

Welcome

Trans Canada Highway at Bowfort Road N.W.

Intersection Upgrades Open House

May 8, 2013

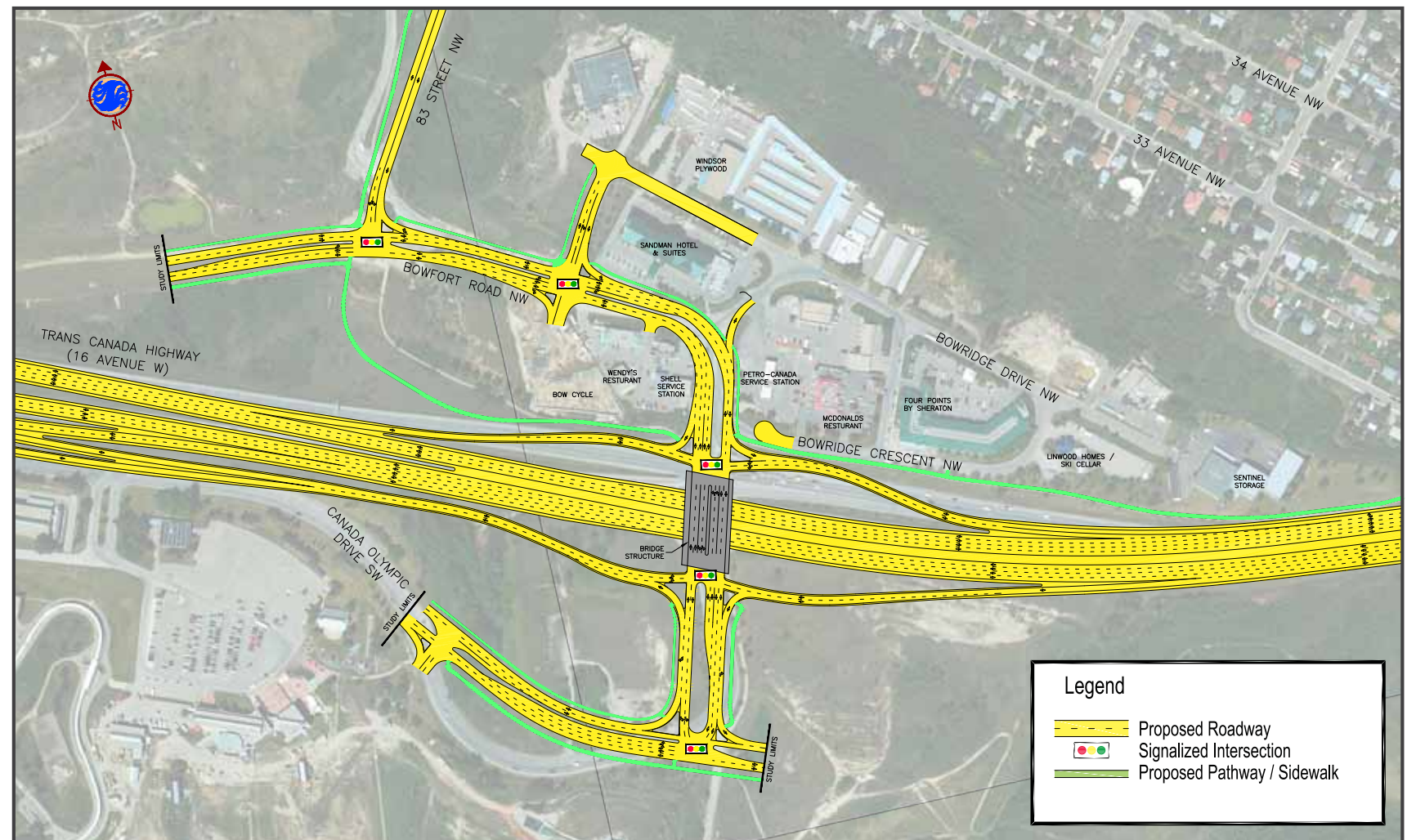
5 - 7:30 p.m.

Background – Decisions to date

- 2006 – A functional planning study was initiated to recommend a future interchange configuration at the intersection of Trans Canada Highway and Bowfort Road N.W.
- April and June 2007 – Public engagement sessions were held to gather input on the alternatives and the recommendation.
- April 2008 – Recommended interchange plan was approved by Council.



