

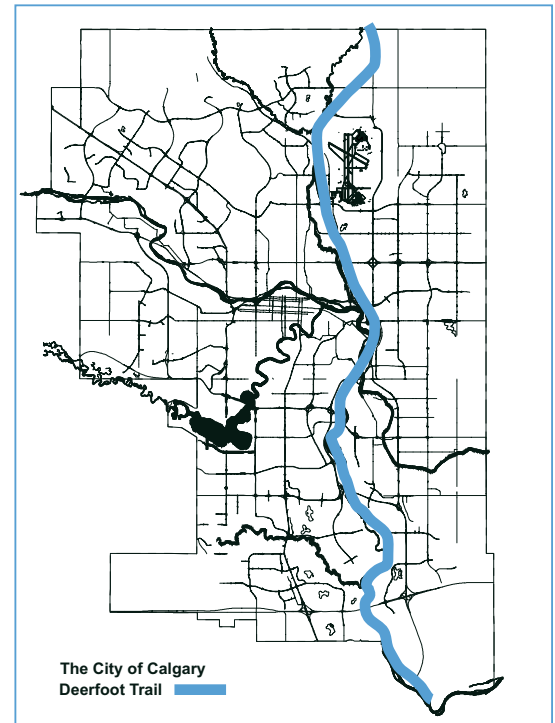
VEHICLES AND PEOPLE CROSSING DEERFOOT TRAIL 1977 TO 2002

A key direction of the Calgary Transportation Plan is to encourage population growth on the east side of the city to minimise cross-town traffic. This *Mobility Monitor* looks at traffic crossing Deerfoot Trail as a way to illustrate changes in cross-town traffic.

In 1991 24.5% of the population of Calgary lived east of Deerfoot Trail. This proportion was almost unchanged in 2001 at 24.4%. In 1991 22.4% of the jobs in Calgary were located east of Deerfoot Trail. By 2001 this had increased to 26.1%.

KEY FINDING

The number of vehicles and people crossing Deerfoot Trail continues to grow at a high rate, with a 2.6% increase in vehicle crossings from 2001 to 2002



Summary of Weekday Trips Crossing Deerfoot Trail between 7:00 a.m. and 11:00 p.m.

Year	Cars		Trucks	Calgary Transit		Other Bus		Total	
	Vehicles	Occupants	Vehicles	Vehicles	Occupants	Vehicles	Occupants	Vehicles	Occupants
1991	432,939	537,046	24,259	902	28,850	2,759	17,889	460,859	583,785
2001	591,522	713,463	34,179	2,057	41,032	3,766	21,321	631,439	777,421
2002	603,351	735,526	38,526	2,186	43,576	4,153	24,067	648,035	803,169

