

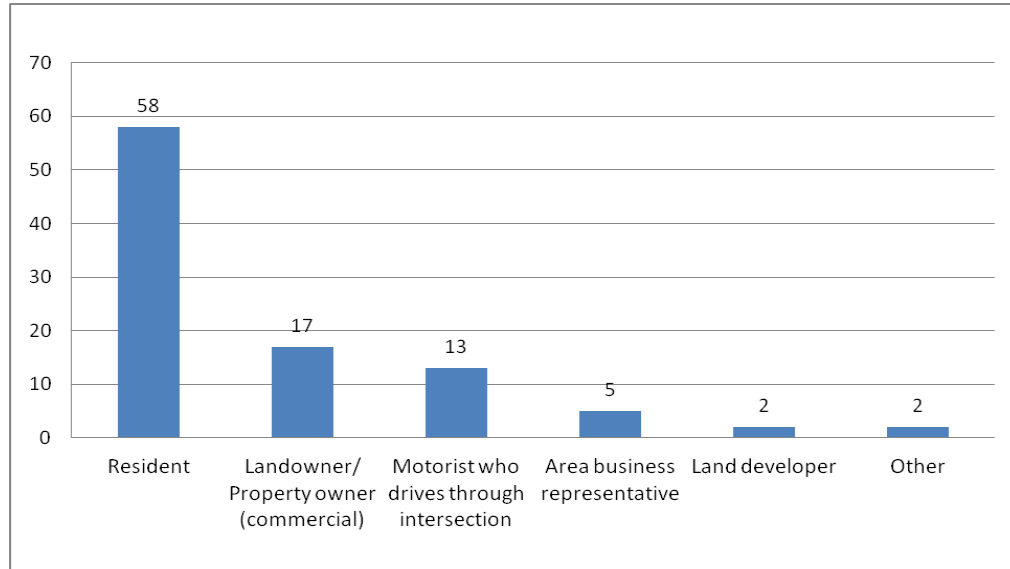
# Trans Canada Highway and Bowfort Road N.W. Upgrades

## May 8, 2013 Information Session

### Comment Form Summary

The City received 58 completed comment forms from the information session. Results are compiled below.

#### 1. Tell us about yourself. Are you a: (Check all that apply)



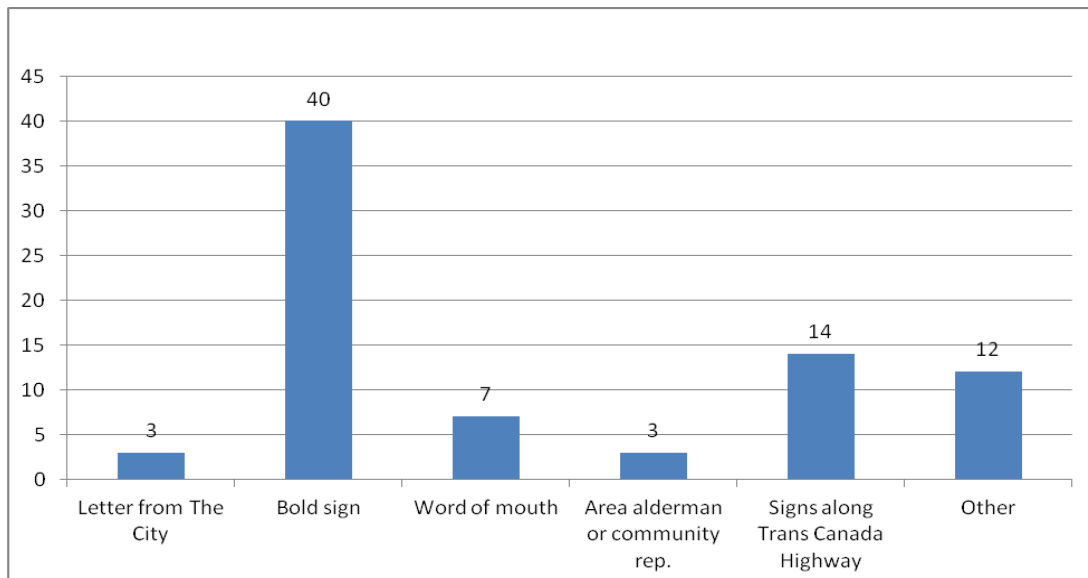
Of the 58 who identified themselves as residents, the following communities were represented:

Bowness – 46%  
Tuscany – 2%

Greenwood Village – 7%  
Did not specify – 43%

Silver Springs – 2%

#### 2. How did you hear about tonight's session? (Check all that apply)

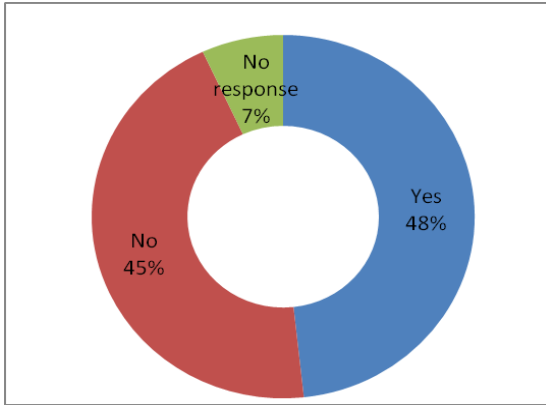


Of the 12 responses in the "Other" category, nine identified the community newsletter and three identified the project webpage on calgary.ca.