Current intersection of Trans Canada Highway / Bowfort Road



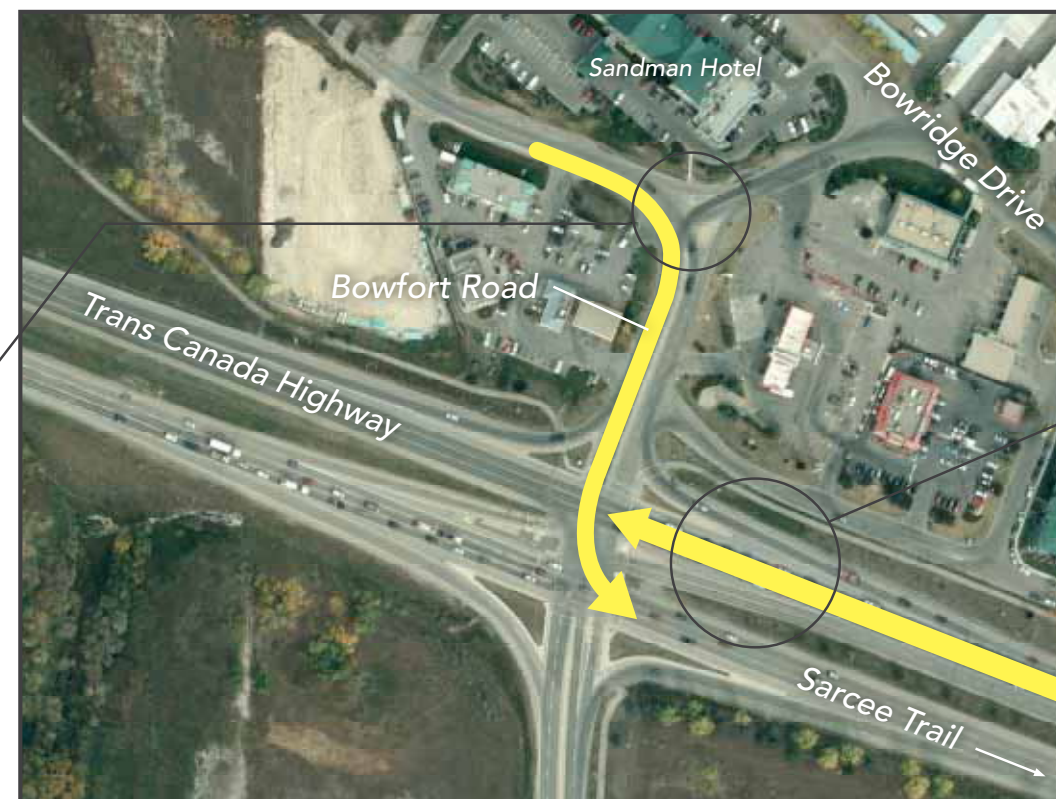
Council-approved interchange plan - April 2008 (available on Calgary.ca - search for Bowfort Road/Trans Canada Highway)

Current status

- Approved interchange plan (2008) was originally estimated to cost \$70 million.
- The City's 10-year capital infrastructure plan identifies \$70 million in funding for this project based on the original project estimate.
- Cost estimate prepared from the detailed design of the interchange was \$100 million.
- Due to this funding gap, the interchange plan (as approved) needs to be deferred until full funding is available.
- The City recognizes the need to address existing traffic issues at the intersection until an interchange can be built.

Existing traffic issues at the intersection

- Southbound traffic queue length often extends beyond the Bowfort Road intersection by the Sandman Hotel.
- Queue length often affects operations at the Trans Canada Highway intersection.



Current intersection of Trans Canada Highway / Bowfort Road

- Westbound traffic congestion during the afternoon peak traffic period.
- Traffic queue length often extends back to Sarcee Trail.

Planned intersection improvements

Objective: Improve traffic flow by optimizing the existing intersection with minimal/modest investment

Construct a second southbound left-turn lane from Bowfort Road to the Trans Canada Highway.

