



Deerfoot Trail Study

Deerfoot Trail Phase 3: What we Heard

February 12, 2020

Executive Summary

Deerfoot Trail is Calgary's oldest freeway, and the busiest in Alberta. In 2016, The City of Calgary (The City) and Alberta Transportation (AT) initiated a long-term corridor study for Deerfoot Trail. The study boundaries are the Stoney Trail interchanges in the north and south. This 37.5 km stretch includes 20 interchanges and more than 40 bordering communities.

Please note: *the Stoney Trail interchanges are included only as scope limits. It is not anticipated that the study or any resulting solutions will significantly affect these intersections.*

The study considers a range of possible freeway management strategies, including some new to Calgary, and recommends ways to improve safety and mobility in the short- and long-term. The study focuses on making the most of the existing infrastructure, planning for future growth and aligning with the [Calgary Transportation Plan](#).

From Oct. 30 until Nov. 25, 2019, the project team presented the proposed long-term concepts for the corridor and collected public input on the level of comfort and support for specific interchange improvements. Two highway management tools, High Occupancy Vehicle (HOV) Lanes and General Purpose (GP) Lanes were also presented as potential solutions for the entire corridor.

Feedback was collected online and at four in-person events held at various locations across the city. The project team met with Council, businesses, emergency response agencies, environmental and recreation groups, residents, land and property owners, bordering communities and Calgarians at-large, resulting in 22,300 visits and over 4,750 contributions of input throughout the month-long public engagement period.

The following is a summary of what we heard from those who provided input during Phase 3 of the study. This consolidated report includes a high-level summary from the four open houses and online feedback. To review the verbatim, please refer to the What We Heard summaries.

Public and stakeholder feedback in Phase 3 will help the project team to understand how participants feel about each of the proposed concepts. Public input is one factor in how we assess these preliminary concepts and an additional technical review will occur in Phase 4.



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Engagement overview

While being responsive to the needs of stakeholders, engagement and communications seek to create and support a balanced conversation about Deerfoot Trail as a key corridor for moving people and goods in Calgary. The four-phase study has provided multiple opportunities for public input.



Phase 1: June 2016

During Phase 1, the technical team undertook a thorough review of the corridor to understand how the road is operating and to define the current problems. From June 1 - 30, 2016, road users were asked to provide input about their experiences using Deerfoot Trail by completing an online questionnaire, pinning comments to an online map or attending one of six open houses.

Phase 2: November 2016

In Phase 2 of the study, the project team developed numerous potential short-term improvement options using results from previous studies about Deerfoot Trail and the 10,000+ comments collected in Phase 1. Two stakeholder workshops were held to review these options and the results were shared on Calgary.ca.

Phase 3: November 2019

In Phase 3 of the study, the project team presented the proposed long-term concepts for the corridor and collected public input on the level of comfort and support for specific interchange improvements. Feedback was collected online and at four in-person events held at various locations across the city, gathering 22,300 visits and over 4,750 pieces of feedback.

Phase 4: June 2020

In Phase 4 of the study, the project team will present the preferred concepts and ideas for the corridor and will present ideas to improve walking and biking connections, improve transit service and the use of technology along the corridor to improve safety, travel time reliability and traveler information.



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Engagement Strategy

The engagement strategy involved two key elements:

1. Sharing results of engagement to date

- Demonstrating how the input collected in the previous round of engagement was considered in the next phase of the study.
- Reporting to stakeholders on what was heard, how it was used and if not, demonstrating the rationale behind why the input could not be incorporated to inform the next phase of the study.

What we heard, what we did

What we heard?	What we did
Single occupancy vehicles People travel alone on Deerfoot Trail between 3 and 7 p.m. to commute to and from work.	Developed concepts that address travel demand during the peak periods and encourage carpooling and transit.
Reliability Most drivers experience delays along the study area most of the time.	Developed concepts that improve capacity along the corridor to address bottleneck points. Reconfigured interchanges to address traffic operation concerns.
Congestion The route most travelled is from Stoney Trail South to Glenmore Trail, while the most congested segment is McKenzie Lake Boulevard to Glenmore Trail.	Developed concepts that improve capacity along the corridor to address bottleneck points. Reconfigured interchanges to address traffic operation concerns.
Safety Those who don't use Deerfoot Trail said it was because they don't feel safe on the road.	Developed concepts that address safety issues by reconfiguring infrastructure. Further analysis is being conducted to develop additional mitigation measures.
Satisfaction People are most satisfied with signage and traveler information and are least satisfied with duration of travel times and reliability.	Developed concepts to improve travel times and reliability.
Importance Efforts to clear collisions and stalls is the most important factor while the least important factor is visual appeal and appearance.	Look for in Phase 4: Investigating Intelligent Transportation Systems (ITS) to improve incident management activities and operations.
Staging Improve 17th Avenue S.E. and Anderson Road first.	Look for in Phase 4: Determining the long-term plan and providing recommendations to prioritize implementation.
Top issues Lane reduction, poorly designed on and off ramps, poorly designed interchanges and congestion.	Developed concepts that improve lane continuity, reconfigure ramps, improve capacity and reduce weaving along the through lanes. Developed network improvements to reduce short distance trips on the corridor.

Designing a collaborative engagement process

- Working with both our internal and external partners to develop an engagement process that would work in the best interests of both the public, The City and Alberta Transportation.



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Engagement Techniques

To provide engagement opportunities that were inclusive and as accessible as possible, the project team, conducted engagement: in-person and online for this phase of the project wherever appropriate for the type of feedback being sought. Examples include:

In-person

City-hosted open houses at community venues near the corridor study area—the open houses (drop-in format) were conducted for evaluating the draft long-term concepts and ideas.

Online

Online tools included a ranking tool, short-form questions and discussion for evaluating and refining the long-term concepts.

Phase 3 Engagement — What We Asked

Public input for Phase 3 was broken down into three sections: North, Central and South. Input was collected about each proposed concept as it relates to the project's [Multiple Account Evaluation](#) (pg. 23), considering the financial, environmental, socio-community and customer service impact.

Participants were asked about construction cost, the level of importance regarding increasing access across Deerfoot for all road users and general thoughts or questions about the proposed concept and impacts for particular interchanges. For areas where more than one concept is being considered, we asked participants to rank the concepts in order of most beneficial to least beneficial. Public input is one factor in determining the preferred concept selection.

The feedback collected helps to understand how participants feel each of our proposed concepts for each of the sections (North, Central and South), stand up to these criteria. Public input will be only one factor in how we assess these preliminary concepts.



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Phase 3 Engagement — What We Heard (North, Central and South sections)

Targeted questions were asked to participants evaluating each of the preliminary concepts using the Multiple Account Evaluation (M.A.E.), looking at four main factors: financial, environmental, socio-community, and customer service.

NORTH

The Deerfoot Trail Study has been broken down into three sections: North, Central and South. These are the long-term options of the **North** section:

- **Beddington Trail N.E.**
- **McKnight Boulevard N.E.**

Beddington Trail N.E.

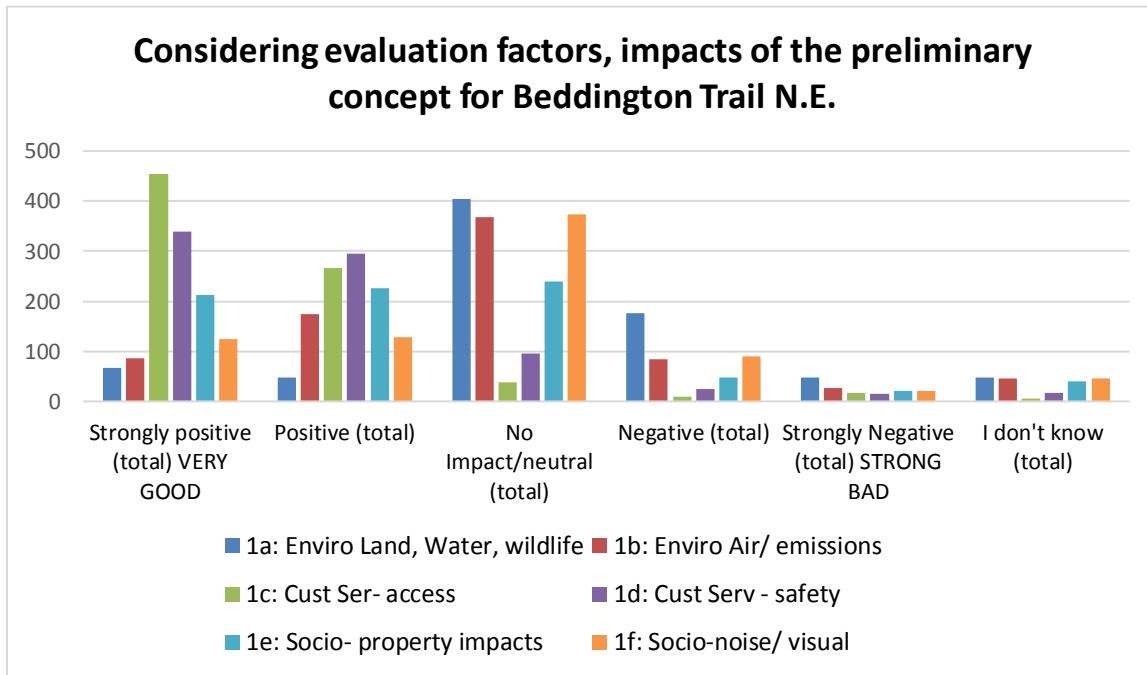
High-level summary of questions 1-3: When considering the different Multiple Account Evaluation factors pertaining to the long-term preliminary concept for Beddington N.E, participants indicated that they were neutral to strongly positive overall.

When asked about construction cost, many participants indicated that when applying this to Beddington Trail N.E. this would be medium. And when asked about improving access over Deerfoot Trail for all road users, 56% of participants indicated that this is very important for the Beddington Trail concept.

The graphics below further support this high-level summary of participant’s feedback around the Multiple Account Evaluation factors, construction cost, and improving access over Deerfoot.



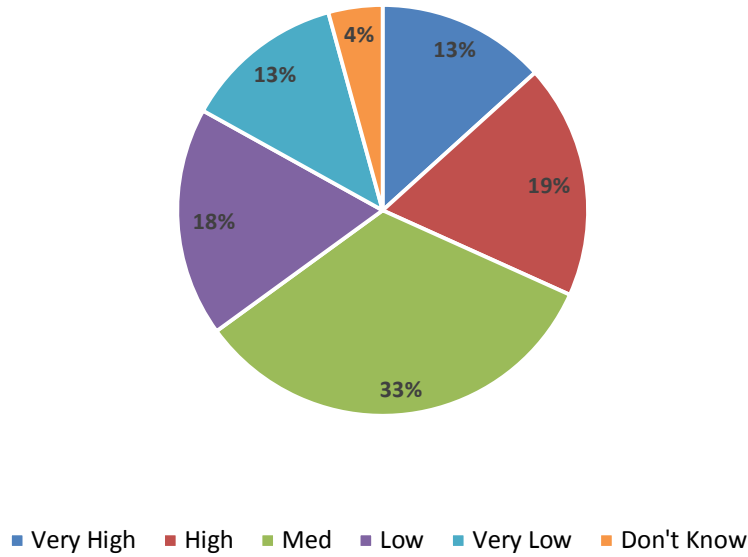
1. Considering the different evaluation factors, what kind of impacts do you think the preliminary concept for Beddington Trail N.E. might have?



2. For Beddington Trail N.E. - How much do you feel the construction cost is a factor when considering changes at this intersection?

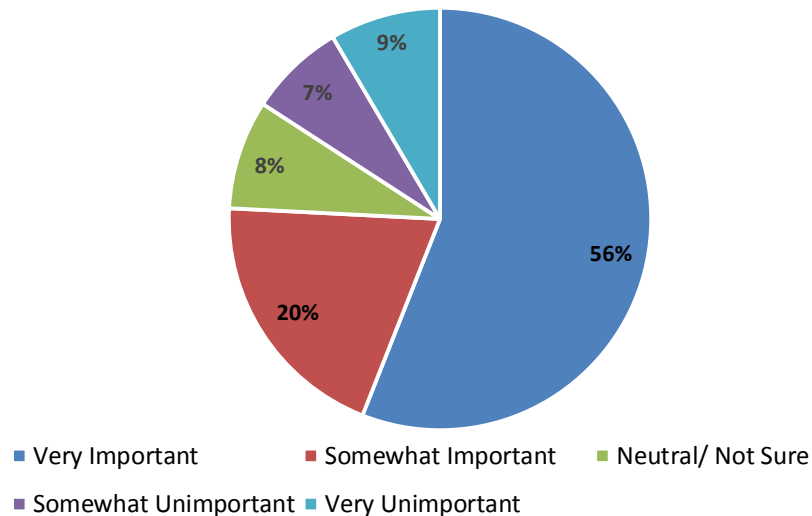


Beddington: Construction Cost



3. At Beddington Trail N.E. - How important is to you to improve access across Deerfoot Trail for all road users?

Beddington: Improving access across for all road users



4. Please explain your answers above about Beddington Trail N.E. or share your thoughts or questions about the proposed concept and impacts for this interchange.



When asked about the proposed concept to Beddington Trail N.E., many participants indicated general agreement for the long-term concept presented while only some indicated disagreement, and others who made some targeted suggestions to the concept presented and additional problem identification about the interchange area. These top themes have been captured below and are supported by participant (unedited) verbatim comments.

Top Themes That We Heard	Participant Verbatim Comments
<p style="text-align: center;">Overall General Agreement <i>(About the preliminary concept for Beddington Trail N.E)</i></p>	<ul style="list-style-type: none"> • Beddington Trail is the main connector for N.B> traffic to get E→W in the North. Creating an easy, simplified way of getting to the deep NW would increase Calgarian's interactions btwn the SE & NW • by improving this intersection it wil ease traffic flow from McKnight and 64th • Beddington Trail/Deerfoot appeared to be a bandaid when it was built. Only access was EB Beddington àSB Deerfoot, and vice versa. New concept opens up complete access and efficiently incorporates 11th Street NE as well. Noise and pollution already there, so that impact is minor • Having the southbound new bridge begin from position 4 elevating parallel to Deerfoot, and then connecting *after* Beddington (divided lane) reduces local traffic while reducing idling • Having a straight connection from Beddington through 11ave and potentially the Airport would reduce the drivers on 96th Ave, and add a route for cyclists to access that part of 11ave • lots of services across the highway that you are forced to go to 64th or huntington. No current path available sp this would be a big help • Improving cross-city connections to Beddington trail will relieve pressure on Country Hills Drive/Road. Beddington is much more suitable for this function as Country Hills is thru residential area. • It's a solid plan, but how much would that would mess up WB Beddington without fixing Beddington's own issues at HiddenValley and Berkshire. Build that NB 11th St to NB Deerfoot ramp and call it a day
	<ul style="list-style-type: none"> • Need to consider other options • The solution provided don't actually address the real issue of the interchange. The proposed



Overall General Disagreement
(About the preliminary concept for Beddington Trail N.E)

solution provides more access, but does not resolve congestion, which is the main issue.

- I think there are other easy alternatives for people to access deerfoot from the Beddington area
- Stop wasting money on building for more traffic
- This concept doesn't make sense. There schematic implies that SB and NB Deerfoot traffic will come together at the same time as NB 11 Street traffic to go WB on Beddington Trail.
- Shouldn't you be looking at the weaving that happens when traffic coming from McKnight as well as 64th Ave enters into Deerfoot Tr N and traffic exiting at Beddington? how about a "collector" lane?
- Expanding highway infrastructure induces demand and does not result in meaningful improvements.
- Seems like overkill to provide all-access interchange from/to 11St NE - seems like a limited area that will benefit from these improvements. \$ better spent elsewhere.

Suggestion to the Draft Concept
(Beddington concept-specific suggestions)

- We like the proposed design, but would like you to consider taking southbound traffic on Deerfoot that needs to exit to 64th Ave, please provide an exit lane before Beddington Trail. This would greatly eliminate weaving of traffic and conflict between traffic merging onto Deerfoot from Beddington and Traffic exiting for 64th Ave.
- I live in Beddington. I would use a connection from EB Beddington to NB Deerfoot very infrequently and probably on weekends only. Going south to 64 Ave and then turning north is fine.
- As for Deerfoot Tr. Improvements at Beddington Tr. you should consider making an exit from Hwy 2 South to 64 Ave. just after Airport Trail North of Beddington. Take the exit under Beddington and alongside of Deerfoot Tr. This area is a total mess because 2 lanes of traffic from Beddington is trying to get into Deerfoot while cars from Deerfoot South are trying exit to 64 Ave. lot of mix and mash as this point. If you make exit fro 64 Ave before Beddington entry to Deerfoot you will gain free flow from Beddington on to Deerfoot Tr. and no trouble for exiting cars to 64 Ave.



