



# Deerfoot Trail Study

Phase 1 June 2016  
Online Mapping Tool  
What We Heard  
Report

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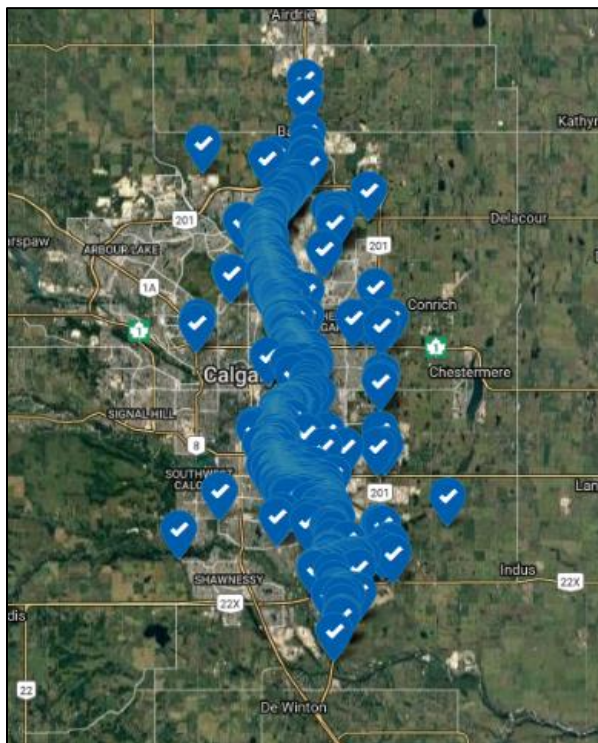
## What we heard and what we asked

From June 1 – 30, 2016, participants 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. The online mapping tool asked participants to drop pins in the areas where they experience the greatest congestion and use the comment box to explain the issue. Comments were limited to 140 characters. A total of 3,364 pins were dropped on the study area online maps.

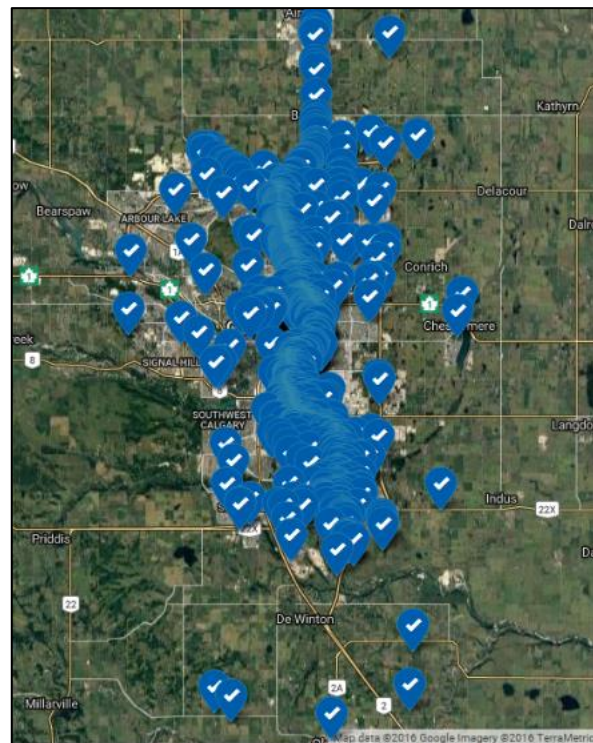
The project team reviewed every comment and categorized all comments by location. This report summarizes the themes that were heard most frequently for each location, and verbatim comments are provided after each summary.

Comments that mentioned more than one idea were included in a maximum of three themes. In the verbatim reports, the comments are listed under the theme mentioned first and only recorded one time. Comments related to concerns outside the study area have not been plotted on the maps in this report, but have been recorded in the verbatim comments for the project team's analysis.

The map became so populated with comments that a clean map was posted halfway through the engagement period. Because the maps became so crowded, many of the pins were located a distance from where the comment references. The project team reviewed every comment and allocated it to the closest intersection unless a more specific location was referenced within the comment.



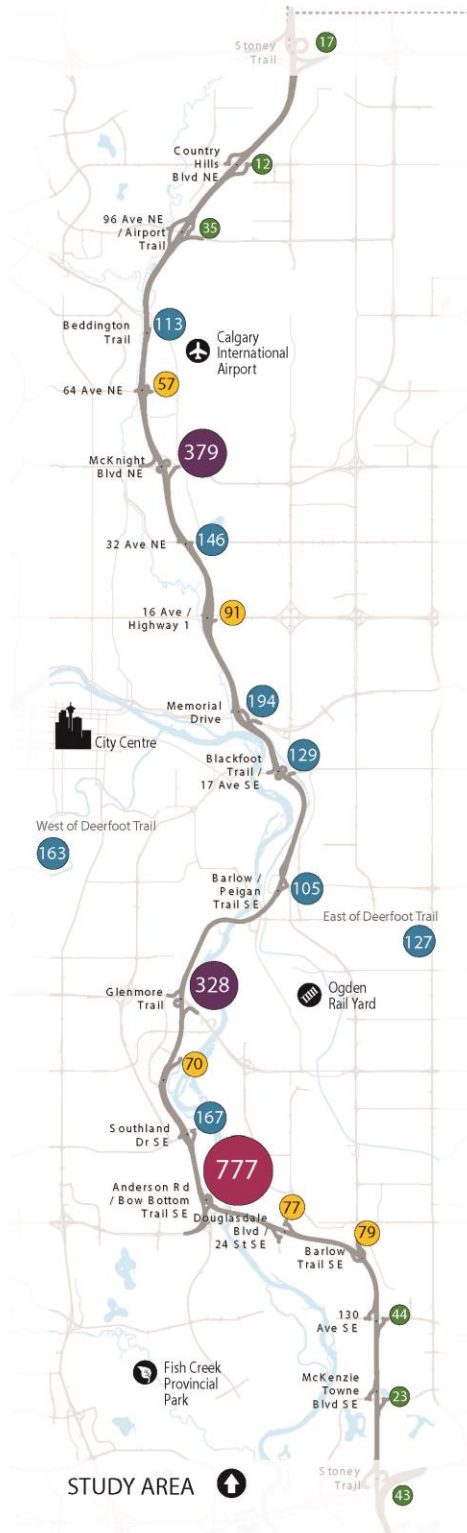
May 30 – June 15, 2016 online comment map