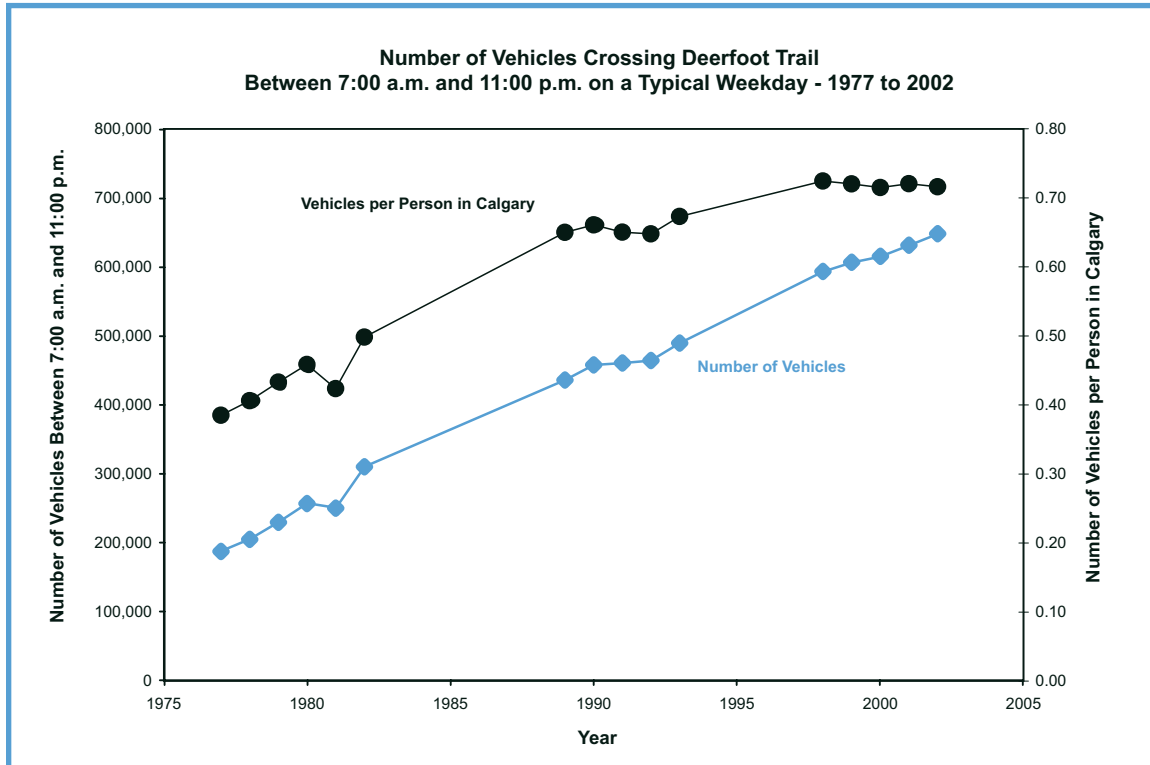
Note: The number of passengers in trucks was not collected in 2001 and 2002, therefore, it was excluded from the total occupants for these years and 1991.

The *Mobility Monitor* is produced by the Transportation Data Team to make the information the Team has gathered more accessible and to help the public become better informed. The Transportation Data Team is responsible for collecting information on travel for use in planning and operating the city's roads, transit, and pathways.

- The number of vehicles crossing Deerfoot Trail in both directions between 7:00 a.m. and 11:00 p.m. increased by 170,580 vehicles between 1991 and 2001 (37%), and by 16,596 between 2001 and 2002 (2.6%).
- The number of people using Calgary Transit to cross Deerfoot Trail in both directions between 7:00 a.m. and 11:00 p.m. increased by 12,182 people from 1991 to 2001 (42%), and by 2,544 people from 2001 to 2002 (6.2%).

KEY FINDING

The number of vehicles crossing Deerfoot Trail between 7:00 a.m. and 11:00 p.m. grew faster than the population of Calgary from 1977 until 2002.



- About 3.5 times as many vehicles crossed Deerfoot Trail on a weekday between 7:00 a.m. and 11:00 p.m. in 2002 as crossed in 1977. In 2002 the population of Calgary was 1.85 times the population of Calgary in 1977.
- The number of vehicles crossing Deerfoot Trail between 7:00 a.m. and 11:00 p.m. has been growing at an average rate of 18,500 vehicles per year from 1977 to 2002.
- The number of vehicles crossing Deerfoot Trail per person living in Calgary grew steadily between 1977 and 1990. This increase slowed down between 1990 and 1998. Since 1998 there has been little or no change.