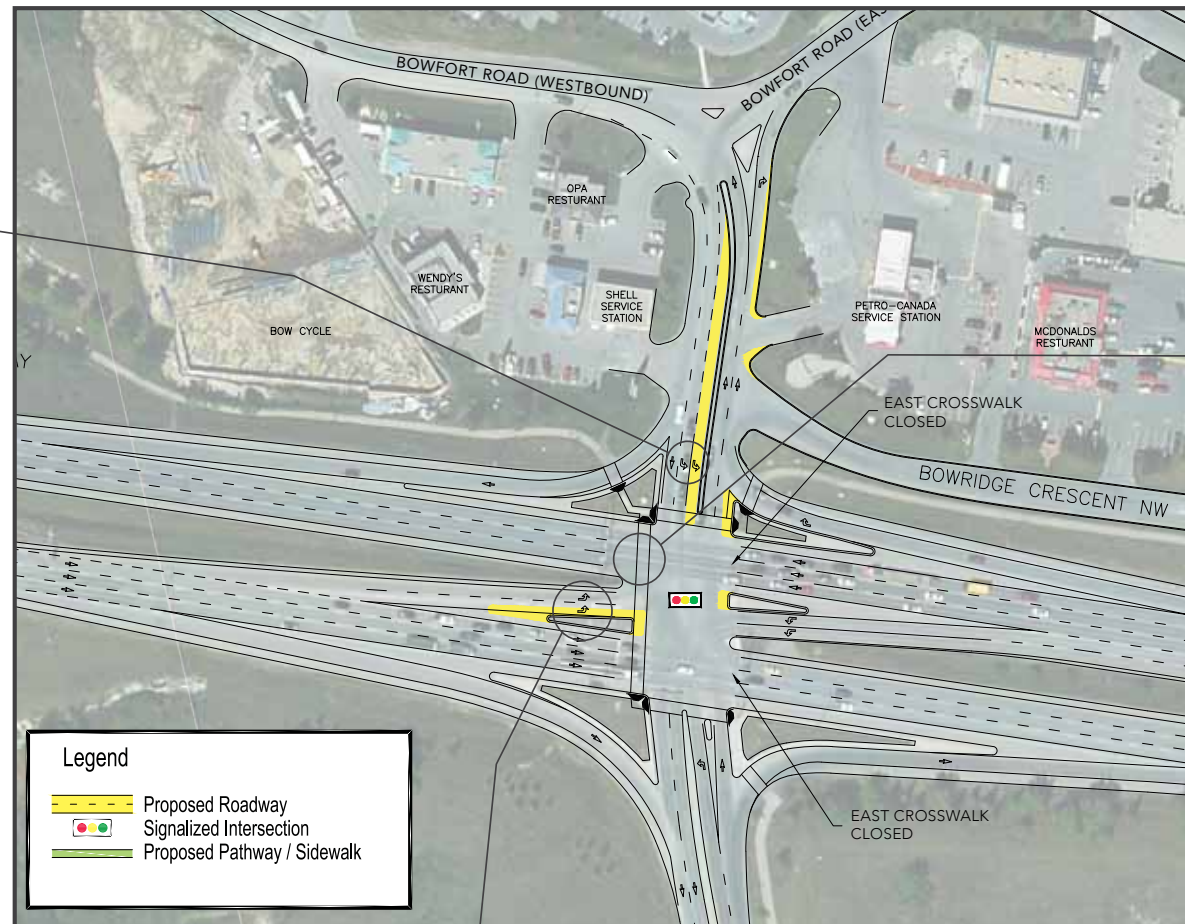
Benefit

- Reduces southbound left turn traffic queue length by approximately 50%.
- Improves eastbound traffic flow on the Trans Canada Highway and reduces congestion at the intersection of Bowfort Road and Bowridge Drive.

How is this achieved

An additional southbound left turn lane will allow more vehicles to travel through the intersection in less time.

- Shortens the southbound left turn queue that currently extends beyond Bowfort Road (eastbound/westbound intersection).
- Provides more time for eastbound through traffic on the Trans Canada Highway.



Move pedestrian crossing to west side of intersection.

Benefit

- Improves westbound and eastbound traffic flow on the Trans Canada Highway, and reduces traffic congestion and delay at the intersection.

How is this achieved

Pedestrians can cross the Trans Canada Highway at the same time as the southbound left turn traffic from Bowfort Road without interrupting the traffic movement. This provides pedestrians sufficient time to cross the intersection while reducing the total amount of time for traffic to turn left across the intersection. This in turn provides more time for eastbound and westbound traffic on TransCanada.

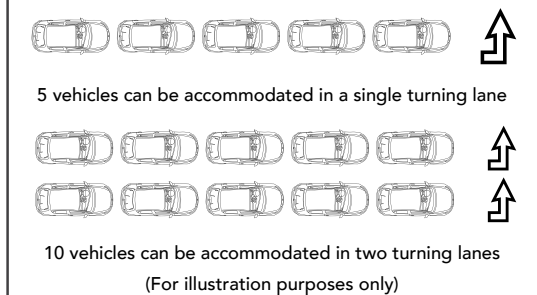
Construct a second eastbound left-turn lane from the Trans Canada Highway to Bowfort Road.