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	<ul style="list-style-type: none"> • My thoughts is making the road wider if you guys can and make it more like a freeway in United states of America • If another bridge is to be built in this area it should offer pedestrian/bicycle connections to 11th street
<p style="text-align: center;">Problem Identification <i>(Particular areas of concern in and around Beddington)</i></p>	<ul style="list-style-type: none"> • My question is?: Whoever designed a major trail (Deerfoot) with only access from south (if you are heading that way) & north only if you are heading north? That is a huge issue for 64th who takes that traffic load. Top priority! • RE: HOV lanes - limited success in other cities. It doesn't really encourage people to carpool but rather feel lucky if they have an extra person or kids travelling with them. Not worth it!! • As a consultant - concern for the Beddington interchange comes when accessing client sites & travel to airport • Reduce speed to 80 km/hr • Without addressing the short merge lane that's shared with 64th this doesn't feel like it will make much of a positive difference. Northbound access from east beddington is low benefit improvement. • deerfoot south to beddington west. seems odd to have cars wrap around such a huge loop. also safety concern when all the lanes merge to head west Just have deerfoot south ramp head directly bedd west • This interchange is much more of an issue in the morning for southbound commuters. There are 3 lanes on Beddington Tr. reducing to 2 lanes, and then impacted by southbound Deerfoot volume.



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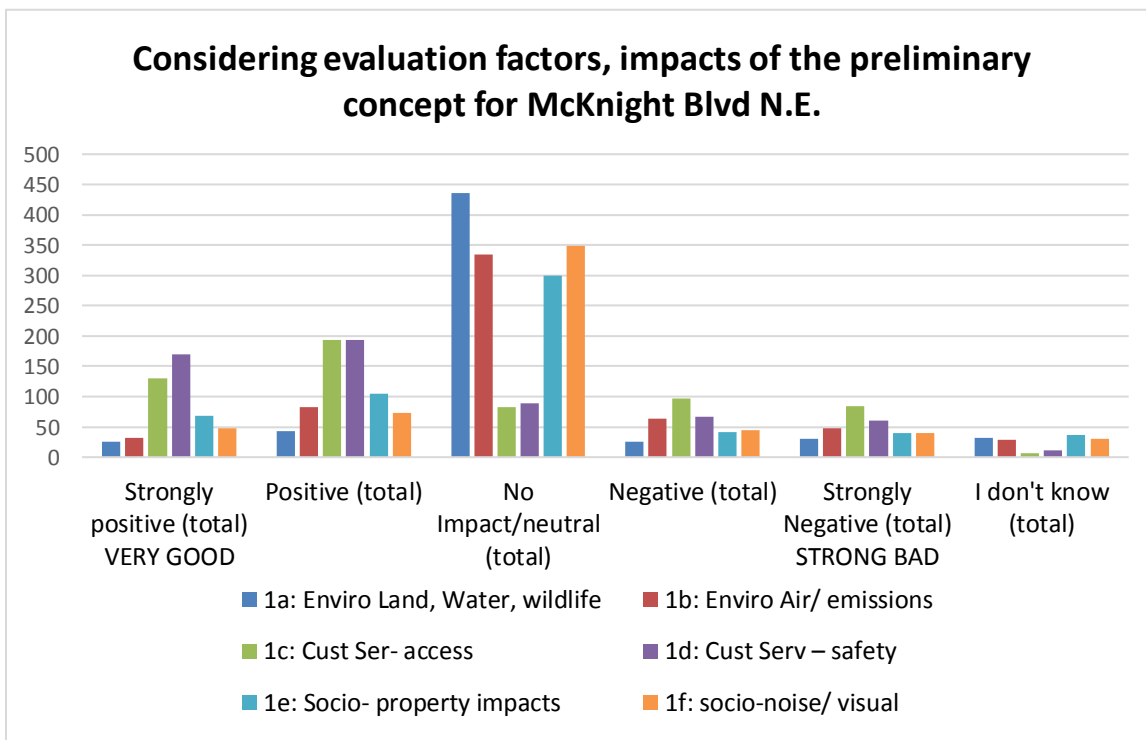
McKnight Boulevard N.E.

High-level summary of questions 1-3: When considering the different Multiple Account Evaluation factors pertaining to the long-term preliminary concept for McKnight Blvd N.E, participants indicated that they were neutral to positive overall.

When asked about construction cost, many participants indicated that when applying this to McKnight Blvd. N.E., this would be medium. And when asked about improving access over Deerfoot Trail for all road users, 50% of the participants indicated this is very important for the McKnight Blvd N.E. concept.

The graphics below further support this high-level summary of participant’s feedback around the Multiple Account Evaluation factors, construction cost and improving access over Deerfoot.

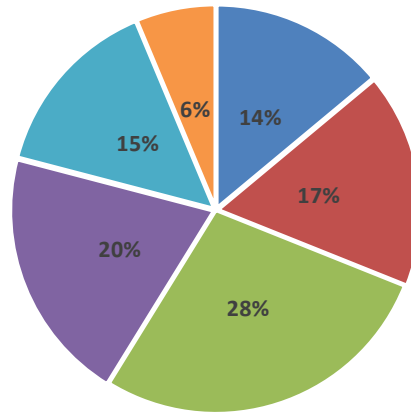
1) Considering the different evaluation factors, what kind of impacts do you think the preliminary concept for McKnight Blvd. N.E. might have?



2) For McKnight Blvd. N.E. - How much do you feel the construction cost is a factor when considering changes at this intersection?



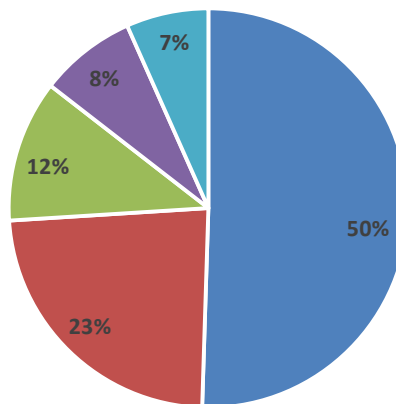
McKnight Blvd N.E.: Construction Cost



■ Very High ■ High ■ Med ■ Low ■ Very Low ■ Don't Know

3) At McKnight Blvd. N.E. - How important is to you to improve access across Deerfoot Trail for all road users?

McKnight: Improving access across for all road users



■ Very Important ■ Somewhat Important ■ Neutral/ not sure
 ■ Somewhat unimportant ■ Very Unimportant



4) Please explain your answers above about McKnight Blvd. N.E. or share your thoughts or questions about the proposed concept and impacts for this interchange.

When asked about the preliminary concept for McKnight Blvd. N.E., participants were split whether they were in agreement or disagreement with the draft the long-term concept presented, indicating that the draft concept may or may not provide adequate improvement in this area. The other themes that emerged were targeted suggestions to the concept itself, and additional problem identification at this interchange area. These top themes have been captured below and are supported by participant (unedited) verbatim comments.

Top Themes That We Heard	Participant Verbatim Comments
<p style="text-align: center;">Overall General Agreement <i>(About the preliminary concept for McKnight Blvd. N.E.,)</i></p>	<ul style="list-style-type: none"> • What is proposed is an easy resolution but Deerfoot Trail needs express lanes separate from access lanes to improve traffic flow from McKnight to Deerfoot. • This junction is a nightmare and need addressing. Extra lanes, longer merge • Getting onto McKnight NB from Deerfoot is a bit confusing. Although I find this interchange isn't as important to accessing NW communities, making it easier to access would be helpful. • Kudos; this is the first design that won't cost much and will have some benefits for cars...still no benefits for humans though. • The only issue is that would the new change disrupt traffic flow backing onto deerfoot. Also is there going to be a third lane added on bridge to ease congestion during rush hour as two lanes dontwork • Good idea. Seems a bit silly to have two different access points from W bound McKnight Blvd to N bound Deerfoot Tr. Will it make the left turn from E bound McKnight Blvd to N bound Deerfoot tougher? • this would be an improvement
	<ul style="list-style-type: none"> • Waste of money. Please do not waste money on this. Frustrating traffic Although they say ppl exit deerfoot & cut across to turn left create this issue. Solution is not allowing ppl to turn left. Remove this to solve issue. Changing to a new lgith will keep the exact same level of traffic on Deerfoot & exiting absolute waste of time & money • This barely better than what already exists. Anytime you have a loop with lights at the top it creates backup on to Deerfoot. No loops. Find something else entirely. • Spending billions on roads will not help anything.



<p>Overall General Disagreement <i>(About the preliminary concept for McKnight Blvd. N.E.,)</i></p>	<ul style="list-style-type: none"> • Do not support not being able to go northbound deerfoot to eastbound mcknight • Very little change, I would expect very minor improvements to traffic. I don't see anything addressing the greatest bottleneck: merging onto Deerfoot Trail Northbound. • I think this area is a lower priority than the other areas in Calgary, and by changing the interchange in this manner will not relieve the issues on deerfoot trail. • No reason to remove the free flowing traffic coming off of Deerfoot to head east on McKnight. The project would be much cheaper if you left this as is.
<p>Suggestion to the Draft Concept <i>(McKnight Blvd. N.E. concept-specific suggestions)</i></p>	<ul style="list-style-type: none"> • North to South: At the moment one lane is lost underneath the McKnight intersection - 4 lanes need to continue all the way down. This is causing a natural bottleneck pinchpoint. Very important is that 4 lanes continue underneath the McKnight intersection all the way south! • Do not remove the ramp NB Deerfoot to EB McKnight. ADD a clover leave from EB McKnight onto the center of Deerfoot to remove traffic lights on McKnight • WB on McKnight to NB Deerfoot - need another lane for congestion reduction & separate lane (CD) for McKnight to 64th • Exiting off McKnight Blvd. to Deerfoot N should have a continuous lane onto 64th Ave as this has lots of accidents. Turning left onto McKnight can cause congestion if traffic flow is heavy • Widen the southbound collector lanes to reduce weaving • I think if you want to do this, then you should utilize a full clover leaf. The intersection with spiral honestly may not have the effects you want, and your quick off ramp is the best option for flow • Access from McKnight to Deerfoot northbound needs to be fixed. A through lane to 64th Ave needs to be added. Right now this is the primary cause of Deerfoot northbound being backed up.



Problem Identification
(Particular areas of concern in and around McKnight Blvd. N.E.)

- Getting across Deerfoot Trail in the afternoon rush, is a nightmare as at the Westside of Deerfoot Trail McKnight becomes a regular city roadway with many traffic lights that creates a bottleneck for traffic that wants to go beyond Deerfoot Trail for example to go to John Laurie Blv.
- Merging onto Deerfoot north from McKnight is a nightmare and often the cause of Deerfoot trail backing up and slowing down all the way to memorial
- Deerfoot trail needs 3 dedicated lanes here, left turns are the most inefficient of traffic moves. How can you say that removing an entire turnoff, and making it a red light left turn, an improvement?
- This area is always a problem both ramps are always congested.
- The exit from McKnight to Deerfoot North needs improvement. I would suggest a lane that goes straight through to 64th May help with the congestion that causes most of the back up during evening rush hr.
- The problem with the McKnight exit is that it does not have a long enough merge lane onto Deerfoot trail northbound. All the traffic for rush hour on Deerfoot is because of this one issue.
- Simple solution would seem to be to extend the far right merge lane going Northbound on Deerfoot coming off of McKnight right up to 64th and beyond. It ends for no particular reason, then new lanes.

CENTRAL

The Deerfoot Trail Study has been broken down into three sections: North, Central and South. These are the long-term options of the **CENTRAL** section:

- 16th Ave. North
- 17th Ave. / Memorial Dr.
- 50th Ave. / Peigan Tr.

16th Ave. North

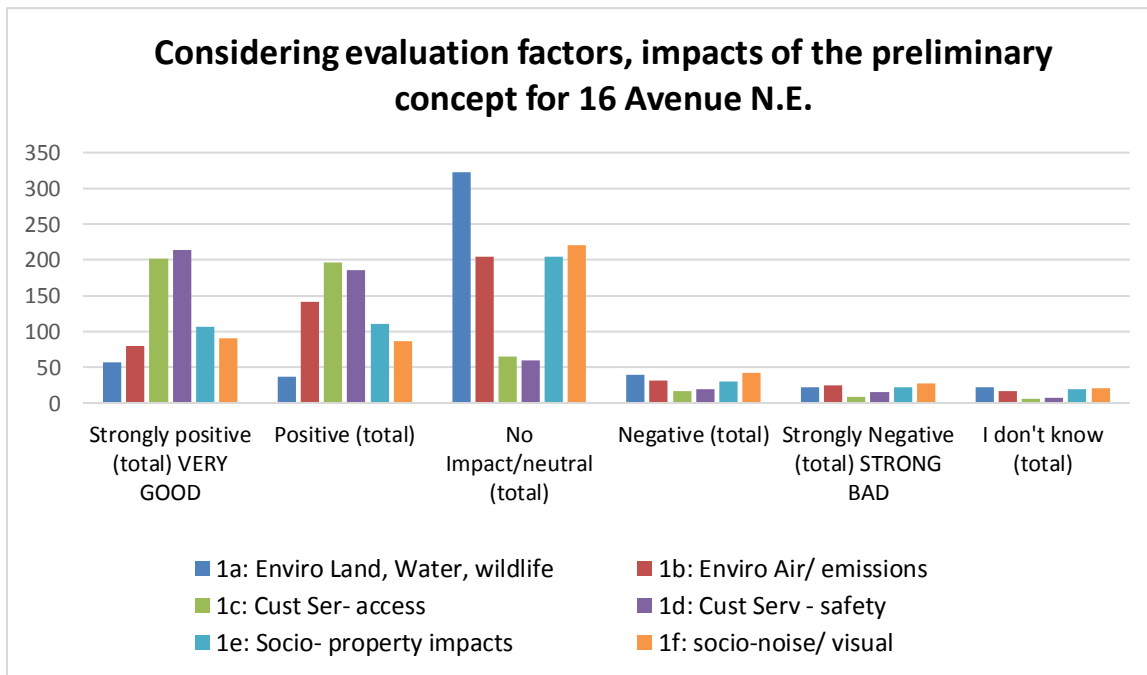


High-level summary of questions 1-3: When considering the different Multiple Account Evaluation factors pertaining to the long-term preliminary concept for 16th Ave N.E, participants indicated that they were neutral to strongly positive overall.

When asked about construction cost, many participants indicated that this would be medium. And in regards to improving access over Deerfoot Trail for all road users, 52% of the participants indicated this is very important for the 16 Ave N.E. interchange.

The graphics below further support this high-level summary of participant’s feedback around the Multiple Account Evaluation factors, construction cost and improving access over Deerfoot.

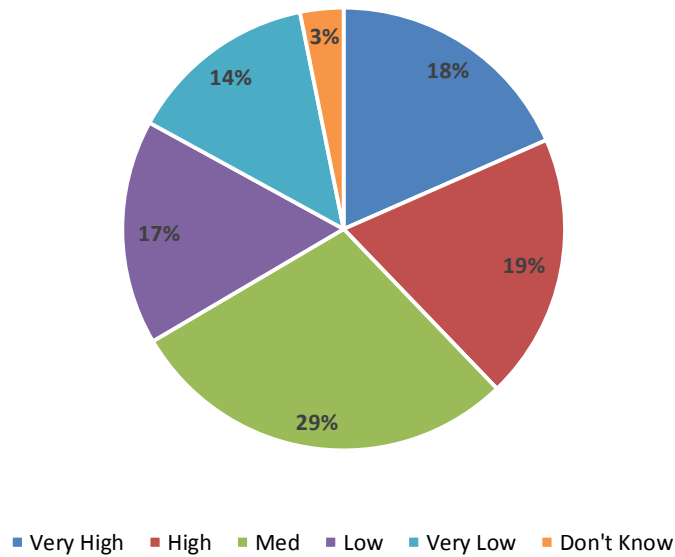
1. Considering the different evaluation factors, what kind of impacts do you think the preliminary concept for 16 Avenue N.E. might have?



2. For 16 Avenue N.E. - How much do you feel the construction cost is a factor when considering changes at this intersection?