June 15 – 30, 2016 online comment map



# Overall Themes and Pins by Intersection



## Top 5 Corridor-wide Themes

- Lane reductions cause issues
- Additional lanes are needed
- On/off ramps are poorly designed
- Interchanges are poorly designed
- Too much congestion

## Legend

- less than 50 pins
- 50–100 pins
- 100–250 pins
- 250–500 pins
- 500+ pins

# Verbatim Comments

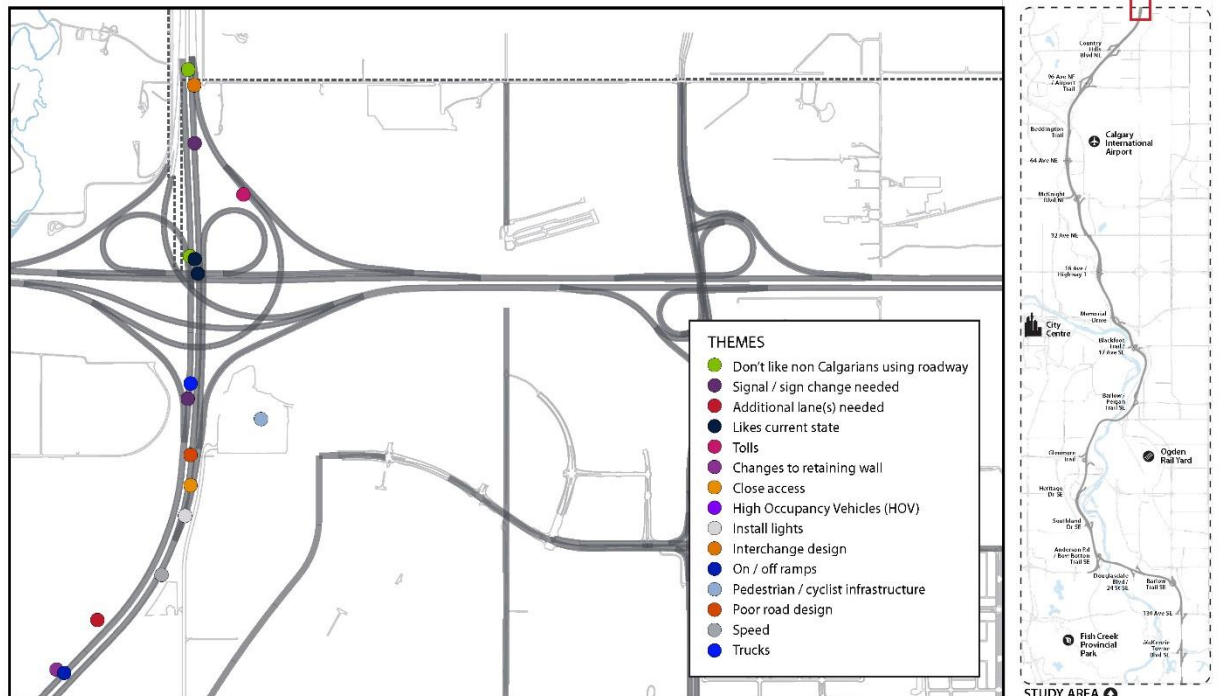
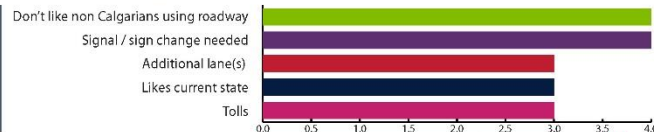
The verbatim comments have been sorted by interchange and then by theme. Some comments provided feedback on more than one topic. Up to three topics were themed for each comment, and in the verbatim report the comment is found only one time under the first topic mentioned. These have been reported by the first mentioned theme in the verbatim report but please note the first three themes have been recorded by the project team. Some verbatim responses have been spell checked to ensure readability.

## Stoney Trail North

### Stoney Trail North Intersection Comments by Theme

A total of 17 comments were pinned around the Stoney Trail North interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

#### Top 5 Themes at Stoney Trail North



#### Additional lane(s) needed

Needs a carpool lane to free up some space plus it can also be a bike lane.

NB & SB Hwy. 2 add center HOV + additional core lane (HOV + 4 core lanes). HOV lanes should NOT replace / reduce # of existing core lanes.