### About the planned intersection improvements

The City needs to defer the interchange plan (as approved) until full funding is available and plans to implement intersection improvements to address existing traffic issues at the intersection until an interchange can be built.

#### 3. Do you agree with the recommendation to implement the planned intersection improvements?

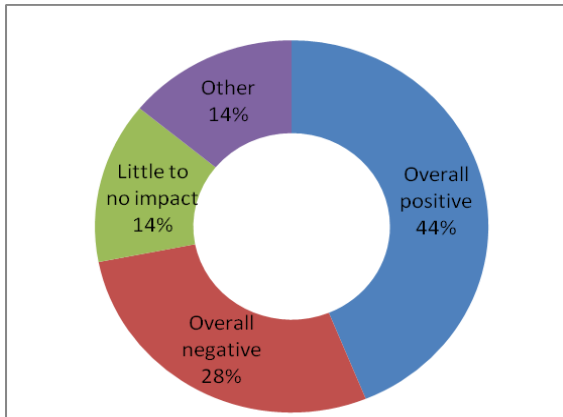


Among those who agree with the planned intersection improvements, some of the key themes heard from the comments include improvements to traffic flow and safety, and a support for interim improvements before the main interchange is built.

Among those who disagree with the planned intersection improvements, the primary concern raised was short-cutting traffic that may increase as a result of the dual turn from 16 Avenue onto Bowfort, and the congestion that may result.

Please see pages 4 and 5 for a record of all the verbatim comments.

#### 4. What impact do you think the planned intersection improvements will have on the existing traffic issues?



In general, the comments reflect a recognition that some improvements will be made to east/westbound traffic along 16 Avenue, and support of the dual lane turns from Bowfort Road onto 16 Avenue; however, concerns were raised that the intersection improvements will increase traffic from 16 Avenue onto Bowfort Road and 83 Street.

Comments also identified existing congestion and safety concerns at Bowfort Road and Bowridge Drive, and 83 Street and access to and from Greenwood Village that are not addressed by the short-term intersection improvements.

Please see pages 5 and 6 for a record of all the verbatim comments.

#### 5. Are there any other existing traffic issues that have not been identified or should be addressed at this intersection?

In general, the comments identified pedestrian and cyclist safety as an issue, including a desire for improved sidewalk and pathway connections, and visibility of crosswalks.

When it comes to traffic issues, they are more difficult to identify because many comments made suggestions or recommendations, but was less clear about the specific issues that need to be addressed. Some issues identified include safe access to and from Shell station, Sandman Hotel and other businesses, and Greenwood Village, and traffic safety at the Bowfort Road and Bowridge Drive intersection.

Please see pages 6 to 8 for a record of all the verbatim comments.

### About the revised interchange plan

The City is proposing a revised interchange plan that has less impact on adjacent landowners. It also allows the interchange and supporting road improvements to be constructed in phases.

**6. What do you like about the interchange configuration proposed?**

Please see pages 8 and 9 for a record of all the verbatim comments.

**7. What do you dislike about the interchange configuration proposed?**

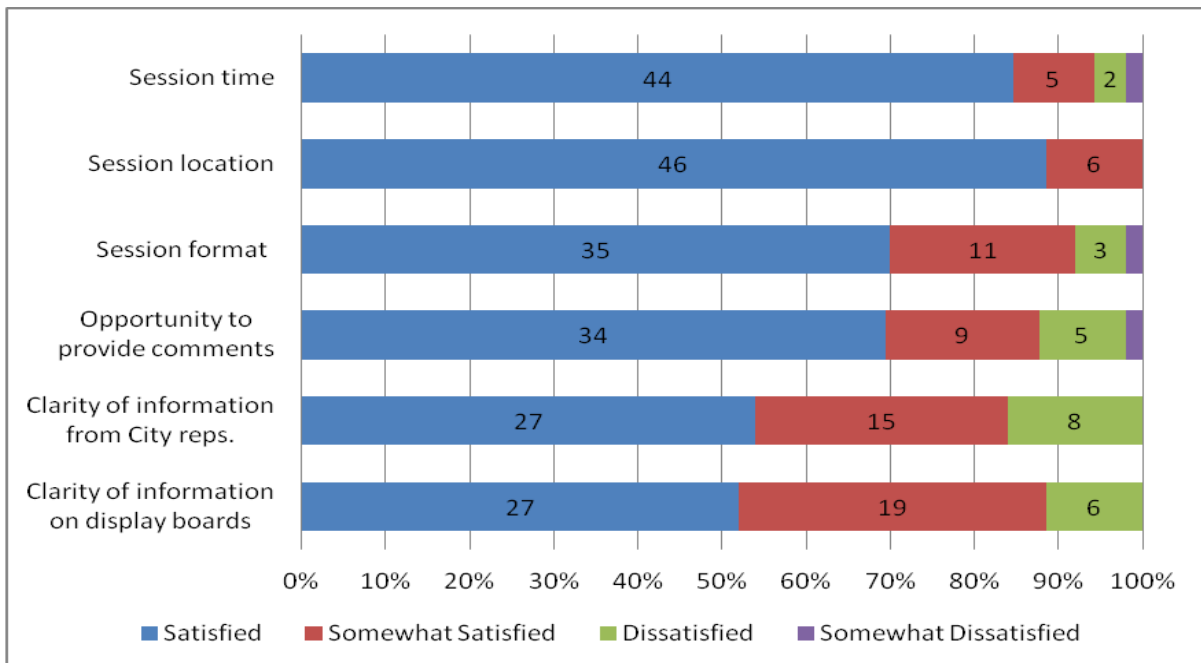
Please see pages 9 and 10 for a record of all the verbatim comments.