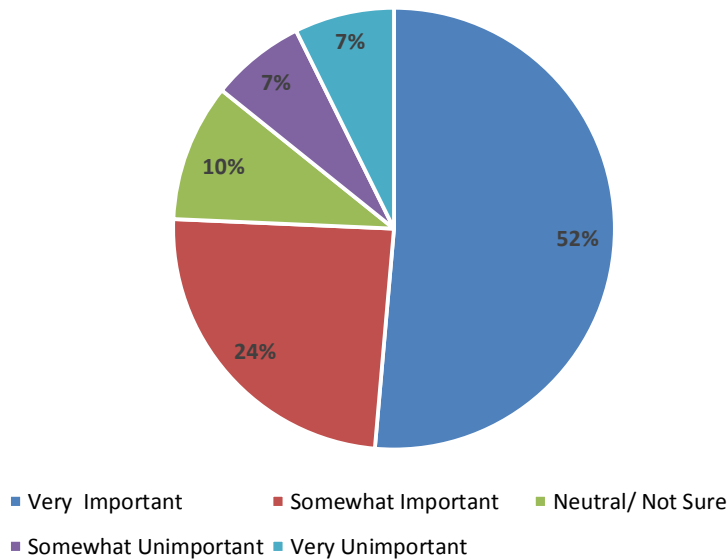


16th Ave N.E.: Construction Cost



3. At 16 Avenue N.E. - How important is to you to improve access across Deerfoot Trail for all road users?

16th Ave N.E.: Improving access across for all road users





4. Please explain your answers above about 16 Avenue N.E. or share your thoughts or questions about the proposed concept and impacts for this interchange

When asked about the proposed concept to 16th Ave N.E., many participants indicated general agreement for the long-term concepts presented, while some indicated disagreement with the concept that were presented. Other themes that emerged from the feedback collected for 16th Ave are targeted suggestions to the concept itself, additional problem identification, and those who indicated that they did not support traffic lights and signals at 16th Ave N.E. These top themes have been captured below and are supported by participant (unedited) verbatim comments.

Top Themes That We Heard	Participant Verbatim Comments
<p style="text-align: center;">Overall General Agreement <i>(About the preliminary concept for 16th Ave. N.E.,)</i></p>	<ul style="list-style-type: none"> • Love the concept! • As this is #1 highway it is quite important. Not only for Calgarians but for visitors and travellers to have an interchange that is easy to use and safe. • This concept is genius and what should have been built in the first place! Hope it happens! • Yes this is a great idea, especially with major traffic flow from E/W • This is the most important location for active transportation improvements, but they need to be provided at every interchange. • Having 16th cross 19th under grade would be ideal for our neighbourhood. Not stopping all the traffic on 16th is also great; less pollution around. • Important upgrade, one of the top priorities. • 16th Ave is the major artery through the city from East - West. Spend the money and do it right. • In general improving bike/pedestrian access across Deerfoot is important to build out the network in the NE better. This interchange is major and long overdue for improvements. • Having 16th cross 19th under grade would be ideal for our neighbourhood. Not stopping all the traffic on 16th is also great; less pollution around. • I think it's a great idea to open up the centre lanes it would improve flow up to and past 19st the over pass above 19 with greatly decrease congestion in the area alone. • In general improving bike/pedestrian access across Deerfoot is important to build out the network in the NE better. This interchange is major and long overdue for improvements. • Very good solution to a very bad intersection. Don't really see a downside to this design



General Disagreement
*(About the preliminary concept for
 16th Ave. N.E.,)*

- Save the money. The road is fine. There isn't a lot of congestion here. People are just anxious and impatient. Interchange here would discourage people from going to Mayland Heights.
- It is foolishness thinking that we can build our way out of congestion. San Fran, Seattle, Seoul, and more have removed urban freeways and ultimately reduced traffic. We can too.
- Does not look like it solves anything, just causes more confusion.
- This appears to be a lot of money and work, along with a lot of short term traffic disruption, for extremely little long term impact. This would be huge waste of money.
- Expanding highway infrastructure induces demand and does not result in meaningful improvements.
- The City should be reducing traffic on Deerfoot by expanding public transit and cycling infrastructure, not construction that will encourage more vehicles on the roads.
- current plan is a stupid design, this interchange needs to be a cloverleaf, the current design is dangerous and ineffective

Suggestion to the Draft Concept
*(About the preliminary concept for
 16th Ave. N.E.)*

- The distance between merges and drivers on the ramps between the basket weavers and 19th st seems way too short
- this doesn't address the issue of slow downs that occur N bound b/w Memorial and 16th every single day after work hours
- love the concept and would definitely allow for more of a free flow but would like to see a better north bound off ramp
- The proposed interchange at 19 St NE & 16 Ave NE alone would accomplish 90% of the benefits of this concept. No need for weaving bridges or the bridge across Deerfoot (or that can be determined later)
- While this deals with east/west traffic, it does not address traffic going to/from Deerfoot. Fixing one problem while ignoring the other is wrong. Fix BOTH at the same time.
- This might also improve the timing of the transit crosses over 16th from 19th street which is chronically late due to the timing of the lights.
- Worst intersection on Deerfoot why can't we have a cloverleaf? 3 sets of light just to get from Deerfoot to 16th ave. Unacceptable for the intersection of hiway #1 and 2



	<ul style="list-style-type: none"> • It looks to me like a 3-5 lane traffic circle with traffic lights. Weaving will still be a problem with vehicles turning and then trying to go straight through the next intersection. • I think this could be improved simply by extending the dual turn land back rather than having a double then single then double lane heading west • the raised ramps merging NB deerfoot to Eastbound 16th ave are a great idea and I would like to see that idea implemented into merge lanes coming onto the deerfoot!
<p style="text-align: center;">Problem Identification <i>(Particular areas of concern in and around 16th Ave. N.E.,)</i></p>	<ul style="list-style-type: none"> • Improve the access to Airport for the traffic northbound Deerfoot • Poor signage whe u have to access deerfoot when u are going east on 16ave. Nothing indicates what lane to be in until you r almost at deerfoot, you r then hooped if u need to go north. Joke. • no one should be biking or walking in this area, they should travel elsewhere 8 ave ne • Possible visual / noise impacts on adjacent residences. Improvements to 19th Street are also needed. • This area everyday, has stop and go, accidents due to increased traffic and weaving movement. • The problem is East bound 16 Ave. There is stupid bus stop corner 16 Ave East bound/19 st NE. There are no City Roads Engineer that live in the NE that understand these issues. • I don't feel this area is the major contributor to bottle necks on north/southbound deerfoot. • My answer could be the same for all questions relating to Deerfoot. The cost of doing nothing and deferring indefinitely will only cost everyone more in the end including lives and families.
<p>Traffic Lights/Signals General Disagreement <i>(Unsupportive of traffic lights and signals presented in the draft concept at 16th Ave N.E.)</i></p>	<ul style="list-style-type: none"> • Would rather see cloverleaf for on/off ramp access. Not in favour of having any lights at these intersections. • signal timing is poor now and not likely to change much with the concept. stopping at 3 lights sucks. meter the nb entrance ramp to deerfoot in the pm peak as that really impacts flow on deerfoot • through traffic should be separated to avoid stop lights. also removes chance of people using turning lanes to try and beat through traffic. • Just get rid of the traffic lights, they're annoying.



- The city relies too much on lights and traffic controls in heavy traffic areas rather than focusing on better roadways and flow where crossing traffic never meets. Long overdue to modernize roads here
- Why can't you build interchanges that do not require lights? These exacerbate the problems of weave/merge by forcing traffic into groups and bunches rather than allowing free flow. i have more to say
- The awkward multiple-light left turns are still there, but this seems like an important step.
- Please do this. Less traffic lights.

17th Ave / Memorial Dr. SE — Three Preliminary Concepts

High-level summary of questions 1-4: When considering the different Multiple Account Evaluation factors pertaining to the long-term preliminary concept for 17 Ave S.E. / Memorial Drive S.E, participants indicated that they were neutral to strongly positive overall.

When asked about the three proposed concepts to 17th Ave S.E./ Memorial Drive S.E., identifying a preferred concept was not clearly identified.

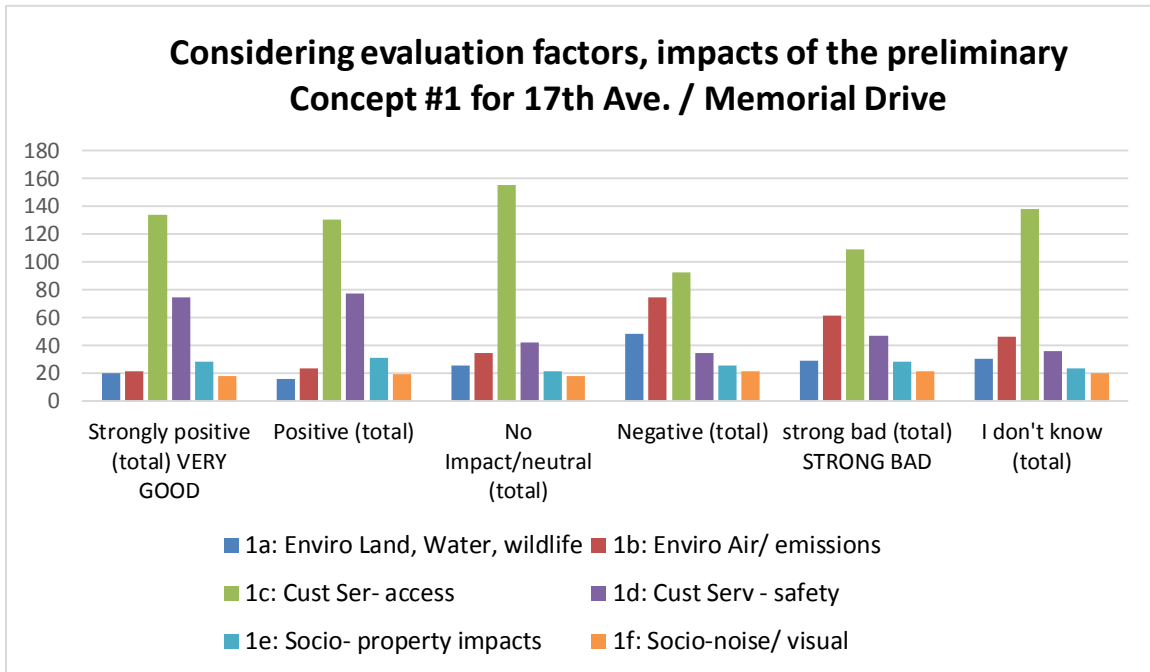
When asked about construction cost, many participants indicated that this would be medium to high. And in regards to improving access over Deerfoot Trail for all road users, 62% of participants indicated that this is very important for the 17 Ave S.E. / Memorial Drive S.E concepts.

The graphics below further support this high-level summary of participant's feedback around the Multiple Account Evaluation factors, construction cost, and improving access over Deerfoot.



1) Considering the different evaluation factors, what kind of impacts do you think the three preliminary concepts for 17 Ave S.E. / Memorial Drive S.E. might have?

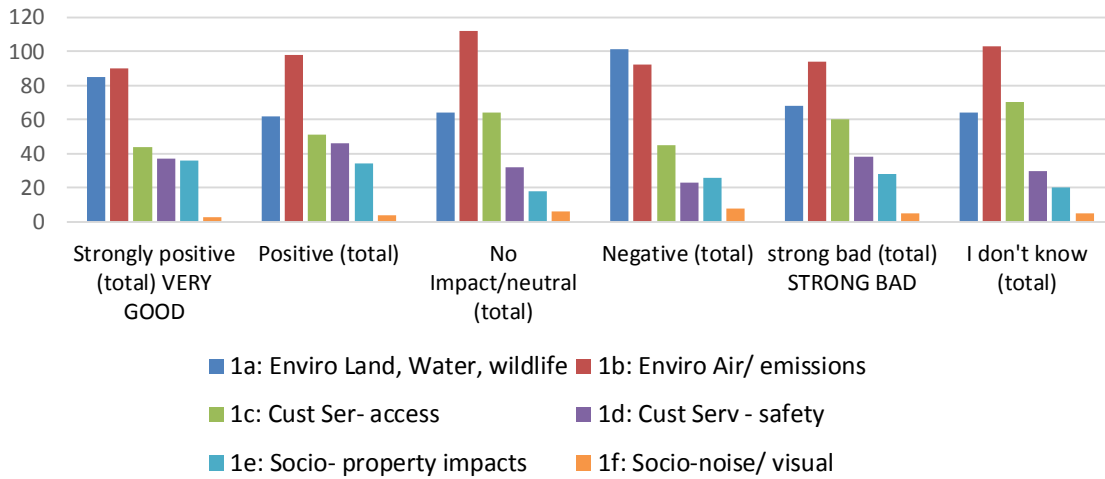
Concept #1



Concept #2

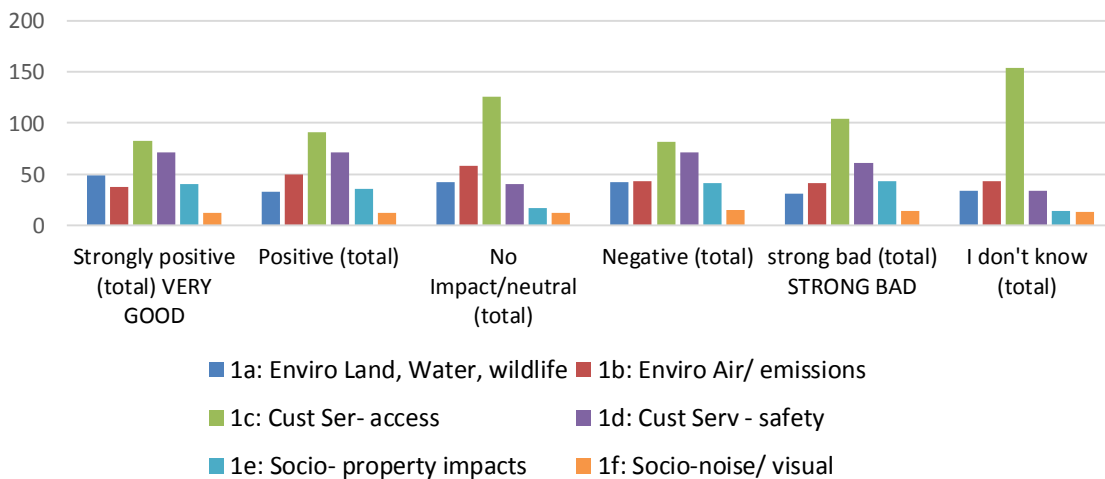


Considering evaluation factors, impacts of the preliminary
Concept #2 for 17th Ave. / Memorial Drive



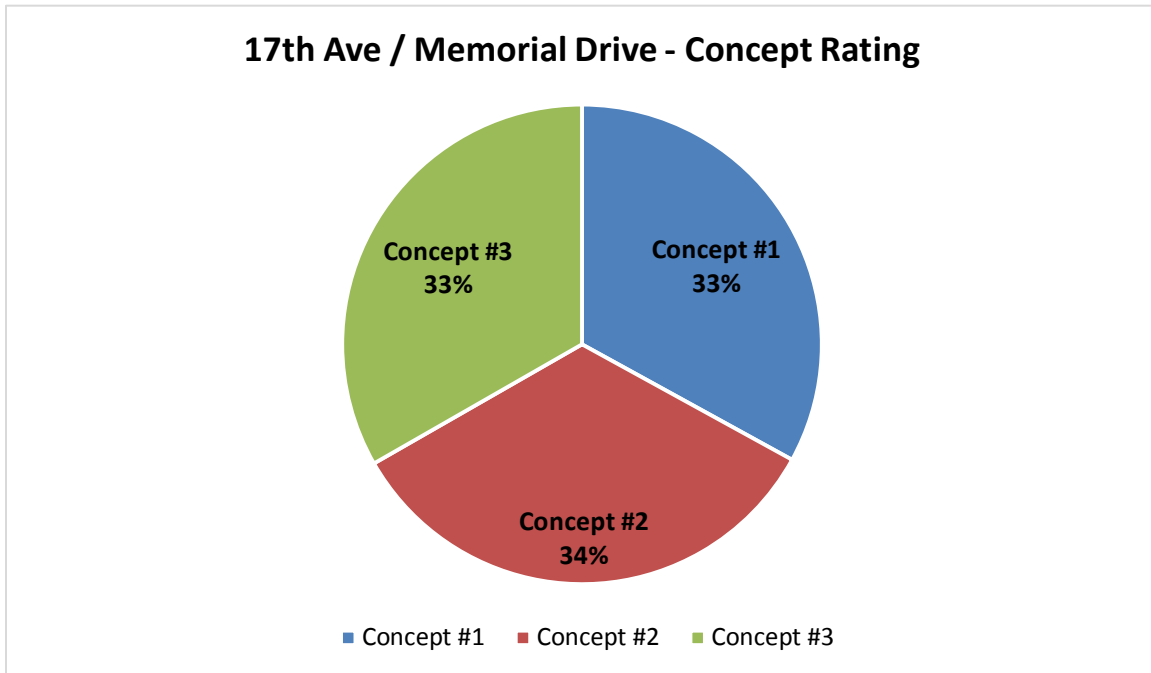
Concept #3

Considering evaluation factors, impacts of the preliminary
Concept #3 for 17th Ave. / Memorial Drive





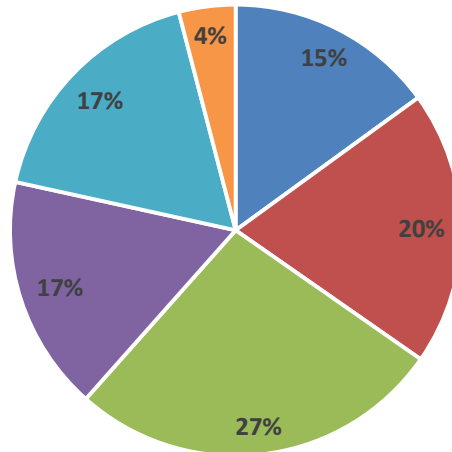
2) 17 Avenue S.E. / Memorial Drive S.E. - All three Preliminary Concepts. Considering the descriptions of all the benefits and trade-offs and your answers, help us understand, overall which of the three concepts you feel would have the most positive impact to users of Deerfoot Trail



3) For 17 Ave S.E. / Memorial Drive S.E. - How much do you feel the construction cost is a factor when considering changes at this intersection?