#### Changes to retaining wall required

Install Glare Screens on the concrete median between N and Southbound lanes to avoid distraction and secondary accidents in the opposite lanes.

#### Close Access

If Deerfoot is to be a freeway limiting of exits and merges is a must.

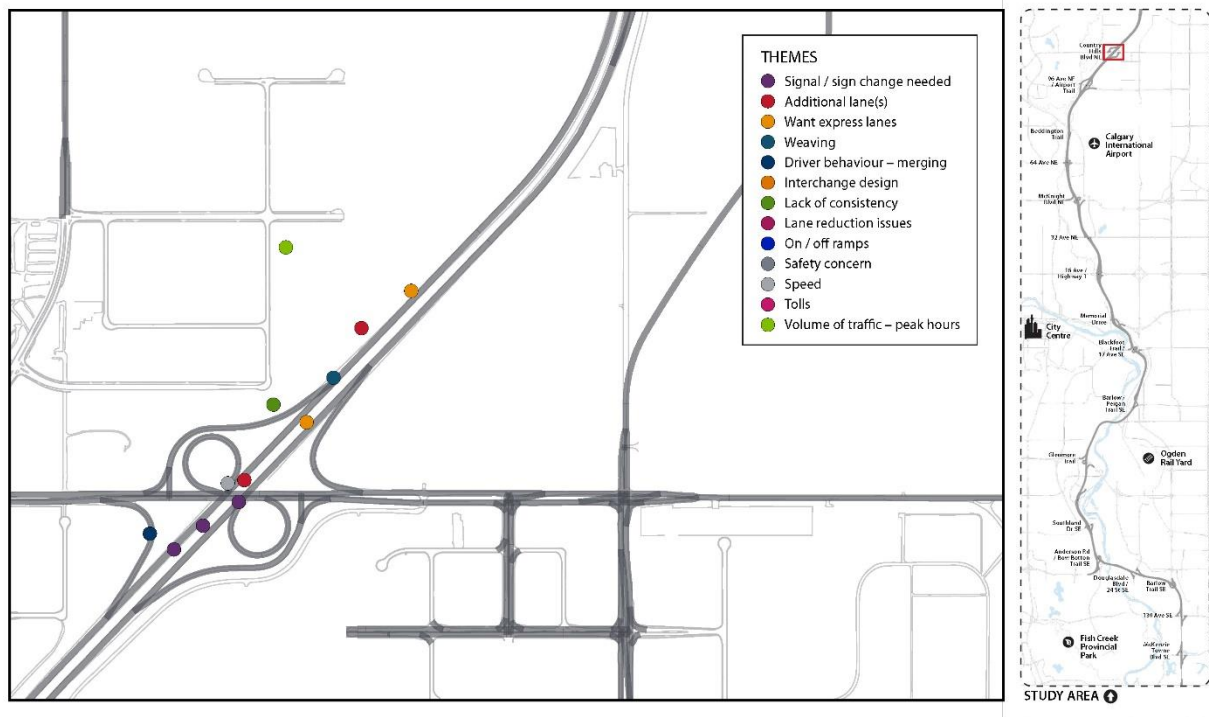
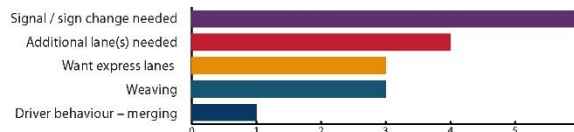
<b>Don't like non-Calgarians using roadway</b>
Airdrie commuters don't pay Calgary taxes, so why do they get a better connection into the city than most residents of Calgary?
<b>Install lights</b>
Deerfoot is not a freeway. Install light controlled intersections on Deerfoot. Get some order on this road. Use Stoney as your freeway.
<b>Interchange design</b>
WOW, build a humungous interchange... now, the people that just bypassed Calgary and hit NB highway 2 have to interact with dumbass mall traffic.
<b>Likes current state</b>
Love free-flowing interchanges. Thank you for this!
Well done here! :) Works well!
<b>On / off ramps</b>
Stoney to Deerfoot south and Deerfoot to Country hills south, connect the onramp to the off-ramp continuous.
<b>Poor road design</b>
Need to decide if Deerfoot is a freeway or a feeder road and design according to road type. It can't serve all purposes.
<b>Signal / sign change needed</b>
Replace "SLOWER TRAFFIC KEEP RIGHT" signs with "KEEP RIGHT EXCEPT TO PASS" signs.
a sign with travel times to Memorial and Glenmore before the Stoney exit so if it was slow, people could avoid Deerfoot.
<b>Speed</b>
Get the tandem dump trucks to slow down to the speed limit and stop passing everything in sight.
<b>Tolls</b>
Put in a toll lane to stop Airdrie from using Calgary amenities for Airdrie taxes.
Toll road starting at entrance to Calgary City limits. There is a lot of wear on other roadways in Calgary due to Airdrie commuters.
<b>Trucks</b>
Add signage not allowing trucks in left lane.

# Country Hills Boulevard

## Country Hills Boulevard N.E. Intersection Comments by Theme

A total of 12 comments were pinned around the Country Hills Boulevard N.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at Country Hills Boulevard N.E.