**8. What other issues, concerns, or considerations do you think the revised interchange plan should take into account?**

Please see pages 10 and 11 for a record of all the verbatim comments.

### About tonight's session

**9. Please indicate your level of satisfaction with the following aspects of tonight's session.**



*Note: Six of the comment forms received did not include responses to this question.*

**10. What can we do differently to change your level of satisfaction with the aspects above?**

Please see pages 11 and 12 for a record of all the verbatim comments.

## Verbatim Comments

### About the planned intersection improvements

#### 3. Do you agree with the recommendation to implement the planned intersection improvements?

- Yes, I agree with the basic concept, not with time estimates on interchange
- It will make traffic cutting through Bowness totally out of control
- Traffic cutting through Bowness will accelerate and be out of control, right now traffic is accelerating due to the Nose Hill construction, City planners said that wouldn't happen!
- I can't see how this will help the congestion (Bowfort Shell / Sandman). If lights were installed at that spot it may be better.
- Interchange needs to be built now
- The intersection is not the issue but Bowfort Rd is the issue – due to high congestion on the north side of the highway
- Needed more clarity on what the change of lights means – need advanced lights for turning
- Only if no further development is considered for that immediate area
- This is an already very busy intersection, not suitable for expanding business in that immediate area. It is seasonally worse with holiday traffic.
- It will solve some of today's problems without restricting access in and out probably for 20 years.
- To improve traffic flows and reduce congestion, therefore some time and money, also improve safety.
- The signal lights to be installed and the double turning lanes only improves Trans Canada issues but invites cut-thru traffic via Bowfort/83 Street into Bowness. The community once again will be back to traffic issues and cut thru.
- I agree something needs to be done but would like it to be the interchange, not just a short-term solution that will likely stay for 10-20 years.
- For the short term the dual turn lanes, advanced turning light and move of pedestrians crossing the Trans Canada on the west side make sense. However you've focussed too much on vehicular traffic and not thought about cyclists and pedestrians.
- Long overdue!
- Better than nothing
- We need to do as much as possible to better use COP.
- This area needs at least a small improvement to alleviate traffic problems at this spot.
- It is a 'band aid' – fix the problem properly. Elect an Alderman that will support The City / area in trying to get funds to improve the roads in the community.
- I'm concerned about 2 lanes onto 83 Str, as it will make it easier for more traffic to come into our neighbourhood, 2 lanes out – Yes
- This will result in increased cut through traffic through Bowness. It was a City promise to detour cut through traffic
- I use this intersection twice a day and it is very congested and dangerous
- This will cause more congestion on Bowfort on to 83<sup>rd</sup>. This is a very dangerous situation already.
- The additional south lane only. (Not the approved final plan). The interim proposal to add a southbound lane is an excellent step. The ultimate interchange approved by Council is a monster which should never be built.
- It will help short-term but reality is it will only cost more the longer we wait for an interchange.
- The intersection is way over capacity and it is a hazard. There are going to be more, major accident/fatalities. It needs an overpass!
- The interim plans seem to miss the mark of 'minimal' expense. i.e. a 2<sup>nd</sup> turn doesn't need to be constructed, just allow dual turns with current lanes.
- Because the car lines will not be as long (on the waiting to get through the lights)
- Will result in measurable improvements in traffic flow and (hopefully) safety for vehicles and pedestrians alike (this assumes dedicated left turn signal light and not simply an additional turn lane).
- Improve traffic flow, improve safety for everyone
- Dual left from 16 Ave, north onto Bowfort – recipe for disaster
- The proposed dual left turn from 16 Ave east to Bowfort Rd north will actually cause more traffic issues and 16 Ave westbound is not a major traffic issue.