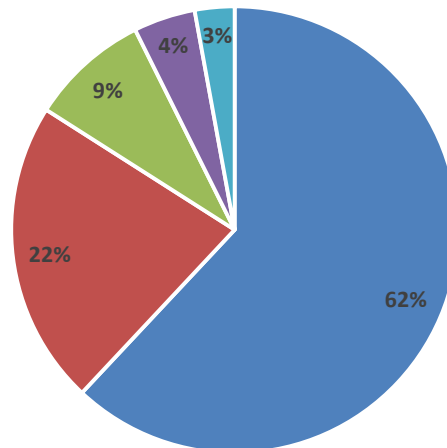
17th Ave / Memorial Drive - Construction Costs



■ Very High ■ High ■ Med ■ Low ■ Very Low ■ Don't Know

4) At 17 Ave S.E. / Memorial Drive S.E. - How important is to you to improve access across Deerfoot Trail for all road users?

17th Ave / Memorial Drive - Improving access for all road users



■ Very Important ■ Somewhat Important ■ Neutral/ Not Sure
 ■ Somewhat Unimportant ■ Very Unimportant



5) Please explain your answers above about 17 Ave S.E. / Memorial Drive or share your thoughts or questions about the proposed concept and impacts for this interchange.

When asked about the three proposed concepts to 17th Ave S.E./ Memorial Drive S.E., , many participants indicated general agreement for the long-term concepts presented, while supporting this theme with additional problem identification and others who made some targeted suggestions to the draft concepts. These top themes have been captured below and are supported by participant (unedited) verbatim comments.

Top Themes That We Heard	Participant Verbatim Comments
<p style="text-align: center;">Overall General Agreement <i>(About concepts for 17th Ave / Memorial Drive)</i></p>	<ul style="list-style-type: none"> • I used to use this a lot. Improvement would really help. • I use this intersection every day, it's terrible. Any of the proposed concepts would be a significant improvement, SOMETHING should be done. • The trip from Memorial to Glenmore during rush hour is PAINFUL. The weaving of traffic is nerve-wracking and I'm sure a major source of collisions. Basically any chance would be an improvement. • At this point it can connect Barlow and Blackfoot which are alternate routes for Deerfoot. • Option 3 has the least impact and appears to be the most elegant solution. • Currently it is a death wish. Separate entry and exit is important. Overdue upgrades need to start soon. Everyone is scared to take deerfoot daily. • This area needs an overhaul; at first glance concept 2 seems like the one which would result in the greatest improvement. • These intersections are some of the most poorly designed and busiest intersections in Calgary. They need to be freeflow interchanges as much as possible. Option 2 is as close to ideal as possible.. • Concept #3 looks like it makes the most sense as it fixes the flow of traffic without changing the main access and departure lanes too drastically. • Less lights the better. More skip ways instead of lights and lane reversals • Traffic clogs here daily. Costs shouldn't be a factor when improving the area. Do the best you can the first time to eliminate costly



	<p>changes in the future. Do it right the first time. Concept 1 best.</p> <ul style="list-style-type: none"> • This is the most problematic intersection, trying to get onto northbound deerfoot can take up to an hour • during rush hour this is a total disaster accidents waiting to happen, especially people coming off deerfoot to memorial, it so hard to move at rush hour and a lot of people won't let you in. • On the first 2 concepts, I like the idea of eliminating the Memorial Drive exit lanes and moving them effectively to Barlow Trail.
<p style="text-align: center;">Problem Identification <i>(About concepts for 17th Ave / Memorial Drive and areas of concern in the interchange area)</i></p>	<ul style="list-style-type: none"> • These three concepts worry more about South of Memorial Drive. The main issues with the ENTIRE Deerfoot starts with the section North of Memorial Dr. The small off ramp from EB memorial to NB Deerfoot starts a change reaction for congestion and accidents for the entire roadway. Vehicles cannot gain enough speed to properly merge with other vehicles doing 100km/h on the Deerfoot. • I actually feel preliminary concept #3 is the best one to address the weave in both directions of Deerfoot Trail, with the least impact on the west and west side of Deerfoot Trail. However, the intersection at Southbound Deerfoot and Memorial (specifically the configuration of the LRT tracks and where to stop safely for the lights) remains unchanged. This is a very dangerous design in its current state. • Scenario #1 - All this does is displace traffic onto Barlow. Additional light DD interchange will add confusion. Will not solve traffic off Deerfoot only creates backlog, people • You need that south ramp on to deerfoot, not create a mess inside the neighbourhood. exiting to get to memorial. Interesting but waste of money, won't solve issues. • Scenario #2 - Like Blackfoot to Barlow. Being forced to exit @ 17th and Barlow to Memorial will not solve any issues. Double people exiting 1 exit instead of 1/2 @ exit and @ other will just make backlog between 17th and Peigan. • Option 1 and 2 would create too much traffic on Barlow trail. That area is prime for densification and should be focusing on improving access for transit/walking. I'd like to see the LRT crossing gone



	<ul style="list-style-type: none"> • Considering that Calgary Transit users pay a user fee to cover 50% of the operating cost, why not ensure there is a user fee to cover 50% of costs to anyone using Deerfoot? • Concept 2 appears to have bottlenecks going to/from southbound Deerfoot. Only a single lane in each direction. Due to that I support Concept 1 or 3. One benefit of 1 is Barlow will be easier to access • None of these plans address the congestion westbound 17th avenue over the river. Widen the bridge to 3 lanes westbound to accomodate all the westbound traffic or all this work won't solve anything. • Concept 1 would create the best situation however access to Max bell might be difficult from the north or south--maybe open an access off of memorial?
<p>Suggestion to the 17th Ave S.E / Memorial Drive Draft Concepts <i>(To specific concepts 1-3 or overall interchange area)</i></p>	<ul style="list-style-type: none"> • Concept one would see the greatest increase in traffic flow and would manage it seamlessly. I would like ot see a lane added from north bound Barlow to south Barlow to keep traffic of deerfoot (N and S). • I believe #2 is the best choice for improving traffic flow and providing options for routing trating in incidents of traffic disruption. I would suggest 2 modifications for concept #2: have 2 lanes exit from NB Deerfoot to NB Barlow; explore if traffic circles instead of lighted intersections wouble be better on either end of the Blackfoot Trail Bridge over Deerfoot. • Concept 3 is the most common sense and lowest overall impact. The route continuity broken by Concept 2 doesn't make as much sense and it is a nightmare to sign. It seems unlikely that a signalized intersection will handle all 17th ave traffic at the ramp traffic all turning. The diverging diamond is a good idea. • Build flyover from eastbound memorial to north bound deerfoot and make it 2 lanes. (concept 1 - prefer, concept 2 - neutral, concept 3 - NO) • On the first 2 concepts, I like the idea of eliminating the Memorial Drive exit lanes and moving them effectively to Barlow Trail. • What about getting rid of a canal of the side and that way they could be more lanes going through • The 17th/Memorial lanes create backup because of weaving and short ramp. Only concept 3 adequately deals with this. Concept 2 is OK, but



I hate the weave bridge--one over McLeod is confusing.

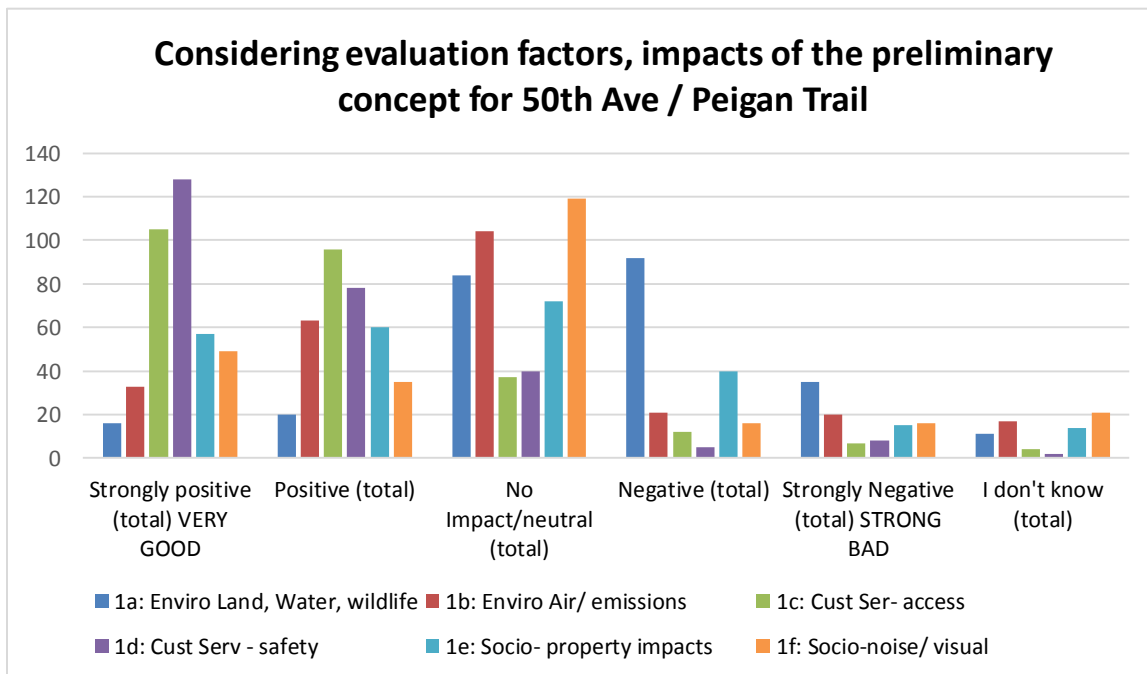
50 Ave. / Peigan Trail - One Preliminary Concept

High-level summary of questions 1-3: When considering the different Multiple Account Evaluation factors pertaining to the long-term preliminary concept for 50 Ave / Peigan, participants indicated that they were neutral to strongly positive overall, but the participant feedback also indicated that the environmental factor of land/water and wildlife was negative.

When asked about construction cost, many participants indicated that this would be medium. And when asked about improving access over Deerfoot Trail for all road users, 38% of participants indicated that this is very important for 50 Ave / Peigan concept.

The graphics below further support this high-level summary of participant's feedback around the Multiple Account Evaluation factors, construction cost, and improving access over Deerfoot.

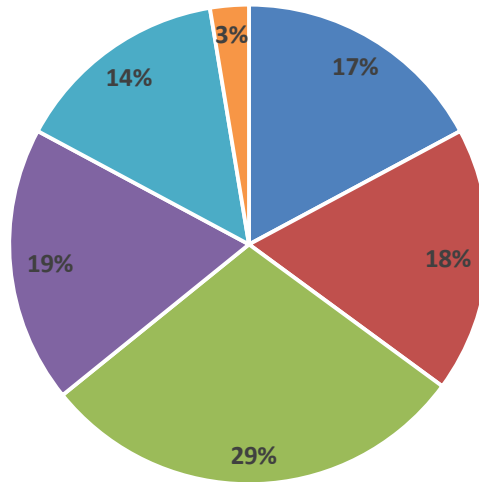
1) Considering the different evaluation factors, what kind of impacts do you think the preliminary concept for 50 Ave / Peigan Trail might have?



2) For 50 Ave / Peigan Trail - How much do you feel the construction cost is a factor when considering changes at this intersection?



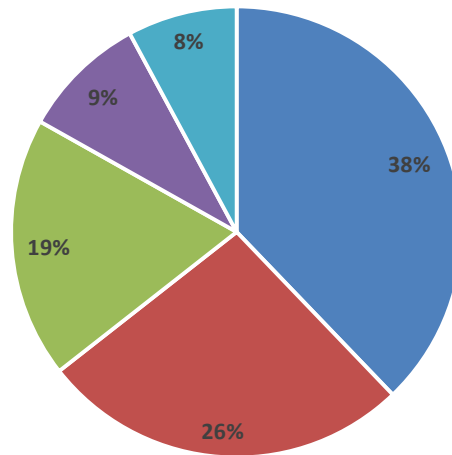
50th Ave / Peigan Trail - Construction Cost



■ Very High ■ High ■ Med ■ Low ■ Very Low ■ Don't Know

3) At 50 Ave / Peigan Trail - How important is to you to improve access across Deerfoot Trail for all road users?

50th Ave / Peigan Trail - Improving access for all road users



■ Very Important ■ Somewhat Important ■ Neutral/ Not Sure
 ■ Somewhat Unimportant ■ Very Unimportant



4) Please explain your answers above about 50 Ave / Peigan Trail or share your thoughts or questions about the proposed concept and impacts for this interchange.

When asked about the three proposed concepts to 50 Ave / Peigan Trail, many participants indicated general agreement for the long-term concepts presented, while supporting this theme with additional problem identification, and others who made some targeted suggestions to the draft concepts. Participants also indicated that this interchange was not a priority compared to others in the study. These top themes have been captured below and are supported by participant (unedited) verbatim comments.

Top Themes That We Heard	Participant Verbatim Comments
<p style="text-align: center;">Overall General Agreement <i>(About preliminary concept for 50 Ave / Peigan Trail)</i></p>	<ul style="list-style-type: none"> • Will the proposed new bridge take into consideration the angle of the sun during sunrise/sunset? I like that the calfrobe bridge will be used for another purpose. • Nice to see the replacement for the beleaguered Calf Robe bridge. Gradual curves comparatively - well done! • Love the concept. Love the 50th ave/Highfield connection. Worth the money it will cost. • This addresses a long standing winter driving safety hazard while also addressing community connectivity. I like this concept. • Proposed alignment significantly increases traffic safety and reduces abrupt directional changes. • The concept smooths out the curves on deerfoot which should also help traffic move. • The concept smooths out the curves on deerfoot which should also help traffic move. • Makes a lot of sense to straighten out Deerfoot since the space is available. Probably could do it without the bridge over Ogden/50th ave with a little geometry adjustment. • Yes, purge Deerfoot of the evil curve!
<p style="text-align: center;">Prioritize other interchanges over 50th Ave / Peigan <i>(Not a priority area compared to others in the study)</i></p>	<ul style="list-style-type: none"> • This is a low priority project, however it would also improve safety over the bridge by reducing the turn radius. • this seems like a nice proposal but should be low on the priority list • Not really a priority but can be considered in the future. For bigger project for anticipation of population growth. A good point for alternate access because it is in a midpoint. • This intersection is already fine. Quit spending money for the sake of spending money. • Not sure that this needs doing right away, but would be a nice improvement



	<ul style="list-style-type: none"> • I don't think this area is in that much need of improvement. • This is a much lower priority. There is a lesser need for improvement here and gains in efficiency and redirection of traffic would be marginal. The money would be better spent elsewhere.
<p>Suggestion to the 50 Ave / Peigan Trail Draft Concept <i>(To preliminary concept for 50 Ave / Peigan Trail)</i></p>	<ul style="list-style-type: none"> • Having an exit at Highfield or 46 Ave would help. No changes to Ogden needed instead upgrading Glenmore • The only major benefit is the distancing of Deerfoot from the wastewater treatment plant via a new bridge. Will reduce danger of bridge icing during winter, and improve safety. • If there is a way to get the Deerfoot bridge away from the new 50th AVE/Ogden connector that would be ideal. It seems really unfortunate from a safety perspective that they're sitting on top of each other. • Deerfoot should go under 50th Ave - vastly less costly to build. Backups from SB Deerfoot to Glenmore Tr are an issue in the area that aren't addressed by the concept. • Makes a lot of sense to straighten out Deerfoot since the space is available. Probably could do it without the bridge over Ogden/50th ave with a little geometry adjustment. • Mostly industrial traffic. Keep north south bike/walk access open. Larger concern disturbing contaminated soil in the area and impact on the river/environment. • Why no assess from Deerfoot and Highfield? This would help take traffic off Glenmore for those going to the industrial area. And why Highfield and not via 46th?a
<p>Problem Identification <i>(To preliminary concept for 50 Ave / Peigan Trail and interchange area)</i></p>	<ul style="list-style-type: none"> • Will the proposed new bridge take into consideration the angle of the sun during sunrise/sunset? I like that the calfrobe bridge will be used for another purpose. • If I'm understanding the map correctly, this gets rid of Peigan Trail/Deerfoot's access to each other. Would improve flow, could impact navigation for those leaving industrial area. Not sure I'm a fan • Access to parks is still required • The major cause of delays and accidents in this area are Pegian trail exit to Deerfoot N, deerfoot South exit to Pegian trail. This concept does not address these problems.