Additional lane(s) needed
Similar to Hwy 401.
Extend 4th lane from Stoney Trail to C H Blvd. for smoother access to CH Blvd.
Lack of consistency
Every single interchange on Deerfoot is completely different. How are we supposed to know what to expect? Dynamite every one of them.
Signal / sign change needed
Add signage similar to what is in Edmonton - 110 km/h at the top of the ramp. Most people do 80, which is dangerous for traffic on highway.
Speed Limit signs in this area use a random smattering of non-standard fonts. Shows incompetence of current operator.
Signage leads you to the right lane for CHB only to have that lane end. Lane then restarts at exit. This causes very dangerous lane changes.
Get rid of the traffic lights! What is with Calgary and their traffic lights at major interchanges?
More lights. Build a 4-leaf clover. You are halfway there already.
Speed

Revise the speed limit on Deerfoot to 80 km/h because all the ramps onto and off are not designed to handle the 100-km limit.

#### Tolls

Toll lane for express lane, automatic/electronic charge just like the ones in the US.

#### Volume of traffic – peak hours

Merging from Country Hills Blvd onto Deerfoot is a nightmare during rush hour only to have to split off onto airport trail.

#### Want express lanes

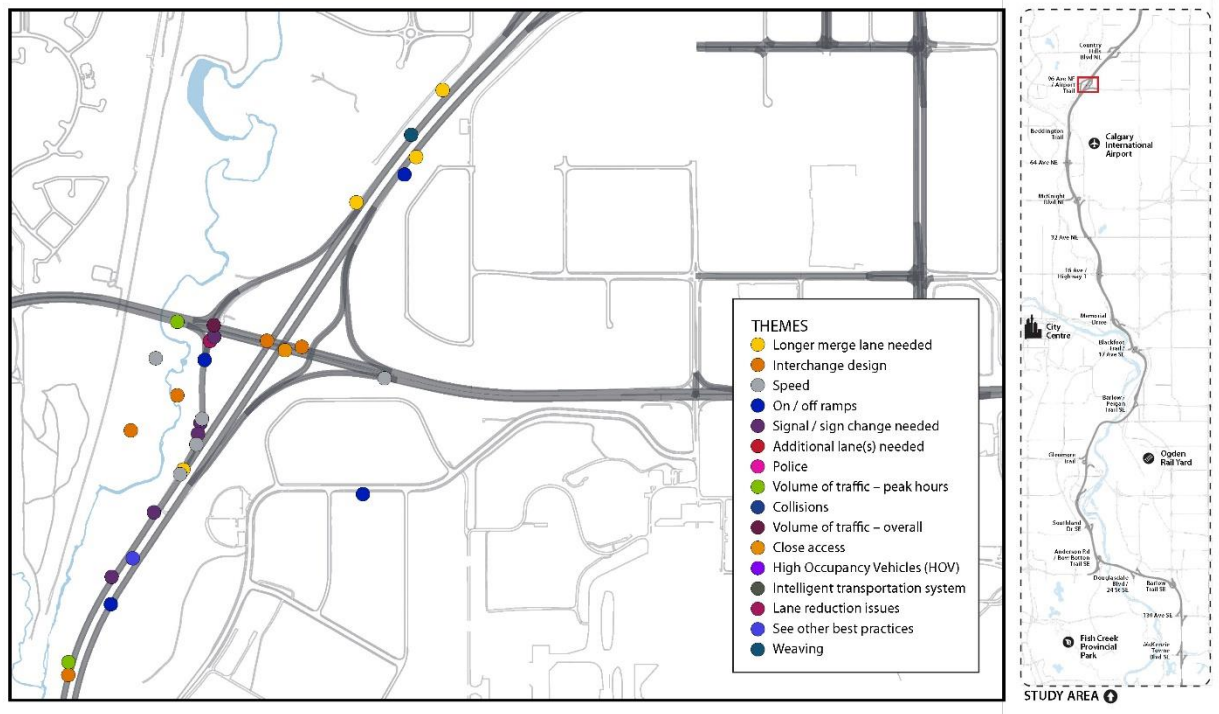
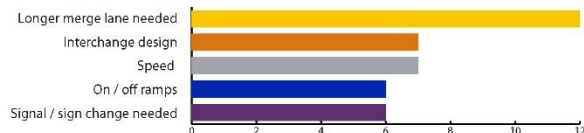
Given the number of major interchanges in close proximity, it would make sense to use an express/collector system for Deerfoot.

## 96 Avenue N.E. / Airport Trail

### 96 Avenue N.E. Intersection Comments by Theme

A total of 35 comments were pinned around the 96 Avenue N.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

#### Top 5 Themes at 96 Avenue N.E.



#### Additional lane(s) needed

Extending Airport Trail NE straight out to Stoney Trail, east of the airport would reduce congestion on Deerfoot.

96th Ave S to Deerfoot, make a lane instead of merge...this is dangerous.

From end to end.... should increase to 4 lanes both ways...

