the left-turn arrow increase vehicle volumes on Home Road?

Turning movements are counted by The City during the morning and afternoon peak periods. The most recent counts at Home Road (taken in July 2019) indicate about 60 vehicles made this turn in the morning peak hour and about 80 vehicles in the afternoon peak hour. Adding the left-turn arrow doesn't necessarily equate to higher vehicle volumes along Home Road; it would provide a safer movement for vehicles turning left into the community.

How many vehicles use Home Road today? How much is expected in future?

About 9,000 vehicles per day (vpd) use Home Road north of 16 Avenue N.W. and Bowness Road. With overall growth in northwest Calgary, City forecasting predicts about 15,000 vpd will use Home Road by 2050. This is at the upper end of the range of expected traffic volumes for collector roads in Calgary.



The Future of 16 Avenue

Frequently Asked Questions

What are the long-term recommended plans for Home Road?

Home Road, as a collector road, is meant to connect lower volume local streets to key destinations within the community and the larger transportation network. The function of the road will continue to be the same in the long-term. There are no plans to widen or add travel lanes. However, a new multi-use pathway along the west side of the road, from Bowness Road to the Bow River, is recommended.

Have traffic calming measures been considered to reduce speeding and community short-cutting once redevelopment happens in the community?

Through this project, Home Road was only reviewed south of Bowness Road. A separate community traffic study will need to be completed to review current issues and future opportunities. Currently, the Traffic Calming Policy is being replaced with a new Neighbourhood Streets Pilot [Policy](#). The new policy aims to create streets where citizens of all ages and abilities can connect and access safe, comfortable travel options.

Each of Calgary's roads plays a role in the transportation network. When functioning properly, they keep the right traffic on the right roads, reducing the likeliness of people who drive using community streets to access their destinations. As a collector road, Home road is meant to connect lower volume local streets to key destinations in the community and the larger transportation network. The short-, medium- and long-term recommended plans help to ensure the transportation network is functioning efficiently and effectively by putting the right type of infrastructure in the right place.

Can speed humps be added on Home Road?

Home Road is identified in the Calgary Transportation Plan as a transit and emergency route. Speed humps on these routes are generally not considered as it can be particularly impactful to customer comfort and vehicle operations.

Is the speed limit being reduced on Home Road on May 31, 2021?

In February 2021, Council approved the Standard Speed Limit Bylaw which will reduce speed limits on local residential streets to 40 km/h across Calgary. The majority of roads in Montgomery have been identified as residential and will be reduced to 40 km/h. Home Road, as a collector road, maintains a speed limit of 50 km/h as a result of its role as a transit route and provide connections to the larger transportation network. City administration will be monitoring the effect and benefit of the speed limit change on a city-wide scale and may bring further recommendations to Council in future.

Can four-way stop signs be added along Home Road, including the corner of 32 Avenue N.W.?

Locations are reviewed on case by case basis for four-way stop signs and where conditions warrant. This intersection will be added to the list to test for suitability to place four-way stop signs.