	<ul style="list-style-type: none"> • This access would be great for cars & people & cyclists, but the river would suffer due to debris, eliminated animal habitat, etc. Can pre-fab construction methods be used to minimize time/impacts? • Having a more connection to the industrial area west of Deerfoot, as well giving that side a more direction connection to east of Deerfoot is ideal • Seems like a bad location to seek to make these changes. Icy conditions and high flood water area with a design that doesn't plan for this.
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SOUTH

The Deerfoot Trail Study has been broken down into three sections: North, Central and South. These are the long-term options of the **SOUTH** section:

- **Glenmore Trail S.E. - One Preliminary Concept**
- **Anderson / Bow Bottom / Southland — Three Preliminary Concepts**

Glenmore Trail S.E. - One Preliminary Concept

High-level summary of questions 1-3: When considering the different Multiple Account Evaluation factors pertaining to the long-term preliminary concept for Glenmore Trail S.E., participants indicated that they were neutral to strongly positive overall.

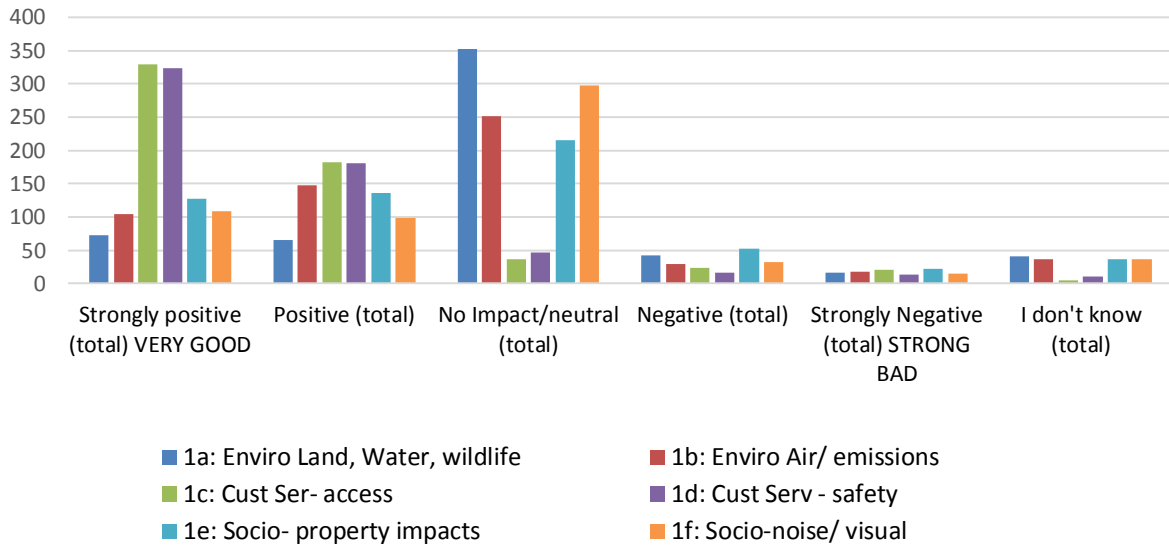
When asked about construction cost, many participants indicated that was low to medium. And when asked about improving access over Deerfoot Trail for all road users, 64% of participants indicated that this is very important for the Glenmore Trail S.E concept.

The graphics below further support this high-level summary of participant's feedback around the Multiple Account Evaluation factors, construction cost, and improving access over Deerfoot.

1) Considering the different evaluation factors, what kind of impacts do you think the preliminary concept for Glenmore Trail S.E. might have?

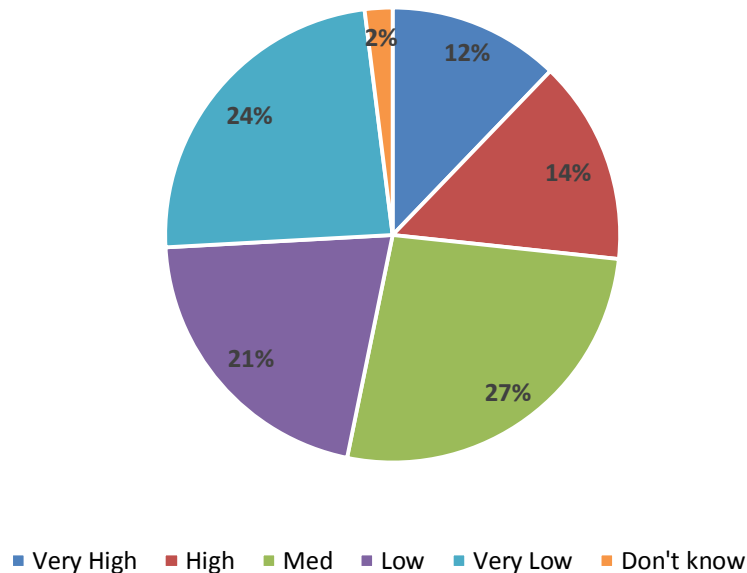


Considering evaluation factors, impacts of the preliminary concept for Glenmore Trail S.E



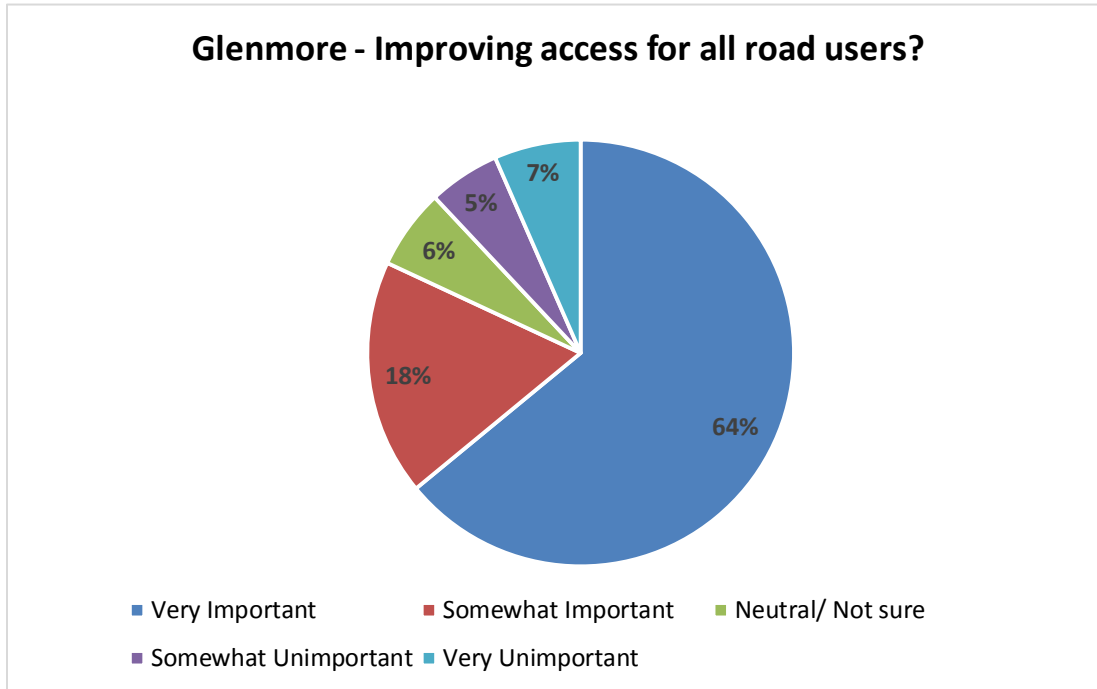
2) For Glenmore Trail S.E. - How much do you feel the construction cost is a factor when considering changes at this intersection?

Glenmore - Construction Cost





3) At Glenmore Trail S.E. - How important is to you to improve access across Deerfoot Trail for all road users?



4) Please explain your answers above about Glenmore Trail S.E. or share your thoughts or questions about the proposed concept and impacts for this interchange.

When asked about the preliminary concept for Glenmore Trail S.E., many participants indicated general agreement for the long-term concept presented, while some indicated disagreement, and others who made some targeted suggestions to the concept and additional problem identification about the interchange area. Another theme that emerged from participant feedback was prioritizing the Glenmore interchange for construction over others in the study. These top themes have been captured below and are supported by participant (unedited) verbatim comments.

Top Themes That We Heard	Participant Verbatim Comments
	<ul style="list-style-type: none"> Looking forward to the elimination of the "Glenmore Squeeze". Northbound to Westbound movement very much improved. This is probably the highest priority, followed by Anderson/Bow Bottom. This concept is so much better than the current design. It would greatly improve traffic flow.



<p style="text-align: center;">Overall General Agreement <i>(About preliminary concept for Glenmore Trail)</i></p>	<ul style="list-style-type: none"> • This is one of the most critical interchanges in Calgary and desperately needs upgrading. The need far outweighs any potential negatives regarding property impacts or environmental considerations. • Current access sucks, needs improvement. This is a good proposed change. • Improving flow from NB Deerfoot to WB Glen more would be life altering. The time spent here is ridiculous. Bike pedestrian traffic could be diverted to Heritage as it is more likely to have traffic • Great to remove the detours through industrial/retail and condense all traffic to within the interchange • This should have been implemented back in ~2008. I support this to get rid of one two-lane pinch-point on Deerfoot. • Glenmore Trail...another historically normal road that we turned into a freeway, and somehow the traffic got worse. Build it, and they will come; alternatively, do not build it, and they won't..save \$
<p style="text-align: center;">Problem Identification <i>(Particular areas on concern in and around Glenmore Trail S.E. interchange and area)</i></p>	<ul style="list-style-type: none"> • I think because the changes necessary to make this interchange more effective are so huge, it has been ignored or underserved for a long time. Not much about the current interchange works well and as Quarry Park becomes busier and more traffic heads East of Deerfoot it seems that a crisis point is almost being reached here. • Avoid long back up of traffic - causes air pollution. More direct. Avoid a traffic light, in winter causes slippery road conditions, everybody stopping and starting in the same place. • I believe this intersection is one of many significant bottlenecks on Deerfoot and could use a major revamp • Like exiting Deerfoot N to Glenmore W (3 lanes each?) rather than Heritage Dr currently. Do not like Blackfoot N interchange turning left to get to Glenmore E, then Dft S (too much weaving) • The exit from Deerfoot south to Glenmore, going on Glenmore west is slow and high risk, especially coming off of the ramp to merge into Glenmore. The yeild sign is almost a "stop" sign and a high risk "accident" area. • The interchange will change how to get to Glenmore. Going through Heritage now and snaking to Glenmore is a time waster. It isnt efficient at all.



	<ul style="list-style-type: none"> • How is Heritage Dr going to connect with Glenmore? That access cannot be lost
<p>Suggestion to the Draft Concept <i>(Glenmore Trail S.E concept-specific suggestions.)</i></p>	<ul style="list-style-type: none"> • Please keep WB Glenmore onto Heritage Drive (By Burnco & the driving range) open! As a Riverbend resident, we use this often to access Heritage Meadows. Also please keep the access to EB Glenmore by the A&W open. Again, we use this exit often to go home from Heritage Meadows area. Thanks • Need more lanes, better access for emergency vehicles and people crossing by foot is the last priority • Consider better signage for smoother traffic flow. Check San Francisco Freeway signs as a guide. Blue background with proper spacing for lane change and exit. Rare traffic backups and accidents. • Any particular reason there is a redundant access to NB Blackfoot? (Both at the North intersection and WB-NB ramp). Looks like a really tight merge on the second WB entrance to Glenmore. Please look at revising the WB ramp to NB Blackfoot in this plan to improve the weaving between the ramp and the 58th Avenue intersection. The removal of the loop opens up this opportunity. • Proposed changes improve road safety, but have a negative impact on the nearby communities by removing convenient access to Deerfoot Meadows. Proposed changes also remove congestion @ Deerfoot and Glenmore but move it towards Blackfoot. Please take into consideration the buses 43 and Max Teal that use the Heritage Drive exits. If proposed changes take place, local residents will have to take roundabout routes to Deerfoot Meadows. • Removal of the turn lane division on the current bridge would make significant improvements in the short term • We should put signs marking the right lane southbound Deerfoot as exclusive to turn into Glenmore, even before the bridge. That way cars wouldn't stop the rest of us when they decide to join near Gln
	<ul style="list-style-type: none"> • This needs to happen: yesterday. • Looks good. Anyway is better than now though • With The City's growing population and current risk to the Green Line construction, this road



Prioritize the Interchange for Glenmore
(Glenmore to be a priority for the study construction timeline)

enhancement is crucial for our future prosperity in SE Calgary.

- The bowl of spaghetti that the current configuration resembles is inefficient, and frustrating. Spend the money now. Do it right the first time so we don't have to fix it again in 15 years.
- Please make the long-overdue upgrade of this embarrassment of a systems interchange a priority!
- We need this interchange. Glenmore and Deerfoot needs to be easy to use. Please apply this to the other interchanges, specifically memorial and 16th. Face it, Calgary needs stack interchanges.
- Make Deerfoot straight A's possible Improve the bridges they are horrible in the winter! And all the interchanges and merges yes!! 30 years is very long
- I view this concept as a very positive improvement to the flow of traffic. No negative issues viewed with this. Start ASAP.

Glenmore Trail S.E. Interchange

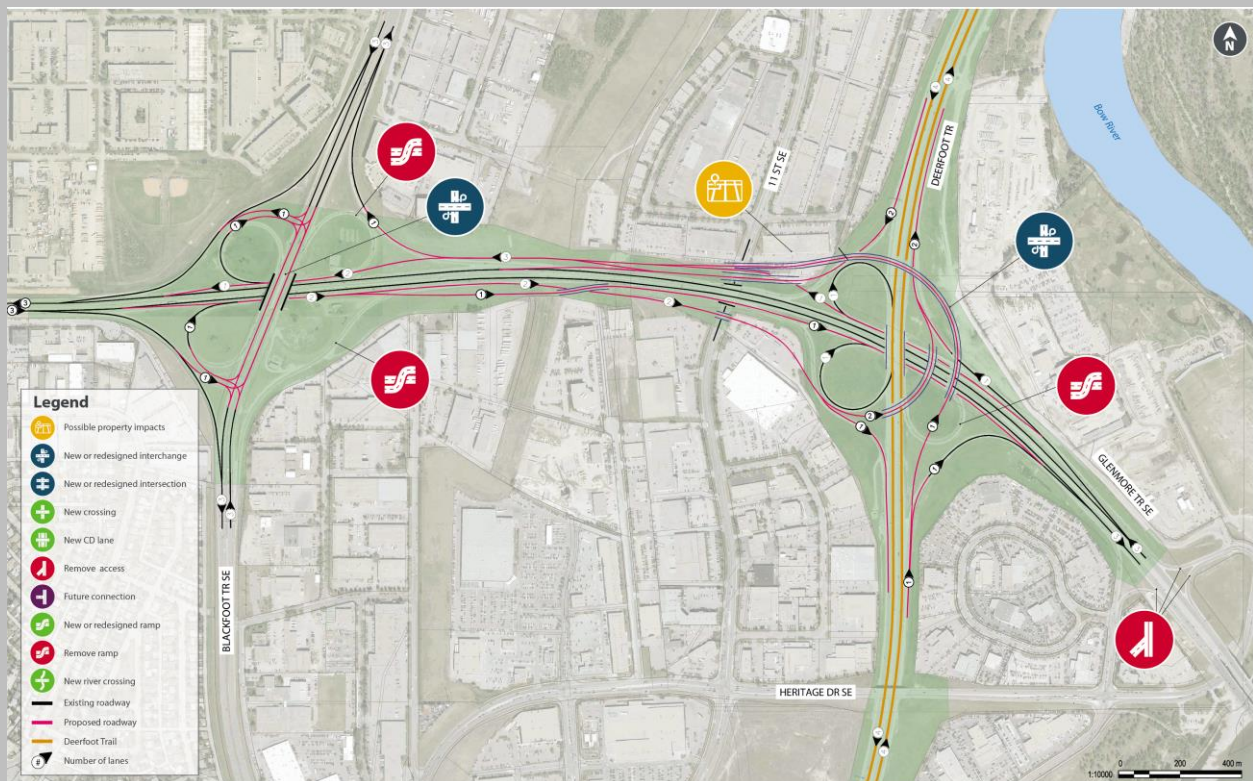
****Three new access options for adjacent landowners****

In November 2019, the project team extended the invite to meet with landowners in the Heritage Meadows area to review and discuss the proposed concept for the Glenmore Trail interchange. The original proposed concept, which was presented to the public for input at that time, considered reconfiguring the interchange to provide for all movements and potentially remove the need to use Heritage Meadows road to perform the northbound Deerfoot Trail to westbound Glenmore Trail movement. At the meeting, the Deerfoot Trail project team heard that access to Glenmore Trail was a must and complete closure of the current access is not acceptable.

