

The City and Alberta Transportation partnered on a study for Deerfoot Trail from Stoney Trail North to Stoney Trail South. The purpose of the Deerfoot Trail Study was to review and develop short, medium- and long-term recommendations to enhance safety and mobility for all users and improve and optimize overall operations throughout the corridor and adjacent network. We are pleased to present the final long-term (30 years) recommendations of the Study.

About the study and final recommendations

What happens now?

- The purpose of this engineering study was to identify upgrades and right-of-way requirements to support future decision-making. It provides technical recommendations to determine how Deerfoot Trail could operate 30 years into the future, what it could look like as well as its role and function within Calgary's and Alberta's Transportation Network.
- The recommended plan of upgrades will assist Alberta Transportation in future discussions and decisions and any right-of-way requirements to inform decision-making.

What is the long-term recommendation?

- The preferred long term plans recommend High Occupancy Vehicle (HOV) lanes or carpool lanes from Barlow Trail to Airport Trail, and significant configuration improvements at many interchanges and key areas.
- Specific areas to be improved include interchanges at 128 Avenue NE, Country Hills Boulevard, Airport Trail, Beddington Trail, McKnight Boulevard, 32 Avenue NE, 16 Avenue NE, Memorial Drive and 17 Avenue SE area, Peigan Trail, 50 Avenue SE connector, Glenmore Trail, and Anderson Road/Bow Bottom Trail Area.
- From 128 Ave NE Interchange to McKenzie Towne Boulevard Interchange: Pedestrians and cyclists' crossings Deerfoot Trail will be improved at each interchange either by providing a new multi-use pathway (MUP) connection or by upgrading the existing facilities to new MUP.
- The preferred long-term plan has the least property impacts and the least environmental impacts when compared to other corridor improvement alternatives.

Why was the study required?

- The principal role of the Deerfoot Trail within Calgary is to provide an efficient, reliable, and safe connection for motor vehicle traffic and goods movement within, to, and from the city
- A traffic operations model, combined with the substantial public input gathered in 2016, identified two main problems: not enough capacity and a lack of east-west connectivity across Deerfoot Trail. We recognized the need to identify improvements to better serve

Calgarians.

Funding

How much would the recommendations cost?

- The estimated cost for all recommended improvements over 30 years is \$2.25 billion dollars.

How much did this study cost?

- The joint City/Alberta Transportation Deerfoot Trail Planning Study was budgeted at approximately \$4 million dollars, provided by Alberta Transportation

Public Engagement and Stakeholder Impacts

How did public input play a role in developing and selecting these options?

- There were various public engagement opportunities throughout the course of the Study.
- There have been several studies on Deerfoot Trail over the past 10 years that identified improvements in specific locations.
- Public input on areas where people experience challenges, along with data from previous studies on Deerfoot Trail and data collected in May of 2016 was used to help determine the areas of focus for the potential short-term and long-term options. The public feedback aligned with the information we gathered in our studies, and that has been used to develop the long-term recommendations.

Q&A – Other

Do these recommendations include any analysis related to COVID-19?

- There was no analysis conducted specifically to assess the impacts associated with COVID-19. However, initial traffic volume data suggests that daily traffic is approaching near normal levels, but there may be a reduction in demand during the peak periods as less congestion and related travel times have been observed.