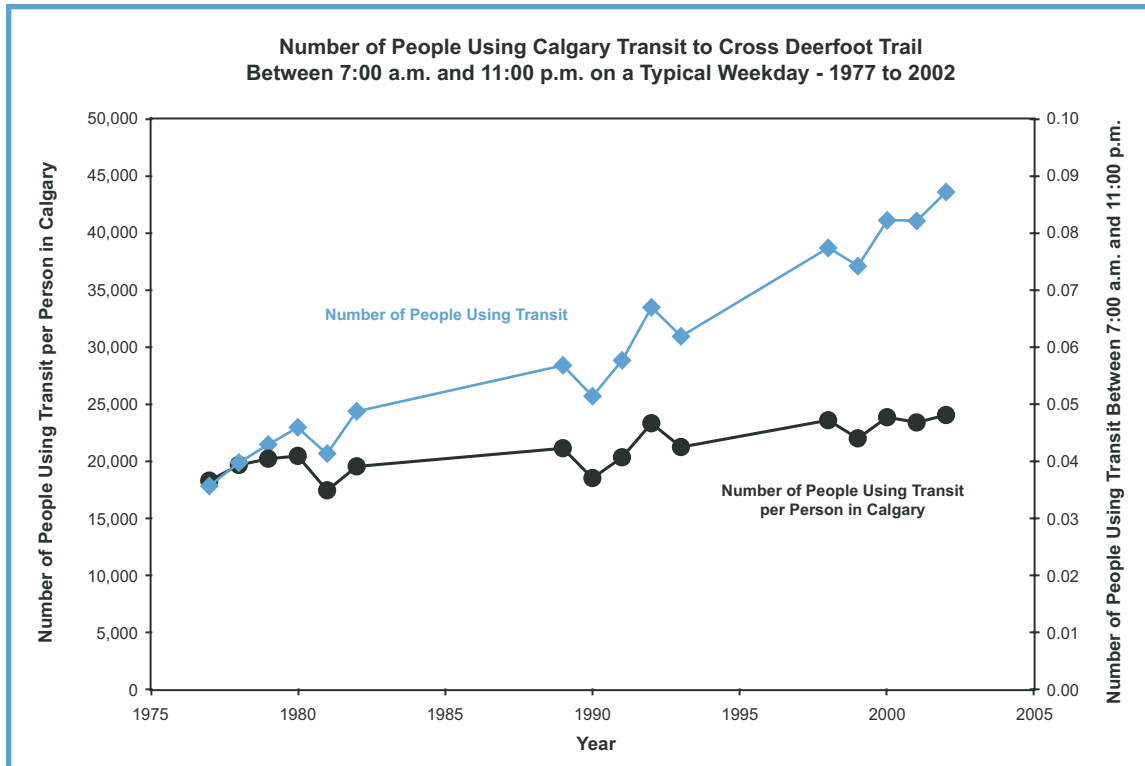
Counting Vehicles and People Crossing Deerfoot Trail

The City assigned people to each of the routes on the west side of Deerfoot Trail. These people counted individual vehicles and people as they travelled eastbound or westbound and recorded the total every 15 minutes. The counts began at 7:00 a.m. and continued until 11:00 p.m. each day. Individual routes were done on different days, between May 17 and May 31, 2002, to minimise the number of people needed.

The actual locations that were counted have changed over the years. Some modifications were made to make all of the historical data compatible with data collected at locations currently used. To simplify the counting process south of the Anderson Road, Deerfoot Trail and Bow Bottom Trail interchange the counts are done along the Bow River rather than Deerfoot Trail.

KEY FINDING

The number of people using Calgary Transit to cross Deerfoot Trail between 7:00 a.m. and 11:00 p.m. grew faster than the population of Calgary from 1977 to 2002.