Benefit

- Reduces traffic delay for westbound motorists by approximately 40-50%.

How is this achieved

An additional eastbound left turn lane will allow more vehicles to travel through the intersection in less time, providing more time for westbound through traffic on the Trans Canada Highway.



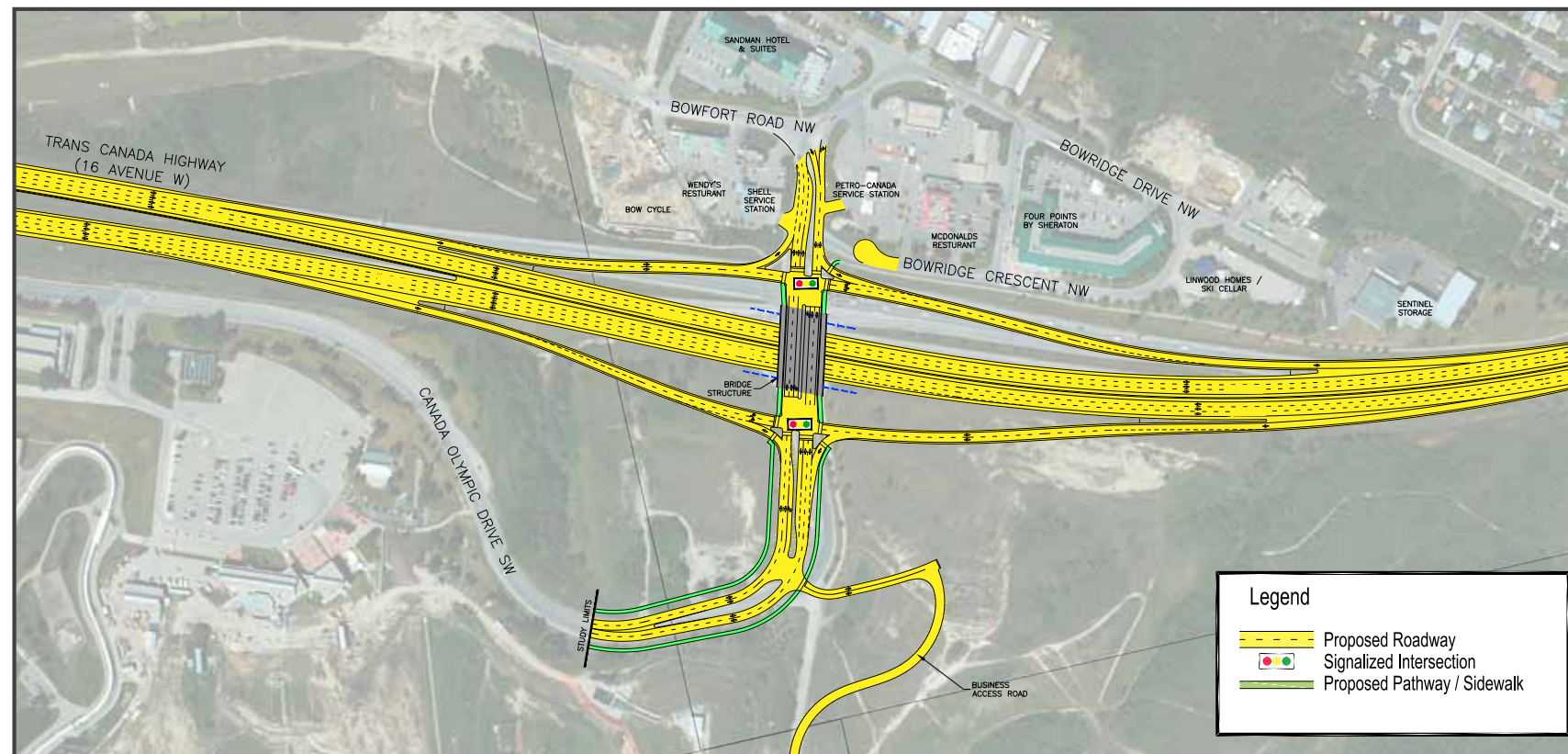
Recommendation

Implement the planned intersection improvements:

- Improvements will help address existing traffic issues, especially during peak travel times.
- Funding is available for constructing the planned improvements in 2013.