- Agree with 2 lanes turning left from Bowfort to Trans Canada, but not with 2 lanes turning right from Trans Canada to Bowfort Rd. This is never an issue and 2 lanes would encourage more cars into the community.
- I like the two lanes leaving Bowfort Rd onto 16<sup>th</sup> but do not agree with 2 turning lanes from 16<sup>th</sup> onto Bowfort. This further encourages people to cut through our community. Flow problems is out, not in.
- Bowfort Rd
- I agree these interim measures will help. I would have liked to see the pedestrian issues addressed on Bowfort Road at Sandman Inn, PetroCan, Shell – no sidewalks, no signs, no crosswalk.
- Don't want to encourage more traffic through Bowfort Rd
- The interchange needs to be built now!! Anything less is a waste of money.
- Hopefully changing the intersection will increase the flow of traffic without the long line ups.
- Phase 1 – dual southbound/east lanes is needed. Phase 1 dual eastbound/north will cause further congestion potentially at the Sandman Hotel stop sign to Bowfort Rd. Reassess this location for Phase 1. Phase 2 will align with the COP growth.
- A stop gap solution until overpass is built.
- There will be no way to exit or enter coming from Banff (west)
- Because of costs needing to be controlled at the same time some improvement will help a lot.
- Development / land population density was approved on full interchange. Cost of dealing with approved plan, changes (paperwork)?
- This is a far larger project than I remember being presented at other meetings. With the addition of about 2000+ in Greenbriar, this is going to be a very busy traffic area. And I don't see it lessening only getting worse as the city expands. 83 St is still used instead of Stoney Trail by many people.
- Leave it alone. Give Greenbriar and COP complete new roads with lights and intersection.
- Will make traffic worse
- Doesn't address huge problem in front of Denny's cars going in 3 different directions.
- There is a need for a turn signal but other issues must be addressed to make Bowfort Road safe as well as an interchange.

**4. What impact do you think the planned intersection improvements will have on the existing traffic issues?**

- Requires uninterrupted east/west flow to remotely work
- Some key problems will be addressed with 2 turning lanes. However I suspect that there will be more traffic on 83 St despite it being a 2 land road. Traffic has lessened only slightly with the Stoney Trail. I still have problems turning off my street onto 83 and rarely use this street because of the problem. I would like to see 83 St as a deadend!
- Any improvement is an improvement, especially 2 turn lanes onto 16 Ave E
- Too many controlled intersections
- Looks like it will speed up turning and backup at light
- Traffic issue on Trans Canada Highway as much as problem as on Bowfort Rd. These lights are Trans Canada need to go!
- With additional lanes the flow should be faster
- More traffic on my street. Widening the road will encourage more traffic to use Bowfort Rd
- It will be positive with respect to leaving Bowness but will have no impact or a negative impact in the other direction
- Only positive if no turning off 16<sup>th</sup> from 2 lanes. Flow problems is out, not in to the community
- The 1<sup>st</sup> Phase will only help getting traffic off Bowfort Rd southbound. The issues on Bowfort Rd northbound will not be improved in Phase 1. Phase 2 will be helpful
- The capacity at this intersection is huge – it requires an overpass to service SW Calgary and West Calgary, Bowness, etc.
- The population in the area (Bowness) isn't growing at an unprecedented rate. Most have already re-routed through Stoney Trail.
- As a long term Bowness resident and land owner, I am frankly very disturbed by the original approved interchange designed and feel that it is a waste of 100 million dollars that could be more ..... (illegible)
- The turn to Greenwood Village goes off of Bowfort on a corner. This is very dangerous and will only be worse.