Since then, the project team designed three additional options for consideration. These were presented to landowners on January 24, 2020,

High-level summary of the engagement questions: When considering the different Multiple Account Evaluation factors pertaining to the three newly revised access options and the taking into consideration the original preliminary concept for Glenmore Trail, landowner participants responses varied:

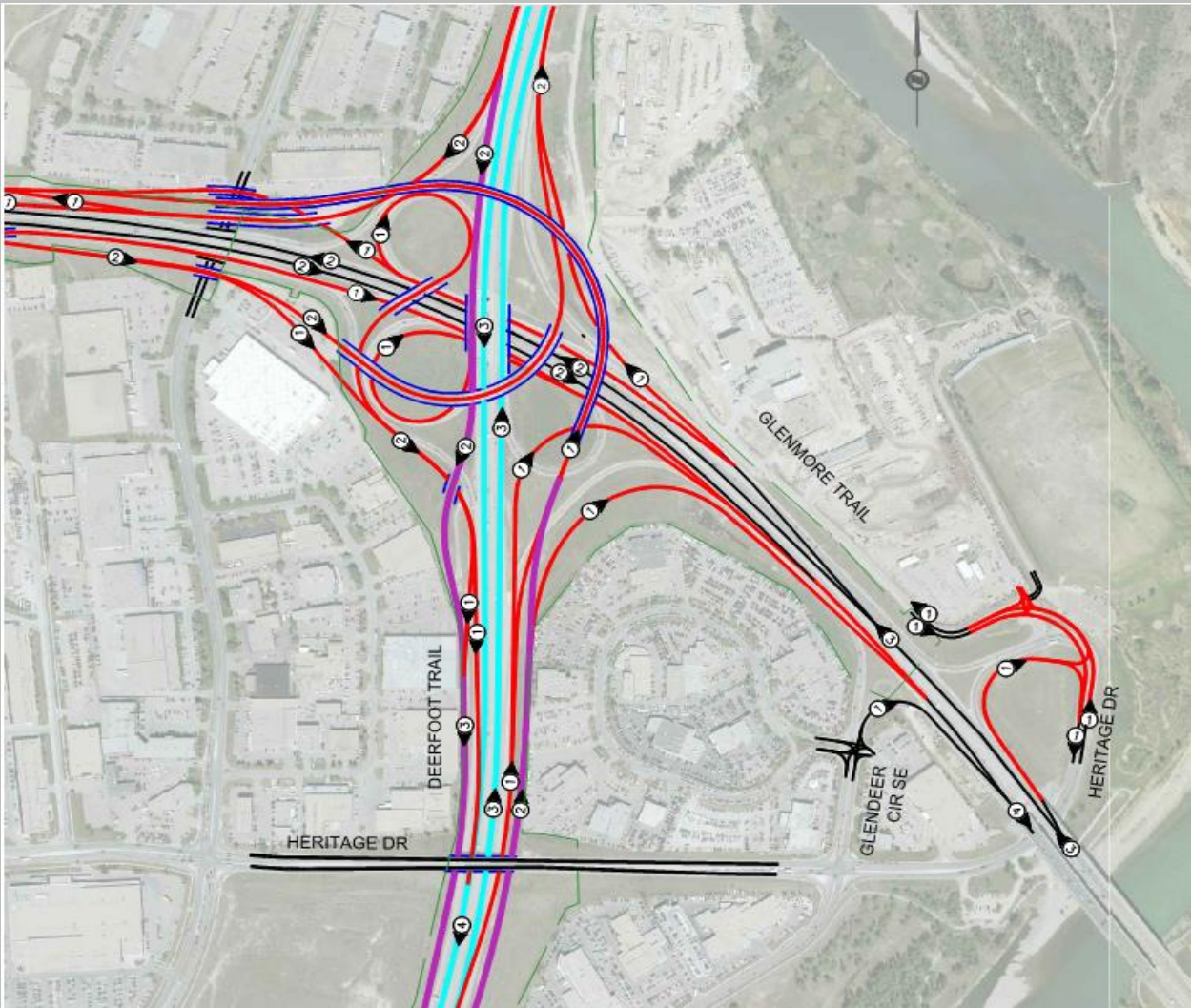
ORIGINAL PROPOSED INTERCHANGE CONCEPT



Original Preliminary Concept:

Participants indicated that this option would have a strongly negative to neutral impact to the interchange area.

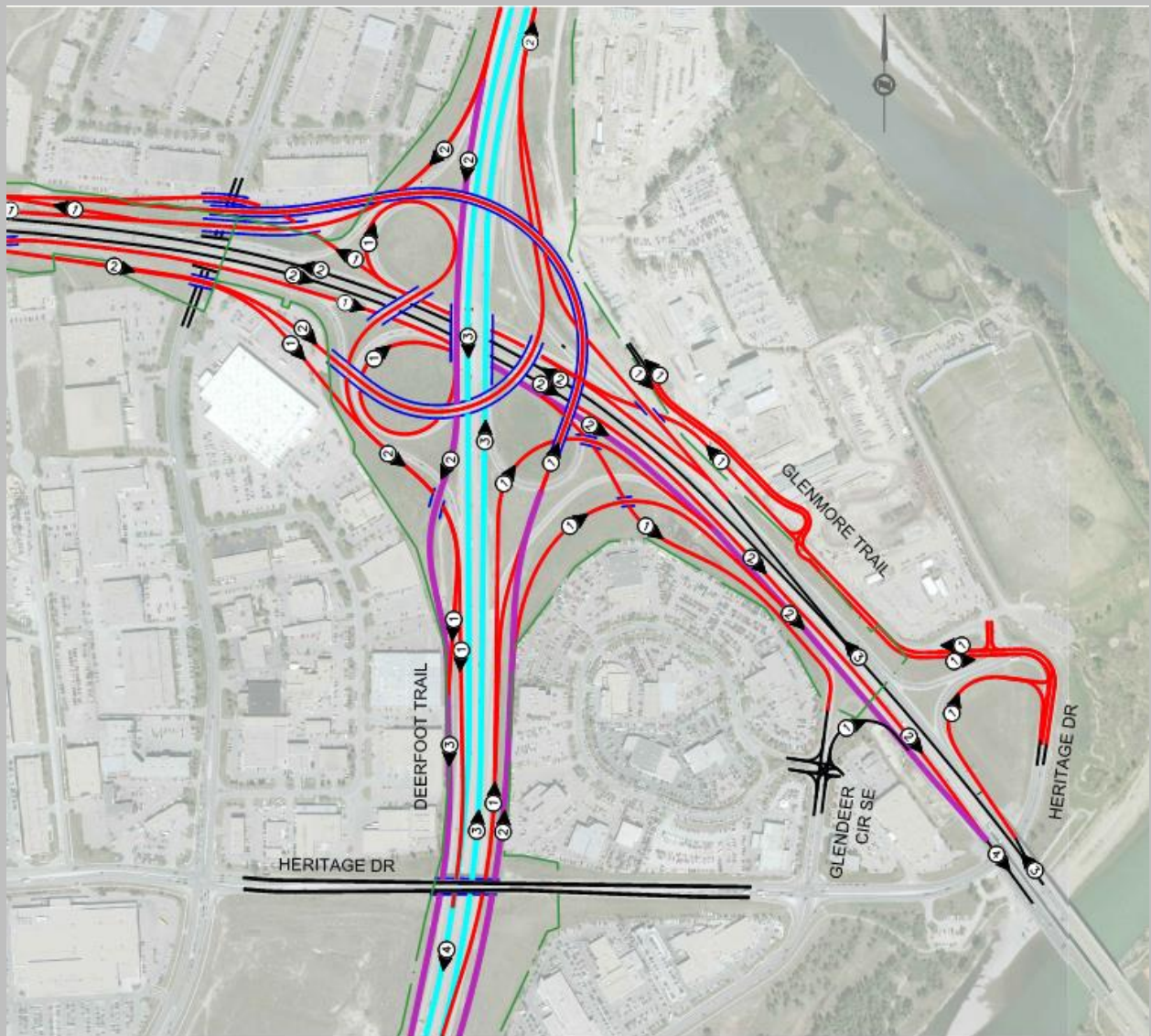
ACCESS OPTION # 1: EAST-FACING RAMPS ONLY



New* Access Option #1:

Participants indicated that this option would have a strongly negative to strongly positive impact to the interchange area when weighing in the factor of safety.

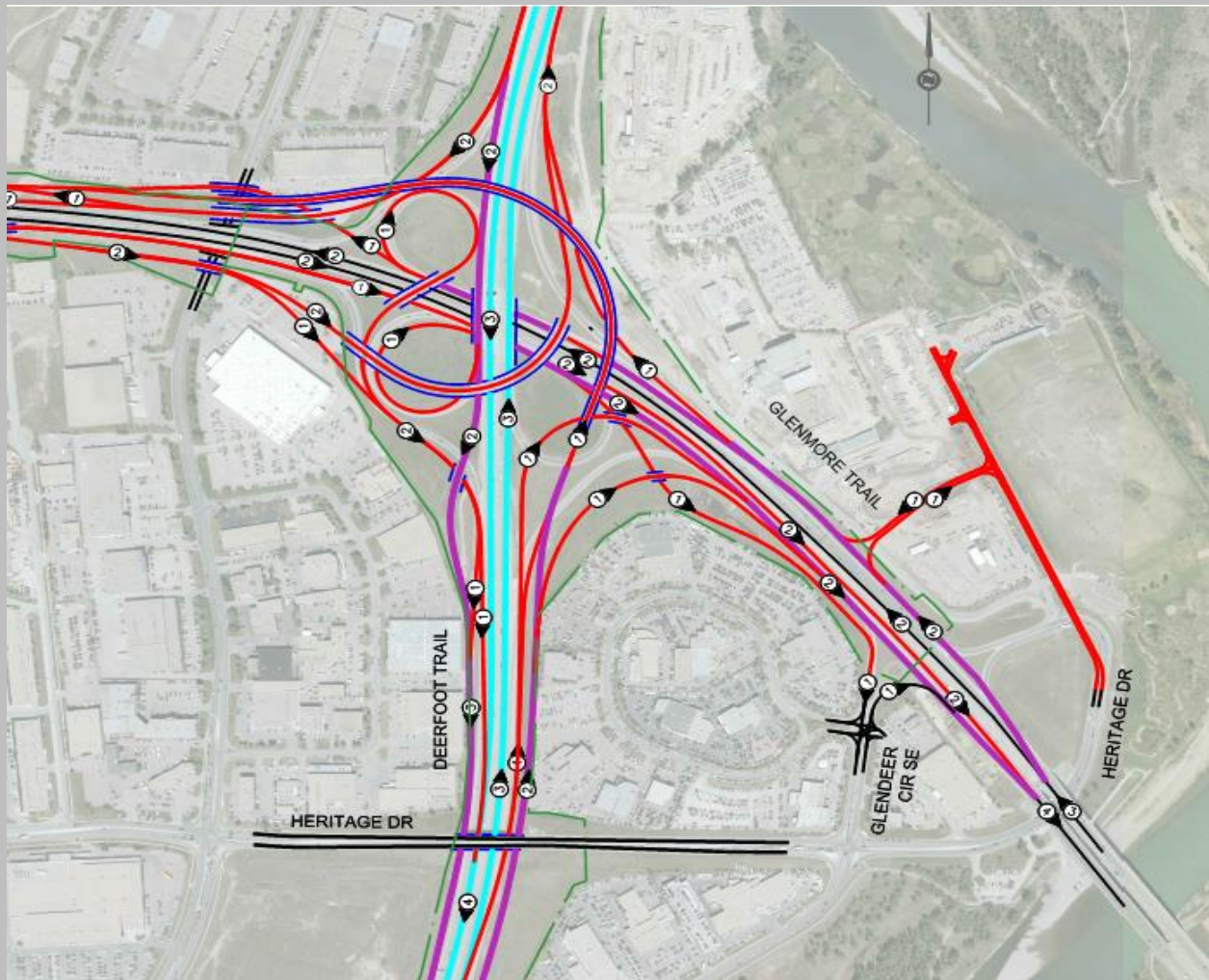
ACCESS OPTION #2: FULL ACCESS



New* Access Option #2:

Participants indicated that this option would have a negative to neutral impact overall to the interchange area, with the exception of safety, which participants indicated was strongly positive.

ACCESS OPTION #3: FULL ACCESS



New* (FULL ACCESS) Access Option #3:

Participants indicated that when taking into consideration the Multiple Evaluation Factors for access option #3, they were neutral to strongly positive overall.



ACCESS OPTION COMPARISON *NEW

	Option 1	Option 2	Option 3
Directness of Connection	✓✓	✓✓✓✓	✓✓✓✓✓
Highway Operations			
- Guide Signs	✓✓	✓✓	✓✓✓
- Merging / Diverging	✓✓✓✓	✓✓	✓✓✓
- Weaving	✓✓✓✓✓	✓✓	✓✓
Property Impacts	✓✓✓✓✓	✓✓	✓
Costs	✓✓✓✓✓	✓✓✓	✓✓

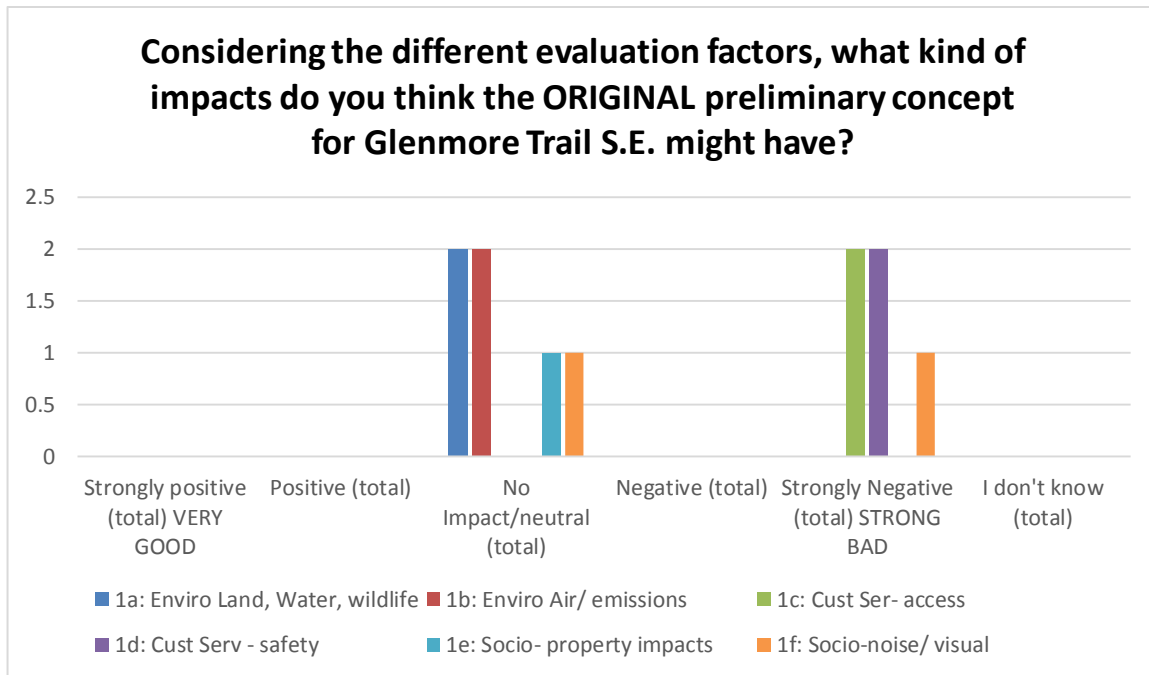
When asked about the four proposed concepts to the Glenmore Interchange overall, one of the four concepts did emerge as providing the most positive impact in the area from the landowners, Access Option #3 (Full Access) received the most support from participants followed by Access Option #2, both of which provide full access in the interchange area.

When asked about construction cost, participants indicated that this would be low to very high. And in regards to improving access over Deerfoot Trail for all road users, 100% of participants indicated that this is very important for the Glenmore interchange.

The graphics below further support this high-level summary of participant’s feedback around the Multiple Account Evaluation factors, identifying a preferred concept that provided the most positive impact, construction cost, and improving access over Deerfoot.