#### Close access



Close airport trail westbound at Deerfoot - never should have been opened - too much residential.
<b>HOV (High Occupancy Vehicle)</b>
NB & SB Hwy. 2 add center HOV + additional core lane (HOV + 4 core lanes). HOV lanes should NOT replace / reduce # of existing core lanes.
<b>Interchange design</b>
Install Glare Screens on the concrete median between N and Southbound lanes to avoid distraction and secondary accidents in the opposite lanes.
Higher medians to prevent gawkers for any accidents which causes slow downs in any direction no matter where the accident is.
Why wasn't a proper 4-leaf clover built here? Get it together, you idiots!
Cloverleaf for westbound traffic to enter northbound Deerfoot.
DFT & Airport Trail system interchange with major fly over ramps - SB Deerfoot to EB airport tr. & WB airport tr. to SB Deerfoot.
<b>Intelligent transport system</b>
Like PHX at peak times lights on all entrances to DFT using about a 10 second interval. HOWEVER must be enforced to work!
<b>Lane reduction issues</b>
Dual turn lane to go SB immediately becomes one lane?
<b>Likes current state</b>
This merge works well, if only airport trail actually went somewhere...
<b>Longer merge lane needed</b>
Extend on ramps to Deerfoot Trail SB Country Hills to Airport Trail, NB Airport Trail to Country Hills to connect direct to off ramps.
SB merge lane from country hills entering Deerfoot ends, and then a couple 100 feet later starts again to merge off for airport trail.
I cringe every day watching 80km/h traffic enter 110 km/h Deerfoot traffic. The merge lane is too short.
Lengthen Merge lane and increase signage that the Deerfoot speed limit at this location is still 110.
Extend the merge lane. It seems it is not long enough. Maybe a 110 KPH ahead sign would help.
Merge lane SB too short and merging traffic does not get to highway speeds.
Most enter Deerfoot South @ ~80km/hr causing near-accidents w/ 110km/hr SB traffic. Reduce SB speed to 100km or increase merge lane length.
Extend the prior merge lane from country hills to the exit ramp to 96th - people drive down the shoulder to get between the two.
I don't believe that the merge lane from 96 Ave to Deerfoot South is long enough to allow people to accelerate into 110 KPH traffic.
Extend the right-hand lane between Airport Tr./96Ave and Country Hills Blvd.
<b>On / off ramps</b>

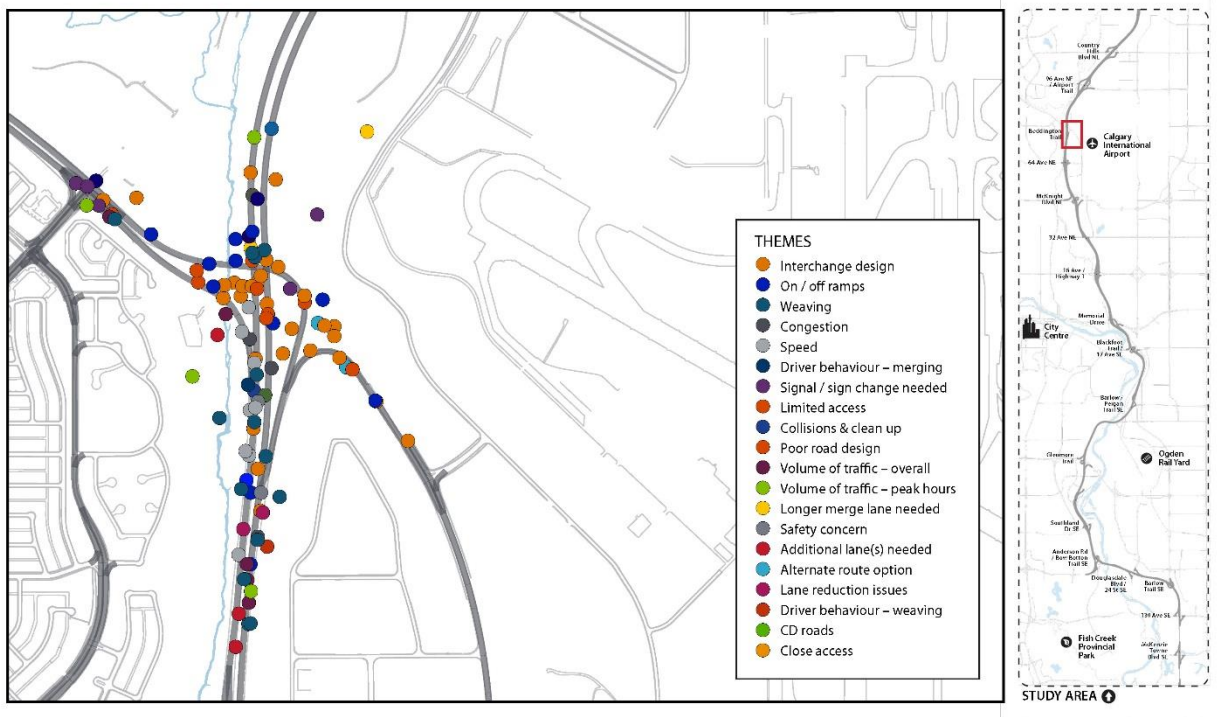
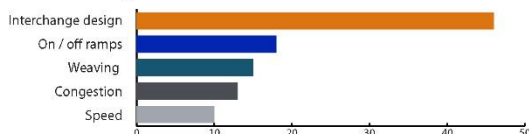
Beddington Trail onto Deerfoot with vehicles trying to get off and onto Deerfoot Trail at the same time.
on/off ramps during peak times Calgary need a system like S.Cali. problem or high traffic merge lanes are metered during peak times.
Deerfoot & 64th is very worst on whole Trail. Cars exiting McKnight onto Deerfoot merge with cars trying to get onto the off ramp for 64th.
<b>Signal / sign change needed</b>
Add signage summarizing key Alberta driving laws for foreign visitors arriving from airport. (e.g. mph equivalents, right turn on red, etc.)
More welcome to Calgary signage for visitors just arriving from airport.
Again with the lights. Tons of space for a light free interchange
<b>Speed</b>
Airport Trail needs to be 80Km an hour all the way as cops are greedy and need to be fined fining people for their mistake!
Airport Trail needs to be 80Km an hour all the way as cops are greedy and need to be fined fining people for their mistake!
<b>Volume of traffic – overall</b>
Merge lane always crowded and full.
<b>Volume of traffic – peak hours</b>
The turn from westbound airport trail to southbound Deerfoot is now a 3-light wait any time after 3 pm and a 2-light wait from noon onwards.
Approaching Beddington in the morning.
<b>Weaving</b>
SB merge should be a weave lane.