- Major traffic requirements are to service existing COP traffic
  - Bowfort Rd on the north side of 16 Ave is a dogs breakfast! The corner at the PetroCan / Sandman Inn / Liquor Store
  - The timing of lights will make a difference. There will be more traffic lined up for 2 turn lands (down Bowfort)
  - Bottleneck will move north towards the 4 way, doesn't address summer holiday traffic using businesses in that area
  - Southbound traffic queue most likely includes traffic from communities outside Bowness because access is poor. Westbound queue is mostly for Stoney Trail. Just like Crowfoot/Nose Hill Dr – the interchange brought much more traffic
  - Simpler 'clean' quickly constructed I hope
  - Key traffic issues (EBT in AM peak and WBT in PM Peak) will not be addressed. It's better but not slow. The queues will remain high but the SB and NB movements will improve gradually.
  - Invites more traffic to cut thru to 83 St into Bowness
  - It will help somewhat but will not deter people from driving through Bowness instead of using Stoney Trail
  - Some positive impact to help traffic flow at the intersection but no thought to safety concerns for pedestrians, particularly xxxxxx. The spaghetti of roads and egress/access points coming north on Bowfort for gas, snacks, or hotel.
  - You haven't solved the problem of cars coming out on the east side of the Sandman trying to turn left onto southbound Bowfort towards TC. This backs up especially from people who drive through the hotel property.
  - People staying at the hotel, kids coming off buses to go COP or get a snack, cyclists and pedestrians who live in the area must risk their safety trying to cross this spaghetti of roads and business entrances with two 90 degree corners and a steep road with no paved sidewalks or crossing controls. Please think beyond cars when planning Calgary transportation.
  - Due turn northbound on Bowfort from eastbound TC will result in 2 lanes coming into a various constricted area with turnoffs left and right into gas stations, mini-malls, fast food and stores along with a 90 degree bend. Many of these drivers will be tourists, unfamiliar with the layout and unfamiliar with what land to be in. This will result in many cars desperately trying to switch to the other lands – huge potential for collisions.
  - Hope there will be advanced green signal for SB traffic turning left
  - Demand at peak flows will still greatly be exceeded
  - Get traffic flowing is a must
  - There are equal/bigger traffic issues further east (morning backup from Home Rd often extends to Sarcee). This will help a bit but that still remains
  - More accidents from confusing lanes. There has already been numerous accidents from cars going straight thru and people turning into them.
  - It will increase short cuts through our neighborhood. We live on the corner of 83 and BowGlen and would like some sort of closer/or lanes out onto Bowness Rd as its too busy
  - Increased dual left turn on Bowfort to 16 Ave, will encourage traffic to cut through Bowness via 83 St
  - It will overload Bowness Road and impossible with a Greenbriar development
  - Overload residential Bowness Roads especially with the Greenbriar development
  - More traffic is going to exceed your initial planning
  - If the proposal goes thru people will take Bowness Road and 34<sup>th</sup> past Assumption School. Do we really need this?
  - Yet another construction project on the edge of Bowness, we've lived with it for 10 years
- 5. Are there any other existing traffic issues that have not been identified or should be addressed at this intersection?**
- Keep advance green on TC and left to Bowfort Rd
  - The proposed interchange portion north of the TC should be completed with the existing funding as this would provide the greatest benefit
  - Bowfort Rd + 83 St desperately needs to be widened. There is no shoulder and no sidewalk for pedestrians, this is very unsafe.
  - Pedestrian use of Bowfort Rd needs to be addressed. Yes there is a pathway but people don't use it. We walk on the road with no shoulder. This needs a solution.

- Long range planning for a separate access into Greenbriar and developments separate from Bowfort Rd
- I am mostly concerned about temporary impacts due to construction and subsequent increases in traffic volume on 34 Ave between 83 St and Sarcee Trail. Anytime we have traffic stoppages on Bowfort Rd or Bowness Rd we see a huge increase on 34 Ave. I would like to see some consideration to temporary calming measures to prevent cut through on 34<sup>th</sup>. Also, lots of children cross 83 to the school (Belvedere) as it is people do not stop for kids. Any extra work to improve the pedestrian crosswalk at 34 & 83rd would be great
- Exit from existing business area onto Bowfort
- Transit bus stops in front of Shell & PetroCanada – can they be relocated or ‘bus stop’ lanes put in?
- Requires dedicated left turn signal light (even with only 1 lane, this would help – traffic flow and safety)
- Need left hand turn signal @ intersection for north and south turns onto TC
- I would suggest that consideration be given for interim pedestrian safety
- Entrance into the existing Shell location can be hazardous for NB traffic
- Bowfort 33 Ave crosswalk
- Need advanced green traffic lights north and south onto TC
- If COP was not where it was there would be no need for lights. Maybe moving the access and entrance to COP would be an option.
- More access to TCH and Stoney Trail further west for Olympic Park or Greenbriar
- Access for COP and Greenbriar must be further west – onto Stoney Trail
- The turn @ Bowfort / 83 St (uphill to Greenwood Village). This is an extreme hazard now! With the proposed change we will have to deal with two lanes merging and then stopping behind vehicles turning to go to Greenwood.
- 2 lanes out of Bowfort onto 16 Ave would be good, just not into as its going to put too much traffic into our community
- Traffic turning left into Bow Cycle off Bowfort Rd (or the liquor store or Wendy’s) creates problems. How extra lane there for turns
- Need for pedestrian/cyclist overpass? Short (or long term) will there not be a need to provide safe(r) passage to east slopes / COP access?
- More so at the end of the proposed is where problems will arise
- Pedestrian access / light scheme. With straight traffic it may not be the double increase proposed
- The road (Canada Olympic Drive) is also over capacity and now services way more people than it was built for
- Access to the Bowridge Drive businesses (4 pts, McDonalds, Bona Roma, liquor store, etc). How will their traffic be affected during construction?
- Better access to existing lands if final approved plan ultimately is developed.
- Traffic signs (crosswalk warnings, speed limit) are missing and/or inappropriately placed marking the land hazardous for pedestrians.
- Interchange required to complete development at Western Gateway
- They are proposing no sidewalks, where do we walk or ride on the bike path from there?
- Close the gate at the top of Win Sport, then there’s no thru traffic. There is enough from Win Sport without communities on hill shortcutting
- The Bowfort Rd / Bowridge Dr intersection is dangerous with people running stop signs – this won’t change
- Access to Bowridge Dr – dangerous for Bowfort Rd thru traffic or people turning onto Bowridge. People run stop sign all the time and block traffic to turn left
- The elimination of the blind corner at Bowfort WB and 83 St, the crazy entrance to the Shell station
- The EB and WB through traffic on TCH
- 83 St should be addressed now / the proposed development and road access from Greenbriar and commercial has not been identified for 83 cut thru and will be a disaster directed with the proposed sit and roads plans with commercial traffic
- Very poor signage. Traffic going SB on Bowfort Rd – no signs overhead alerting people to what lanes to where. A near accident almost every day especially in winter when traffic leaves COP
- Every member of design team should be required this summer to use this intersection during peak rush hours