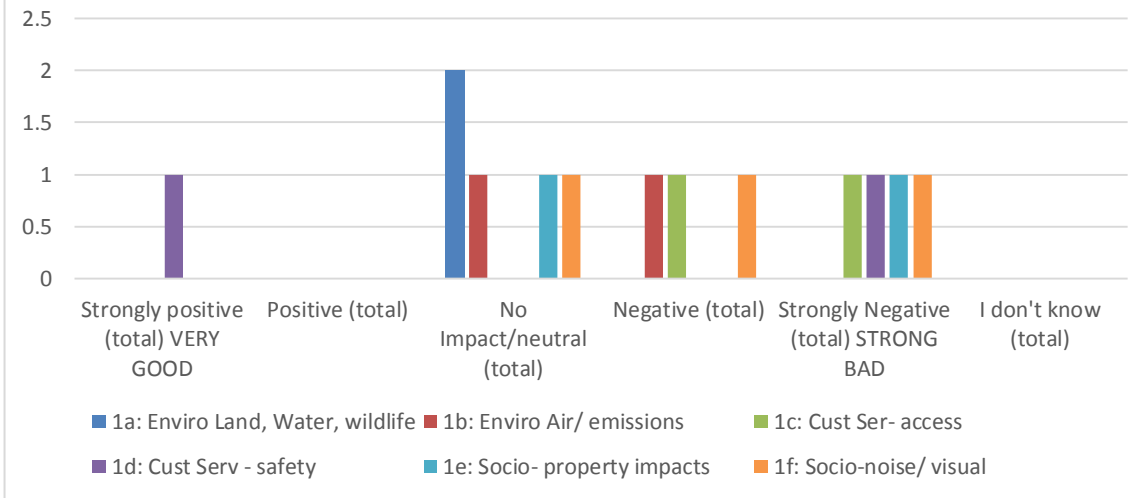
1. Considering the different evaluation factors, what kind of impacts do you think, as an area property owner, the preliminary **Original Proposed Interchange Concept** for Glenmore trail SE. might have?



2. Considering the different evaluation factors, what kind of impacts do you think, as an area property owner, the preliminary **Access Option #1** (East-Facing Ramps Only) for Glenmore Trail S.E. might have?

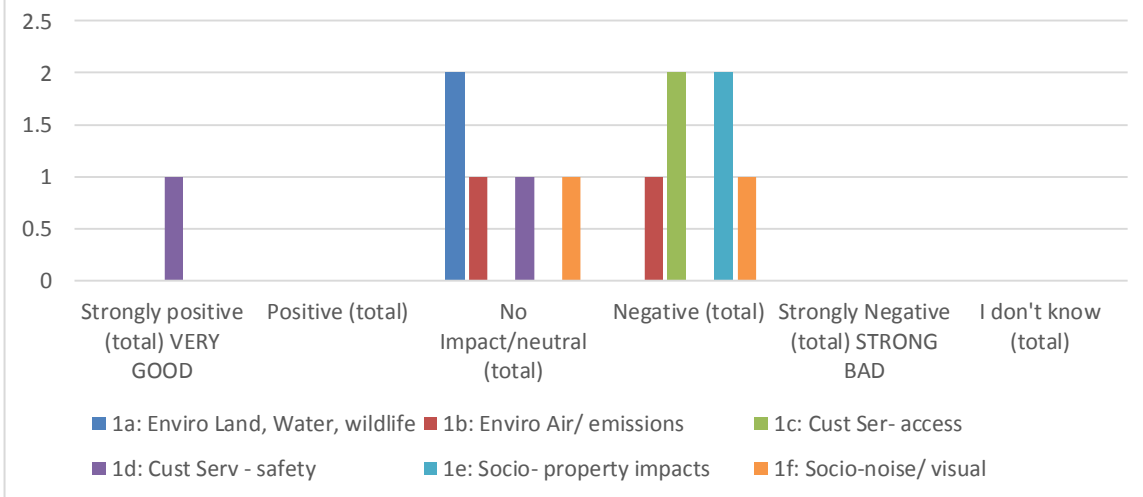


Considering the different evaluation factors, what kind of impacts do you think the Access Option #1 for Glenmore Trail S.E. might have?



3. Considering the different evaluation factors, what kind of impacts do you think, as an area property owner, the preliminary Access Option #2 (Full Access) for Glenmore Trail S.E. might have?

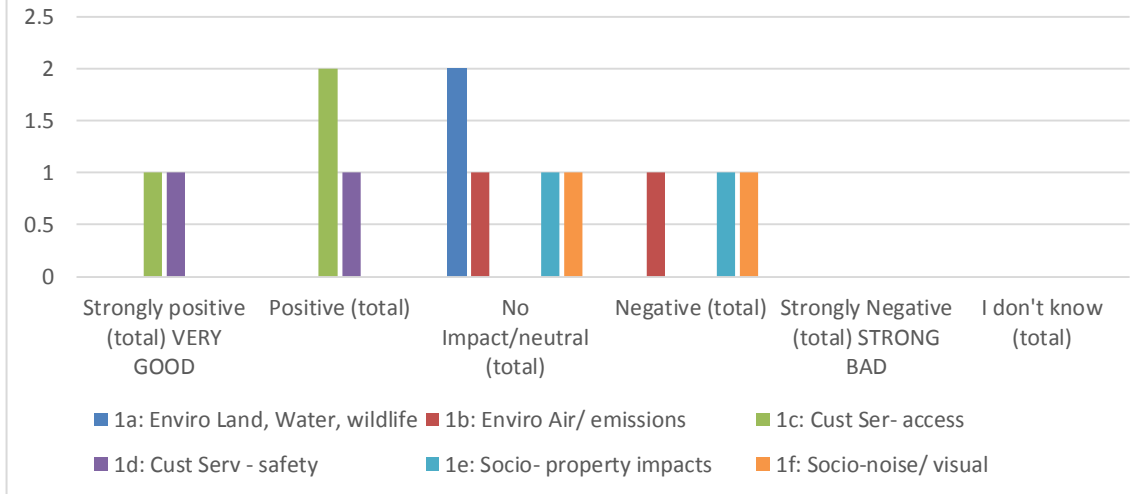
Considering the different evaluation factors, what kind of impacts do you think the Access Option #2 for Glenmore Trail S.E. might have?



4. Considering the different evaluation factors, what kind of impacts do you think, do you, as an area property owner, the preliminary Access Option #3 for Glenmore Trail S.E. might have?

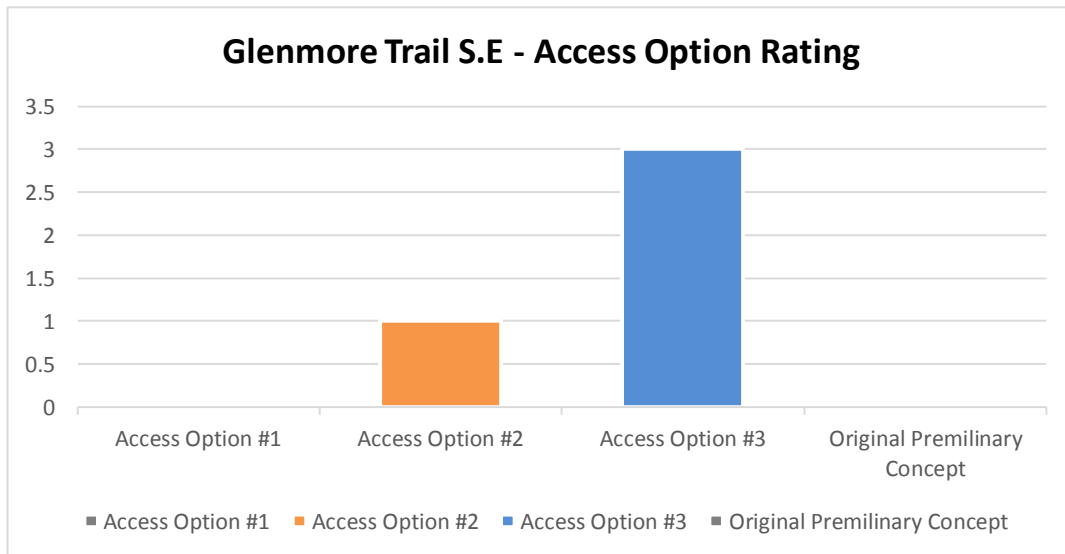


Considering the different evaluation factors, what kind of impacts do you think the Access Option #3 (Full Access) for Glenmore Trail S.E. might have?



Option Ranking

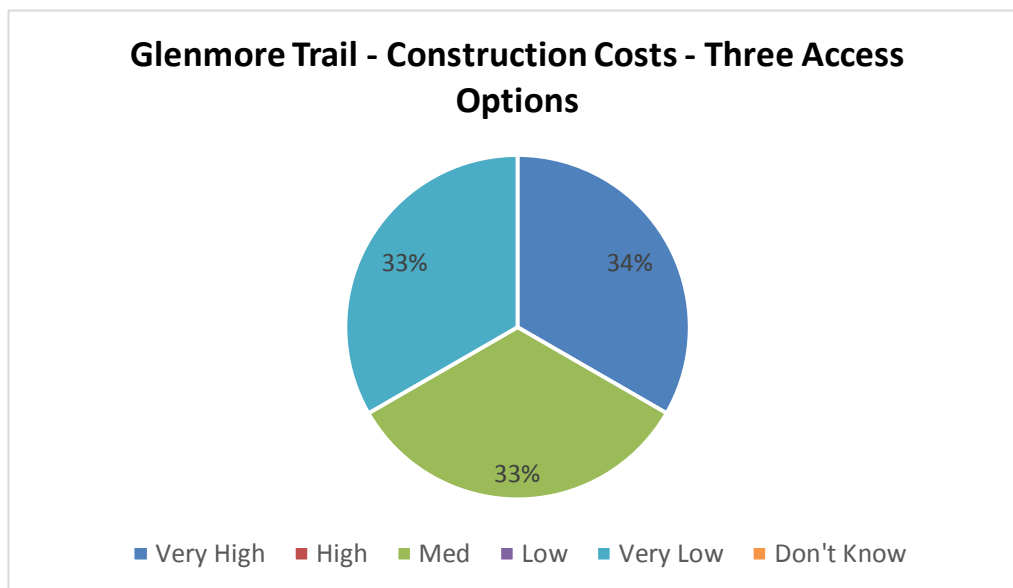
5. Please rank the access options in order of preference from most beneficial to least (most beneficial at the top, least at the bottom).





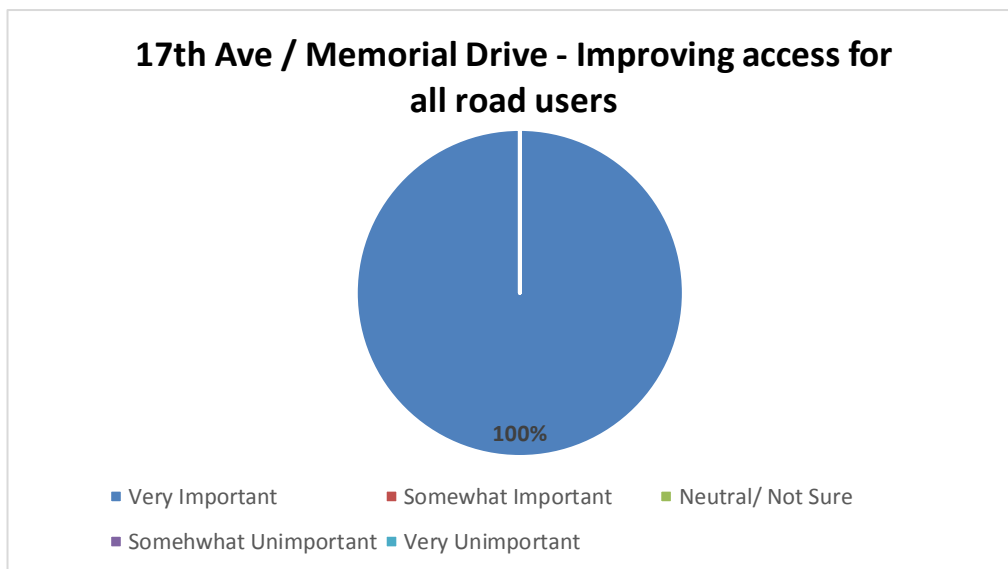
Construction Cost

6. At Glenmore Trail S.E. - How much do you feel the construction cost is a factor when considering changes at this intersection?



Improving Access over Deerfoot

7. At Glenmore Trail S.E. - How important is to you to improve access across Deerfoot Trail for all road users?





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Anderson / Bow Bottom / Southland — Three Preliminary Concepts

High-level summary of questions 1-4: When considering the different Multiple Account Evaluation factors pertaining to the three long-term preliminary concepts for Anderson / Bow Bottom / Southland, participants indicated that they were neutral overall.

When asked about the three proposed concepts to Anderson / Bow Bottom / Southland, one of the three concepts did not clearly emerge as providing the most positive impact in the area. Concept #1 received support from 39% of participants; Concept #2 received support from 32% of participants; Concept #3 received support from 29% of participants.

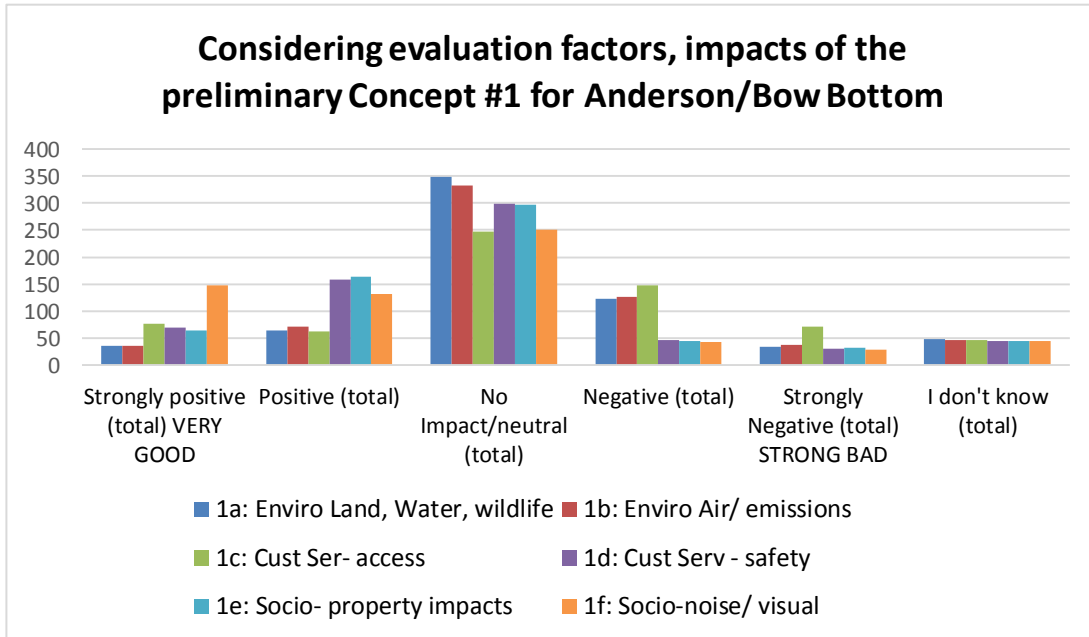
When asked about construction cost, many participants indicated that this would be very low to medium. And in regards to improving access over Deerfoot Trail for all road users, 67% of participants indicated that this is very important for the Anderson / Bow Bottom / Southland interchange.

The graphics below further support this high-level summary of participant’s feedback around the Multiple Account Evaluation factors, identifying a preferred concept that provided the most positive impact, construction cost, and improving access over Deerfoot.

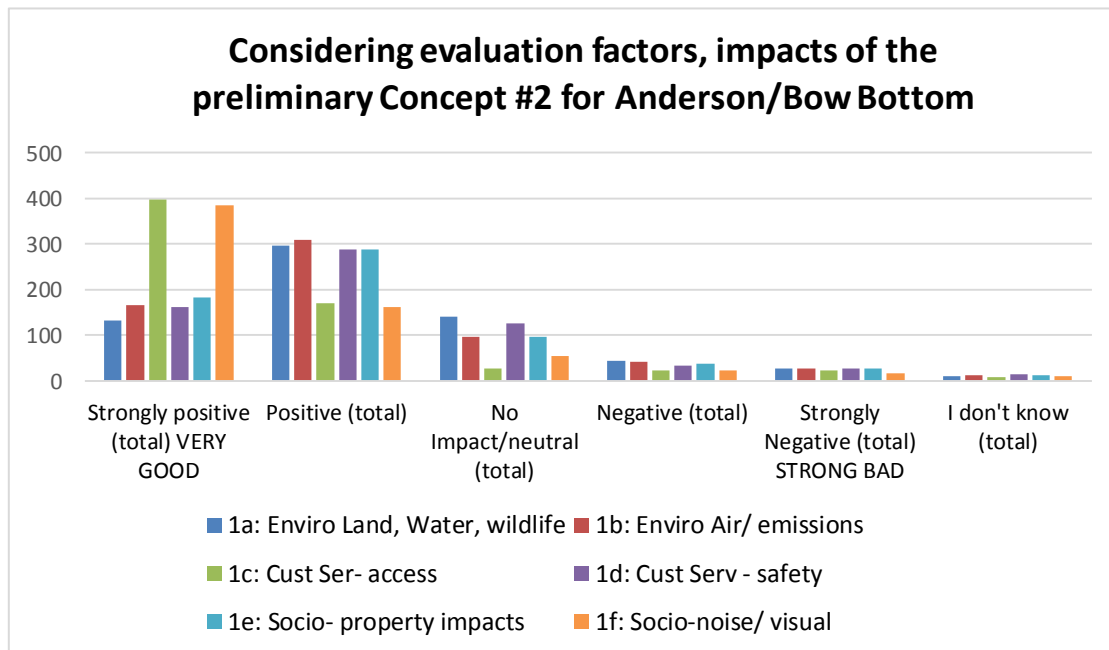


1) Considering the different evaluation factors, what kind of impacts do you think the three preliminary concepts for Anderson / Bow Bottom / Southland S.E. might have?