# Beddington Trail N.E.

## Beddington Trail N.E. Intersection Comments by Theme

A total of 113 comments were pinned around the Beddington Trail N.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at Beddington Trail N.E.



### Additional lanes

Add a lane in the middle for both directions.

use left shoulder for small cars going out of town.

### Alternate route option

11th St should be connected to both NB Deerfoot and Beddington. This would take some of the congestion off Deerfoot.

Connect this road to Beddington Trail, so there is an alternative to using Deerfoot to get to Beddington from the industrial area.

### Close access

should be exit from northbound Deerfoot to west bound Beddington - close the west bound airport trail as too much residential.

There should be no exit to 64th from Deerfoot South during AM rush hour.

### Collisions & clean up

Definite chance of accidents from DF southbound traffic trying to exit 64 Ave and bedding ton traffic merging Deerfoot.

### Congestion

Both North and south can slow to crawl due to this area.
Congestion is always bad by the Beddington entrance.
<b>Driver behaviour - merging</b>
People trying to get across three lanes of bumper to bumper traffic to get off on Beddington. Brings all the lanes to a screeching halt.
Education on merging-cross over painted barriers, slow down, don't use all the merge lane, have to get into the left lane immediately.
Drivers come off Beddington trail at 80km / hr and pull into traffic going 100+ km/hr right at the beginning of the merge area. Learn to drive.
<b>Driver behaviour – too slow in left lane</b>
Big rig trucks driving in left hand lane slow traffic down in busy times. As a Highway they should remain in the right lane except to pass.
<b>Driver behaviour - weaving</b>
Aggressive and inconsiderate drivers should be policed and charged. Two time offenders should have their licences revoked.
Too many drivers race up far left lane then cut over 3 lanes to get onto Beddington trail onramp causing major delays.
<b>Education</b>
Driver education is needed in Calgary for proper freeway merging. Drivers should be at the speed of traffic far prior to merging!
<b>General</b>
Between Beddington Trail & McKnight
<b>HOV (High occupancy vehicle)</b>
NB & SB Deerfoot add center HOV + additional core lane (HOV + 4 core lanes). HOV lanes should NOT replace / reduce # of existing core lanes.
<b>Interchange design</b>
Proper cloverleaf interchange here would help enormously.
Cannot understand why there isn't a Beddington trail westbound ramp off Hwy 2/Deerfoot Trail south.
Need northbound Deerfoot access from Beddington Trail.
Really needs a northbound ramp onto Deerfoot. It's weird and inconvenient that there's not one and you have to detour to get on another way.
Add the ramp for northbound from 11 Street.
Have back road connect to Deerfoot north to alleviate traffic at 64th intersections and reduce merge traffic from 64th.
Beddington Trail has two lanes coming off the interchange merging into two lanes creating congestion.
What if we upgrade these on ramp and off ramp into a Cloverleaf Interchange instead?
This should go to northbound Deerfoot.
The Beddington-Deerfoot interchange needs to be finished.



Connect 11th street to Beddington and Deerfoot Northbound here, all industrial workers will stop clogging southern interchanges.
I agree, we need a Semi-directional T interchange here, so that people from Beddington Trail can go to Edmonton.
Access to northbound Deerfoot and from southbound Deerfoot please? Are you afraid we're going to try to go to Edmonton? :)
Can there be an improvement to the Beddington Trail turnoff merge onto Deerfoot. When there is an accident, this area stops moving!
having Southbound Deerfoot access to Beddington would be a nice addition.
Create an underpass here that takes SB traffic for 64th under Beddington making the ramp from Beddington to DF a merge instead of a weave.
Need access to NB Deerfoot from Beddington. Also need access to Beddington from SB Deerfoot. This would reduce the congestion at 64 Ave.
SB exit for 64 Ave should be BEFORE flyover and new lanes run to 64 to keep DF/ Bed Tr. merge moving.
Complete intersection at Beddington: No access from Deerfoot south to B. Trail NOR from B. Trail to NB Deerfoot. City has grown beyond.
Connect this spot Northbound/Southbound Deerfoot or Beddington, it would help with bottleneck at 64th Avenue.
We need to be able to go north off Beddington Trail, or get on to westbound Beddington Trail off of Deerfoot from the north!
Connect to Beddington and Deerfoot to alleviate backups on 11th Street and 64th Avenue.
Create weave or at the very least move exit a little north to make the merge longer.
Create an underpass here that takes southbound traffic for 64th allowing to leave before Beddington joins.
There should be some sort of tunnel, underpass or overpass, so that this exchange doesn't interrupt the traffic flow.
If road design does not change drastically, time to put up red lights. Slow down the idiots and control poor drivers.
Finish 11st NE to Deerfoot Trail NB.
This should be a proper 4-way interchange. The current design causes nothing but headaches.
Full systems interchange required with Deerfoot Trail & Beddington Trail: EB Beddington to NB DFT and SB DFT to WB Beddington.
All this land area and no access to NB Deerfoot? No access to Beddington from SB Deerfoot? Wow.
Need to have access both ways on this interchange. Get collector lanes on Deerfoot.
Need a flyer over here towards Deerfoot Northbound.
Continue 11 St NB to access Beddington Tr. and Deerfoot NB. This would greatly reduce load on 64 Ave AND McKnight and congestion on DF NB.
Connect 11th St NE to Deerfoot NB in case there's an accident and you have to take a side road to continue going NB.