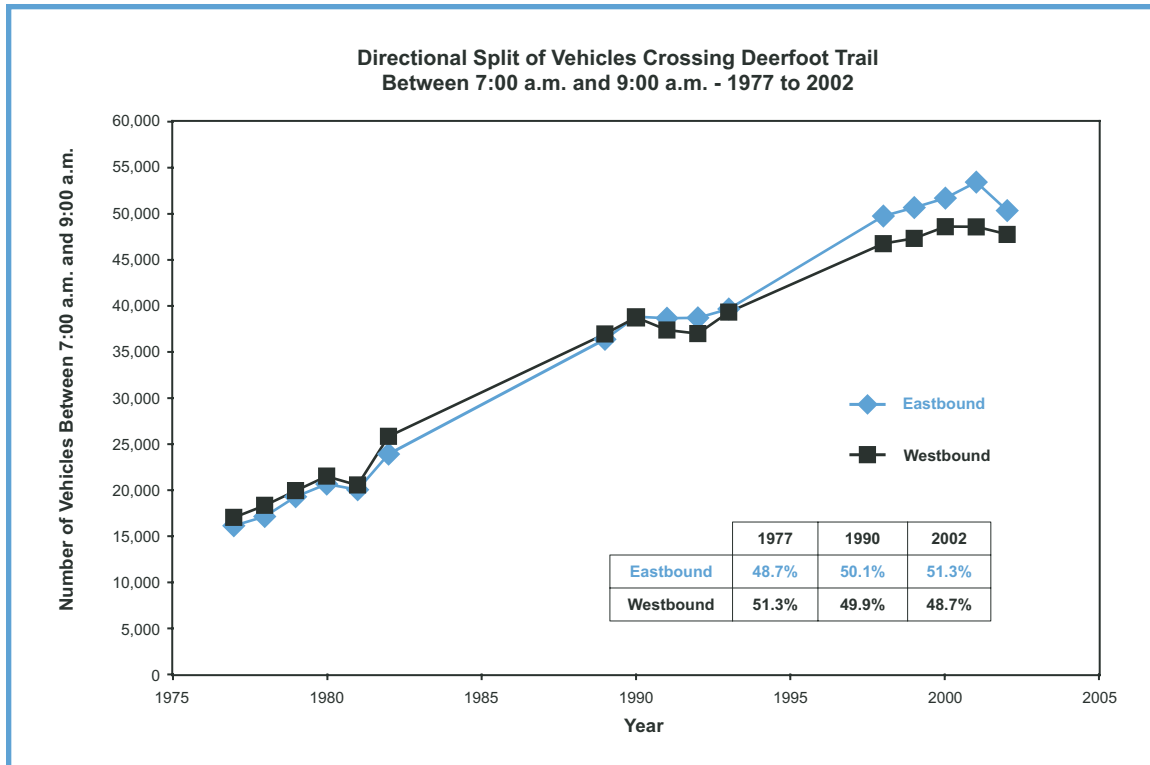
- About 2.4 times as many people used Calgary Transit to cross Deerfoot Trail on a weekday between 7:00 a.m. and 11:00 p.m. in 2002 as crossed in 1977. In 2002 the population of Calgary was 1.85 times the population of Calgary in 1977.
- The number of people using Calgary Transit to cross Deerfoot Trail between 7:00 a.m. and 11:00 p.m. has been growing by an average of 900 people per year from 1977 to 2002.
- The number of people using Calgary Transit to cross the Deerfoot Trail per person living in Calgary showed steady growth from 1977 to 2002. In 1977 there were 0.037 people using Calgary Transit to cross Deerfoot Trail per person living in Calgary, while in 2002 there were 0.048, an increase of 30%.
- The impact of the 49-day transit strike in 2001 on Deerfoot Trail crossings was small, and almost as many people were crossing Deerfoot Trail in 2001 as in 2000, and grew further in 2002.

How Accurate and Reliable is this Data?

How concerned should you be by the potential for error in the data presented in the *Mobility Monitor*? Traffic on a road can vary by 10% or more from one day to the next. The City tries to minimise the effect of this when doing traffic counts. Even so, a change from one year to the next may be due to some random event, such as the weather, accidents or illness. This is why it is wise to look at trends, since changes that are consistent over a long period of time are more likely to be real, and not just the result of random events.

KEY FINDING

In the morning peak period (7:00 a.m. to 9:00 a.m.) in 1977 there were more vehicles travelling westbound across Deerfoot Trail than vehicles travelling eastbound. The number of vehicles travelling eastbound has grown faster and in 2002 there were more vehicles travelling eastbound than westbound.



- The number of vehicles crossing Deerfoot Trail during the morning peak period (7:00 a.m. to 9:00 a.m.) is fairly evenly split between eastbound and westbound. Even so there has been a shift during the 1977 to 2002 period from vehicles travelling westbound to vehicles travelling eastbound.
- The Calgary Transportation Plan recommends increasing the number of jobs on the west side of the city and increasing the number of people living on the east side of the city as a way to more evenly distribute cross-town traffic.