Concept #1

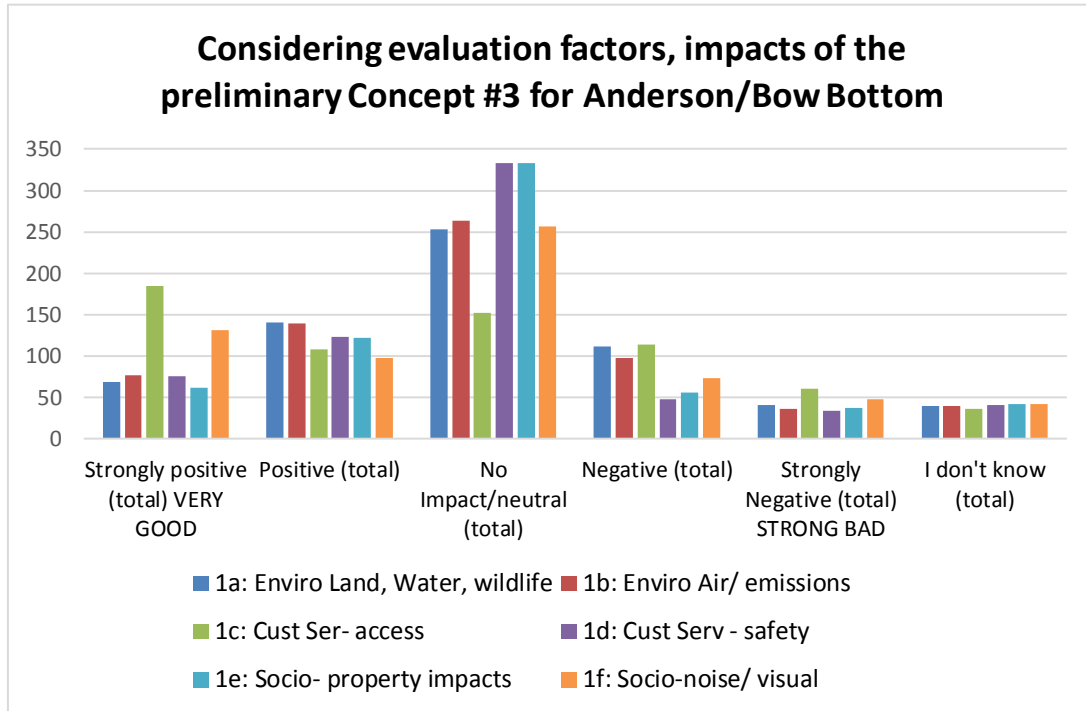


Concept #2





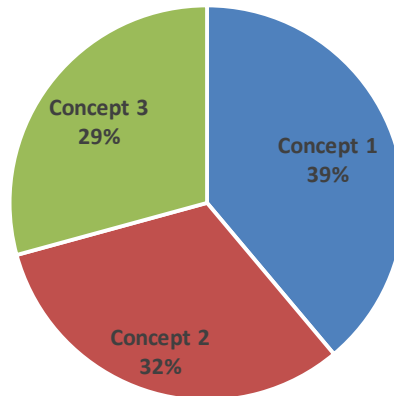
Concept #3



2) Anderson / Bow Bottom / Southland - All three Preliminary Concepts. Considering the descriptions of all the benefits and trade-offs and your answers, help us understand, overall which of the three concepts you feel would have the most positive impact to users of Deerfoot Trail.



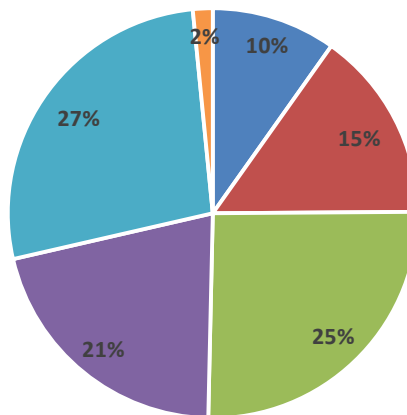
Anderson / Bow Bottom - Concept Rating



■ Concept 1 ■ Concept 2 ■ Concept 3

3) Anderson / Bow Bottom / Southland S.E. - How much do you feel the construction cost is a factor when considering changes at this intersection?

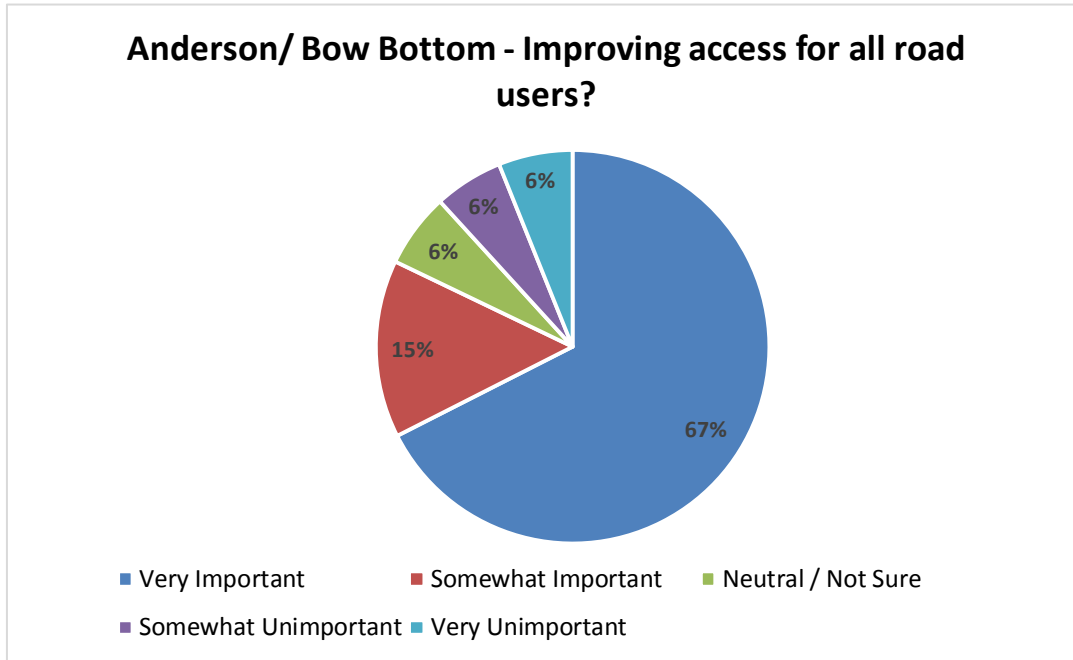
Anderson/Bow Bottom: Construction Cost



■ Very High ■ High ■ Med ■ Low ■ Very Low ■ Don't Know ■



4) Anderson / Bow Bottom / Southland S.E. - How important is to you to improve access across Deerfoot Trail for all road users?



5) Anderson / Bow Bottom / Southland - All three Preliminary Concepts: Please explain your answers above or share your thoughts or questions about the proposed concepts and impacts for this interchange.



When asked about the three proposed concepts to Anderson / Bow Bottom, many participants indicated general agreement for the three long-term concepts presented, while some indicated disagreement with the concepts that were presented and others who made some targeted suggestions to the concepts and additional problem identification. These top themes have been captured below and are supported by participant (unedited) verbatim comments.

Top Themes That We Heard	Participant Verbatim Comments
<p style="text-align: center;">Overall General Agreement <i>(About concepts for Anderson/ Bow Bottom)</i></p>	<ul style="list-style-type: none"> • With Anderson become more important with Stoney Trail, this will see increase traffic East/West. Let's do it right. • When ever I'm driving on that bridge over the river there is always traffic, I feel like anyone of these would help my daily commute • I think all three plans have minimal social and environmental impacts. Taking advantage of the vacated Lafarge property before any future development takes place is critical. Once built up, there will be fewer options and more opposition. #3 addresses the weaving traffic the most effectively • Lots of great ideas/options. I am most intersted in ANY option that provides immediate relief for the current congestion. A basket handle option for Deerfoot South where it crosses over before Bow Bottom exit seems like a "quick win" and relatively low cost (so Option #1) that could still work for the longer term/more expensive options. • Any of these projects will have some impact on adjacent properties. There is a strong need for improved traffic flow for safety reasons • Positive outcomes are inevitable for any of the 3 concepts. Any improvement is better than what we have now! • This is the most important change out of all proposed changes, this needs to happen first • Solution 3 does something the others dont - and that is creating a direct on-ramp from blackfoot to deerfoot. Really REALLY needed. • Northbound between 24St and Anderson is DANGEROUS in the afternoons. The increased capacity and separate exit lanes would be greatly appreciated. • All concepts present a some good solutions. The most ideal concept would be concept 2 if it had he basketweave ramp for SB Deerfoot but instead it keeps a weave zone making it the worst choice.



	<ul style="list-style-type: none"> • Other than Deerfoot & Glenmore this is the most important interchange to address. The appropriate amount of funds need to be spent making these adjustments correct and future proof. No cost cutting
<p>Suggestion to the Anderson / Bow Bottom Concepts <i>(To specific concepts 1-3 or overall interchange area)</i></p>	<ul style="list-style-type: none"> • I agree with increased lanes across the bow river to Southland. I think what is missing is a solution to the issue of bottlenecks approaching Anderson NB with cars merging onto Deerfoot at 24th street • One thing that also needs to be considered here is the traffic merging off Douglasdale. Quarry Park continues to expand leaving to a ton of traffic darting out from a not-moving Anderson line up. • An expedited connection between Deerfoot and Blackfoot is unnecessary • Any crossing merges between blackfoot to deerfoot south, deerfoot south to anderson or bow bottom should be completely removed to make this worthwhile. Concept 3 looks best. Define Lanes better
<p>Problem Identification <i>(Particular areas of concern in and around Anderson/Bow Bottom)</i></p>	<ul style="list-style-type: none"> • Area is constantly congested throughout the work week and over the weekend. Weaving is the biggest issue that needs fixing both North and South directions. • This interchange is always backed up during rush hour times in the morning after after work. Most times Northbound deerfoot is backed all way up to 130th Ave in the south due to this area of deerfoot • Now this intersection is a bottleneck and it should receive priority attention • This is the most congested area on Deerfoot. It should be the number one priority for the Deerfoot projects. The south is only going to get bigger with all the new community's being developed. • I don't think modifying the interchanges would have as much impact a jutting lanes to Deerfoot itself. Squeezing four lanes (2 from Deerfoot, 2 from Anderson) into 3 under Southland is the problem.



Benefits specific to these concepts
(Concept-specific benefits and high-level comments for all the preliminary concepts)

- Option 3 is the only option that fixes flow in both directions
- Prefer concept 3 because direct access to Southland/Blackfoot/shopping reduces much weaving. I hope signage is also improved on all concepts for all interchanges.
- Concept #2 seems like a good trade-off between cost and convenience
- One of these concepts needs to move ahead ASAP. Options 1&3 seem to address the most problems with traffic movement and traffic safety.
- The problem at this location is the loss of a lane right before the southland bridge combined with a merge lane right after. Both 1 and 3 are ok but only 3 helps with northbound traffic over river
- Direct connection from Deerfoot to Blackfoot is a long-overdue concept; freer flow and better access to Blackfoot will reduce the demand on Deerfoot north.
- 3 is best because it adds blackfoot access to deerfoot w/o Southland AND Ebound Southland to S Deerfoot access.
- If you're truly trying to fix the problems then go with the most robust plan (option 3 IMO). Add cycling options, continue to fund greenline & other transit to mitigate continued car commuter growth
- Option 3 is the only one that will truly positively impact this area.
- concept 1 & 2 look to provide little to no changes. Concept 3 looks to reduce lane switching and improve flow. The golf course probably should be considered to be closed anyways. No concern losing it.
- Major concerns of areas having limited lanes are addressed. #1 diverges Anderson/Bow Bottom traffic away earlier away from the Bow river bridge could result in better efficiency
- The connection of Deerfoot, Anderson, and Southland is one of the largest bottlenecks on Deerfoot. Allowing flowing traffic will drastically decrease drive time and reduce emissions from stop and go.
- NB Deerfoot pinch point is solved in all three, but I like the 2nd and 3rd at Ivor Strong. I like the 1 solution in SB deerfoot and merge from Southland Drive.



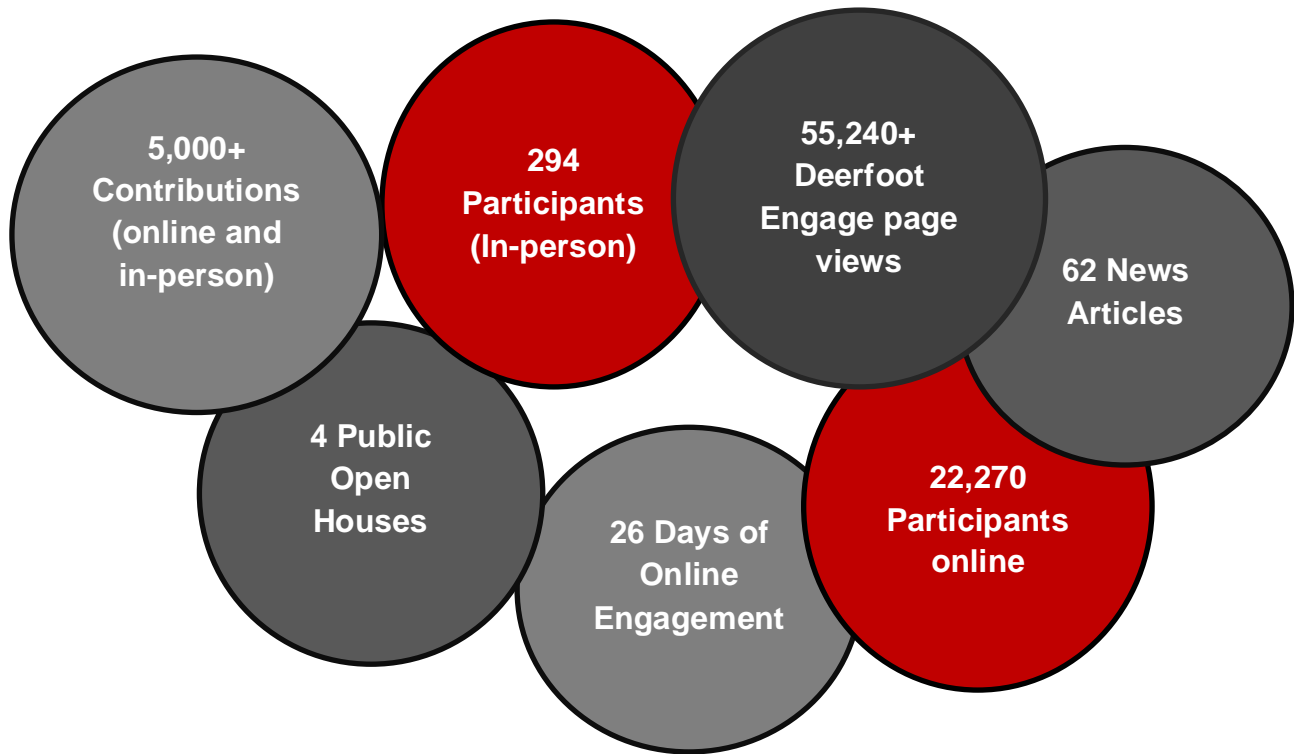
Deerfoot Trail Study

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Public Outreach

(Engagement Period: October 30-November 25, 2019)



Next Steps

Finalizing the preferred concept will take place in Winter 2020 using input we received from Calgarians along with further refinement from the technical team.

The Multiple Account Evaluation (MAE) will be applied to each of the preliminary long-term concepts. Once the evaluation process is complete, further design work to refine property impacts and confirm right-of-way requirements will be undertaken. Final cost estimates and staging opportunities will also be identified. A preferred concept report outlining the final recommendations will be prepared and shared with the public in Summer 2020.

Updates about the Deerfoot Trail Study will continued to be shared on calgary.ca/deerfoot.