This is the cause of the congestion from 32nd Ave right through to here. This interchange should be removed entirely!
<b>Intelligent transport system</b>
Major cities throttle on-ramps with lights to ensure good traffic flow on major routes. This location is a merge disaster in the a.m.
<b>Lane reduction issues</b>
3 lanes to 2 lanes merging left onto Deerfoot while those on Deerfoot are crossing the same lanes in the opposite direction for 64th - SO weird.
Four lane traffic for Northbound Deerfoot Trail ends here.
Four lane traffic for southbound Deerfoot Trail starts here.
Bottleneck, slow moving merging properly.
<b>Limited access</b>
PLEASE, PLEASE, PLEASE? We need an exit from Deerfoot southbound to Beddington Trail.
Connect 11St to Beddington Trail and Deerfoot.
We need an off-ramp here to go from Beddington Trail to Deerfoot NB and one to go from Deerfoot SB to Beddington Trail WB.
Need a southbound ramp to Beddington Tr. 64th Ave has too many lights and too much traffic (more to come from Deerfoot City).
Why not access from Beddington to Northbound Deerfoot. Why no access to Beddington from Southbound Deerfoot.
By connecting to Beddington & Deerfoot, would free up a lot of the congestion at the Deerfoot and 64th intersection, creating better flow.
It's ridiculous that you can't go onto northbound Deerfoot from Beddington.
<b>Longer merge lane</b>
The McKnight onto Deerfoot northbound ramp should keep going to 64 Ave.
<b>Merging causes issues</b>
Merging traffic from Beddington onto Deerfoot in the morning slows down southbound traffic of Deerfoot.
<b>Move access</b>
Move exit for 64th Street to this location. Ramp goes under Beddington no longer impeding traffic entering Deerfoot.
<b>On / off ramps</b>
Simple. just add an off ramp to bed. tr. here.
1. between Beddington and 64 with 2 lanes trying to merge on to Deerfoot and Deerfoot traffic trying to exit to 64, huge bottleneck.
Frequent congestion at Beddington/64th. Improve by allowing Beddington access to/from the North.
North bound ramp. Obviously!
Have an exit onto Deerfoot past Beddington before Airport Trail.

Absolutely need to upgrade Beddington exit so that people can exit onto Beddington from North - how on earth was this designed without this?
On-ramps should advise drivers of the speed they need to be travelling to merge properly and safely.
Merge lanes should not be the same as deceleration lanes. Traffic is forced to almost stop to get on/off Deerfoot or into desired lane.
This interchange is busy in the morning and gets backed up easily.
<b>Outside study area</b>
Beddington Trail should be free flowing from Stoney to Deerfoot. Interchange required at Beddington Blvd. & Beddington Trail.
High Wall at Median from Beddington to Seton to prevent on lookers/rubber neckers looking from other side.
<b>Police</b>
Police are constantly doing photo radar here - so everyone slams on their brakes. Tell the Police to stop! :)
<b>Poor road design</b>
this is a flawed design, should have been a cloverleaf right from start, but still need a N bound Deerfoot exit here, perhaps under bridge?
Poor feeder onto Deerfoot. Cars attempting to merge onto Deerfoot while cars attempting to exit onto 64th Ave makes for bad congestion.
Terrible area and I am truly surprised there are not accidents there on a daily basis.
Horrible ramp design. It has many many accidents largely due to the difficulty in entering and/or exiting Deerfoot at this point.
Poorly design merge in/out causes congestion and safety concerns.
<b>Road conditions</b>
Needs to be totally resurfaced. Don't cheap out on materials either. It's a pain having to do frequent maintenance on a busy highway.
<b>Safety concerns</b>
Beddington Tr. exit onto Deerfoot and Deerfoot exiting onto 64 Ave - scary, dangerous and just plain stupid!
Merge in/merge out on 64Ave exit and Beddington exit are dangerous zone.
<b>Signal / sign change needed</b>
A warning light here that Deerfoot is getting backup to allow people to take alternate routes.
This is a SHARP turn at HIGH speed. The sharp turn is noted, but a speed limit sign or at least a yellow recommended speed sign are needed.
Remove this light. Afternoon congestion at this lights backs up traffic onto Deerfoot causing all northbound lanes to slow down.
build a roundabout intersection removing traffic lights. Northbound Deerfoot stopping here backs up traffic all the way down Deerfoot.
Remove the 'third lane' here to prevent accidents, perhaps there should be lights for those accessing Beddington at this point.