- I personally think the traffic noise has increased significantly and I understand we are close to the TCH. However I think this will increase dramatically with the addition of turning lanes and more traffic cuts through Bowness.
- Drivers coming from COP wanting to go further down Bowfort Rd 'in the turn lane' to 16 Ave West will go straight thru on us causing accidents. Should be improved with/new 2 turn lanes and red lights for COP traffic.
- The road and lanes will be slow and narrow for a travel trailer
- Left turns to get into Sandman
- Sarcee Trail interchanges needs ultimate fly-over from SB Sarcee to WB TCH
- Until the construction of Winsport and Greenbriar are finished the traffic issues won't be known for sure
- If you built it they will come
- A crosswalk with lights is needed on 83 St and 33 Ave as visibility is very bad for pedestrians as car go down Bowfort Rd
- 83 and 33 (1<sup>st</sup> intersection downhill) needs a flashing light crosswalk – it's dangerous there

### **About the revised interchange plan**

#### **6. What do you like about the interchange configuration proposed?**

- Like this proposal but not sure it is the most efficient use of the funds available. Better to wait and use the dub out dirt to fill (build up) Bowfort Rd at the same time.
- Nothing
- Revised change is a bad idea
- Basic design is ok
- All of it
- I love this
- This would solve all traffic issues into and out of Bowness, as well as on Highway 1. Excellent idea
- I understand that it will be good for the TCH but what about Ald Hodges's promise of deferring traffic from Bowness?
- If it makes the flow of traffic faster it is a good proposal
- The revised interchange is a good improvement. No need to stage, as it all needs to be built at once.
- Slow, hurry up and wait
- I like the fact that there will be temporary changes to help before the main interchange is built i.e. the 2 turn lanes onto 16 Ave EB from Bowfort Rd stopping oncoming COP traffic at McDonalds, exist traffic back onto 16<sup>th</sup> or Bowfort
- Not much
- It allows traffic to flow freely east/west so hopefully people will quit cutting through Bowness
- The interchange should be built now, not just traffic lights for band-aid fix.
- Good
- Not much – it restricts access to the trailer park. Overloads 83 St especially in summer east to Bowness Park and West to Bowness
- I will likely travel through Bowness to avoid that interchange because the volumes will be ridiculous
- Only OK, if no further development requiring access to Bowfort Rd is allowed
- Too many lights to go EB on TCH
- If this will be changed in our lifetime (near future) that would be an asset.
- You are not proposing a revised interchange, you are taking out the planned interchange and putting on a band aid
- EB TC turn
- The fact that is not going to be built as designed and approved by council until further funding is available
- Reduces traffic congestion on Bowridge Dr / Bowfort Rd
- Traffic will hopefully be calmer and this will be a safer roadway. Currently it is not safe.
- I like it best
- Minimal disruption so presumably a low cost, short term fix
- Simple



- I like the final idea but traffic would have to be stopped from accessing the neighbourhood north of Bowness Road.
- If a turn signal (advance light) is installed at 16<sup>th</sup> EB / Bowfort where the proposed dual turn lane will be, I can see that being helpful with traffic congestion
- Nothing
- Nothing
- I don't like it
- Bad
- This is positive
- It should smooth out flow, reduced accidents for SB traffic getting onto the TCH and improve pedestrian crossing
- It should ease traffic tie-ups getting onto TCH esp when COP has many cars heading north when we need to get across the highway to turn east
- A measurable improvement
- Turning lanes for SB & EB
- It makes sense to help with current problems but needs to be done sooner than later otherwise get on with it
- Short resolution

#### **7. What do you dislike about the interchange configuration proposed?**

- You've only focussed on the TC/Bowfort intersection and have neglected all the other problems with a XXXX multi-access point Bowfort Rd which is a major accident waiting to happen
- The developers should pickup part of the tab
- Will create many traffic problems and use too much land
- Too many lights on Bowfort Rd between 83 St and highway. Why is the light near the Sandman?
- The longer than expected project. And that this is really due to the proximity of COP, it really doesn't benefit Bowness but it does benefit COP and any land developers
- There is no time frame for the proposal! The City continues to approve development such as Bow Cycle but no plan for traffic issues with a time frame
- No dual turn lanes onto TCH. Not sure if the congestion at Bowfort Rd EB intersection is fully addressed
- Built in phases will leave residences in Bowness subject to construction for an unnecessary length of time
- In the typical City planning nothing will get done, the funding will be diverted to other better represented communities
- This alternate plan does not address the issues with people existing the business area (McDonalds, Bona Boma, etc)
- Time frame for completion
- It will be faster and that's why the traffic will come this way
- Nothing, it's perfect
- Adding another turn-land will push the queue down Bowfort Rd to the 4-w3ay, it is already filled from 85 St bridge to 4 way (WB at times)
- Too costly, move it further west – would be cheaper this area should not allow further commercial development @ north side of #1. Businesses should not get relaxations for things like parking
- Future traffic load is underestimated, going WB into Bowness will have 3 traffic lights instead of 1 and get congested even with the current load
- None
- 83 St still has major concerns with commercial development and community out thru traffic
- Still too much congestion Bowfort Rd as it goes towards Greenwood Village. Nothing definite about Greenwood Village entrance
- Accident waiting to happen
- If it goes thru as proposed then we don't dislike anything. Need it ASAP please?
- N/a
- Too many signals trying to satisfy the businesses, not the people, residents. Too many left turns, no off ramps
- Too much consideration of the interchange, not enough of Bowfort Rd