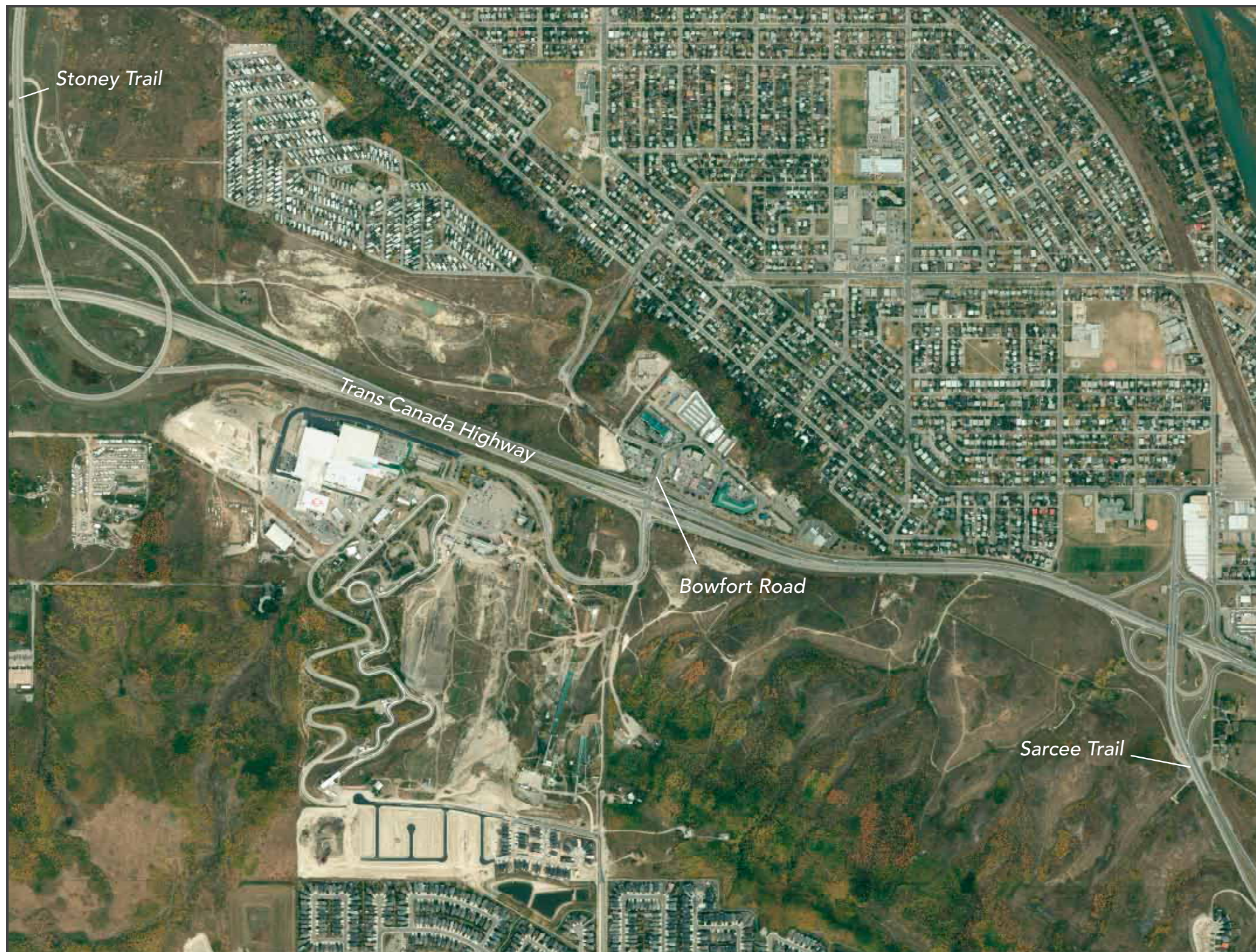
Will an interchange still be built?

- An interchange is still needed in order to accommodate long-term traffic growth and future land development in the area (i.e. Winsport, Greenbriar).
- The City is proposing a revised interchange plan that has less impact on adjacent landowners. It allows the interchange and supporting road improvements to be constructed in phases.
- The revised interchange plan must return to Council for approval (Date to be determined).



The revised interchange plan (proposed)

Area map: from Sarcee Trail to Stoney Trail



Complete a comment form to provide your input on:

- 1) Optimization improvements planned.**
- 2) Revised interchange configuration proposed.**

Thank you for your comments.