- Still a patchwork fix to the big problem but understand funding is currently unavailable
- Nothing
- Taking too long to get going
- Possible affect (negative in nature) to business access traffic
- It will destroy existing business to delay traffic movement from Bowness to TCH
- Means congestion in Bowfort area and 83 St
- 3 lights to get out of Bowness, what were you thinking? Don't you think people will take alternative routes?
- It provides unnecessary access to under developed roads in Bowness which is overload right now
- It is a large intersection downloading onto residential roads in Bowness that will not handle the load
- Increase traffic on Bowfort to Bowness Rd. Will in turn cause congestion @ 4 way stop currently Bowfort Rd / Bowness Rd
- I feel it's going to allow even more short cutters to access through our community
- Bad
- Phase 1 proposal. Invest that money into the overall project to better utilize the economics of Phase 2
- Would like to see it happen soon
- Not going far enough with the capital they have allocated to this interchange
- No define time line only a guess
- Traffic lights are staying
- The likely time to execution?

**8. What other issues, concerns, or consideration do you think the revised interchange plan should take into account?**

- Why couldn't 83 St be extended with an underpass to access the TCH and eliminate the need for two 90 degree bends?
- Where are the green lines for pedestrian corridors? They show up on your map legends but are not built into the plan. Cyclists and pedestrians need enough room and safety with some controlled and / or signed crossing areas over all the commercial area
- The XXXXX business area up at the top of the hill is a very dangerous setup. There needs to be better ways and safer ways of accessing the businesses
- Better sidewalk access along Bowfort Rd. This needs to be part of the Immediate plan – not waiting for someday
- The more lights that are installed on accesses to XXXX roads will cause more traffic to cut thru residential areas
- Not to construct until such time Nose Hill interchange on Stoney is complete. This will encourage use of Stoney Trail vs cutting through Bowness
- More efficient pedestrian / bike path along Bowfort Rd
- Revised interchange plan still needs to address traffic coming out of the businesses beside the Sandman. This roads needs to be extended behind the Sandman before existing onto Bowfort
- New developments will add load beyond what is being estimated. All one has to do is look at roads planned and delivered in the past 10 years – roads open and are immediately jammed
- Listen to the community equally – not just the businesses interest because their interest is to bring more traffic. Residents want less traffic
- The city folk keep saying “wait I see approach” regarding development. Make the decision to halt development in that immediate area so someone can follow through on a plan
- Crosswalk with flashing lights on 83 St and 33 Ave
- I've said enough
- Bowness tradesman and residents will use Sarcee entrance and make traffic @ Catholic school intense
- Don't like the idea of a temporary entrance to Greenwood being allowed unless you make a designated left turn lane
- More discussions with the residents of Bowness, not the communities who need TC traffic flow improved
- Need left-hand turn lane at bottom of Bowfort up to Greenwood Village please. Stop pizza trucks, etc and parking along Bowfort east behind the little strip mall by the storage unit and watching the exit onto that road by car wash, people finishing

- Instead of lights put in off ramp
- None
- Timing – build now
- Too many turnoffs in a very short distance. The road is way too narrow. Changing the pedestrian walkway to the other side of Bowfort will not make a difference. A pedestrian overpass would be much safer
- Spend now – this is one of the busiest intersections in the city and is one of the worst for backlog and safety issues
- I think more attention should be paid to community streets and see a difference between major roads and minor ones and close off some for traffic control
- Separate turn lane into Greenwood Village or advance light or 4 way stop with proper signage... if there isn't enough budget for this at least put in "caution turning vehicles" signs
- There should be / must be an access to COP from Stoney Trail, much more feasible. Access COP from the west
- More access for Olympic Park and Stoney Trail further west
- Move the road out of COP and make no lights for Bowness to get out of community
- Safety for pedestrians, present road to Greenwood Village is hazardous and it exits on the corner, need separate lane
- Access to existing business outlets in the area and less traffic lights to speed up traffic flow
- The existing bike/walk path south of Bowfort Rd is underutilized and with the recent development of Bow Cycle, more pedestrians are walking along the road (Bowfort) causing additional hazards to an already narrow steep road.
- Continue to ensure that non-residential traffic is reduced in the community with good planning as you are proposing to do
- Putting off implementing plans will only cost more in the long term
- Turn lights and effective (bright) pedestrian signals
- The least amount of disruption for Bownesians while constructing this interchange
- Interchange should be built and to help service COP – a world class industry
- My concerns are the amount of traffic from Greenbriar; only time will tell and if there's a problem guess who gets in trouble
- Crosswalk flashlights at 83 & 33Ave
- Leave Bowfort Rd alone
- Please do not build the 100M interchange, use the money to buy COP land and save on the upgrade need

**10. What can we do differently to change your level of satisfaction with the aspects above?**

- Some confusion as to what plan posted would be followed and when the work would actually start
- Keep to one topic – i.e. lights on Bowfort, not the future interchange
- Would like to meet with Transportation when available (Dennis Inglis, Melcor Developments Ltd., 403-808-4006)
- A reasonable estimate on construction
- The session time is held in the pm peak hour which is hard for people to get here on time
- I'd like area resident to be updated on how will you address pedestrian and cyclist concerns
- Add sidewalk – dangerous to walk around 83/Bowfort
- Should have gone till later – 8:30 ish
- Leave the turnoff from Highway 1 to Bowfort alone and save the money to do that for the interchange plan
- More room to write up comments
- What does my alderman do? 16 years in this community and I haven't heard word one from him. Is he here just for looks? Holiday travel talk?
- Put out a notice to residents, not just land owners – esp the trailer park
- The traffic coming out of Petr Can, mall and McDonalds onto Bowfort Rd going west just before Sandman will not get onto the turn lanes. We go out the back of McDonalds by the Sheraton
- More discussion on the whole plan, not just the band-aid solution for the Trans Canada. The community of Bowness cut thru and 83 St not being addressed and should be at this time with the master plan – why spend money now if just a quick fix for Trans Canada only
- Found signs confusing as to what was actually only being done as temporary measure vs future plans. Representative were very nice and helpful
- Cancel and proceed when proper intersection can be funded

- Proposals for two different interchanges, what about a cloverleaf, no lights
- It's all good but please listen
- Have a meeting with a proper presentation, not an open house. Have personal reps walk us thru the presentation
- Access COP from the west and cancel the Greenbriar development
- Inform City reps on all affected areas - the rep we were speaking to had no idea of the turn into Greenwood, nor did he have any info regarding traffic beyond proposed plan
- This is the same information that was proposed some years ago
- Improve future access to existing sites and reconsider the design as approved
- Major landowners with active files should be notified directly
- The display boards don't mention the advance green turn signal
- Minor – sequence of presentation; get to facts and proposed resolution immediately, then deal with future
- Make a decision and get it done one way or the other
- No turn off 2 lanes from 16 to Bowfort, only for lanes left onto 16 from Bowfort in the intersection improvement plan

### **Additional Comments**

- I support the Bowness Community Association position 100%
- This is a major interchange that should not be put on the 'back burner'
- To improve this access change access to Olympic Park further west were there's more room
- Close off the COP access from above COP. Have access to Bowness out of the community on 83 and not in. Close half the road to calm and stop short cutters
- I hope The City actually uses these recommendation to decide on what does get done with regard to this area
- The community needs better representation at City Hall to push forward funding for local roadway improvements
- Thank you for taking the time to show us the direction and future plan for our community
- Bowness people have to get to Crowfoot off 85 St bridge heading N, it would be nice to go straight onto Nose Hill Drive instead of going 3 extra blocks but keep south route NB to Bearspaw Rd the same
- The City seems to have plenty of money for special interest projects but this interchange and Bowfort Rd are unsafe yet this is being put off with no time frame for the upgrade – WHY?
- Give COP and Greenbriar new interchange west of existing one
- Thanks for clarification of some of my questions. Very polite responses from city reps
- Melcor has not set a date for their development
- I was disappointed our Alderman, Dale Hodges wasn't present
- Make the interchange plan a priority. This is a major road into and out of west Calgary
- You are just funnelling (choking) traffic further for the sake of business interest
- Half baked ideas create half baked solutions
- Once again I feel these meetings are being held not to get community input but just to say 'this is what we are doing'. Hopefully the interchange won't take almost 30 years to do like Bowness Park did.
- Apparently the planned subdivision cannot go ahead without the interchange is done but no info was available on how big that is
- Clarity of info from City is that I am not sure the City heard what people said last time. Why have this info session?
- We would like some information on plans for Greenbriar /Greenwood
- Immediate concern – intersection warning lights must be installed farther east of the TransCanada / Bowfort intersection – traffic stops in all 3 lanes long before the existing warning lights are seen
- I don't suppose this will be resolved or completed in our lifetime
- More consultation with West Bowness residents and existing business outlets should be undertaken. Bowfort Rd needs to be upgraded.
- No need to rush a full-blown interchange. Bownesians don't support Greenbriar or Winsport generally
- Thanks for opportunity to view and comment
- Interchange plan looks great. Important to remember flow out of Bowness is important, not flow in to encourage cutting through our community