<b>Speed</b>
People slowing down to merge from Beddington Trail and 64th Ave. Not efficient merging.
This is a dangerous section to change lanes as traffic seems to speed up and slow down irregularly.
One of the best on-ramps in the city and no one reaches speed limit at Deerfoot merge point. Increase speed limit to 100 before the bend.
<b>Volume of traffic - overall</b>
At 64th on ramp too many cars all coming onto Deerfoot from bedding ton,64, McKnight.
Traffic to/from Beddington Tr.
Too much volume here for a weave lane this short. Traffic from 64 Ave to Beddington not fast enough for traffic to merge onto Deerfoot.
Amount of traffic attempting to merge off on to Blackfoot creates backlog Not enough lanes for traffic not wanting to take exit.
<b>Volume of traffic – peak hours</b>
Traffic slows right here every morning, seems to be Beddington trail merging in and people trying to get over and others trying to get off.
Add merge lights at rush hour, extend merge lanes, teach dumb drivers how to merge properly.
Southbound in the AM really starts to get congested here. All the merging traffic from Beddington.
merging traffic causes delays back to Memorial during rush hour (N Bound) All merging should have dedicated lanes.
<b>Weaving</b>
Very busy weave zones in both directions causes much congestion. Perhaps employ C/D lanes to limit impact on through traffic in this area.
Trying to get off Deerfoot onto 64th is a nightmare! Traffic coming off Beddington trying to get onto Deerfoot makes it so difficult!
So much traffic moving from Beddington Tr. to Deerfoot and Deerfoot to 64th, crisscrossing cars, all different speeds, dangerous
Have 64th Ave extend into Bed Trail, gets backed up with people merging in and out.
This is a big mess of merging traffic. Deerfoot traffic going to Beddington and 64Th traffic getting to left lane of Deerfoot.
The battle between cars merging from Beddington onto Deerfoot and cars trying to get off on 64 is a NIGHTMARE.
Bottle neck with Beddington traffic and Deerfoot cars trying to get off at 64 <sup>th</sup> .

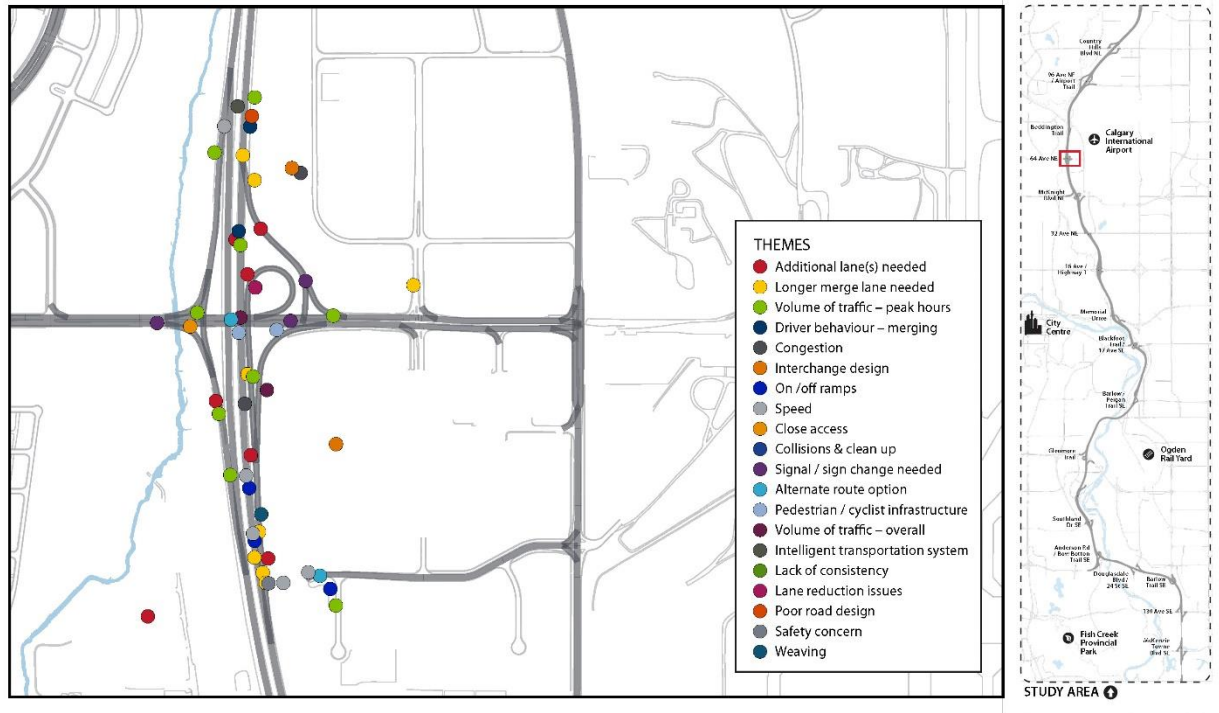
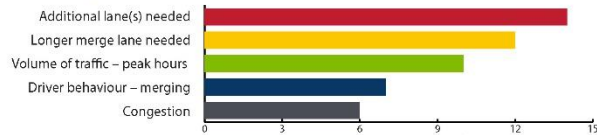


# 64 Avenue N.E.

## 64 Avenue N.E. Intersection Comments by Theme

A total of 57 comments were pinned around the 64 Avenue N.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at 64 Avenue N.E.



### Additional lane(s) needed

Don't let junior Engineers decide the fate of Deerfoot, add 2 lanes including collectors lane to avoid bottleneck.

NB merge lane McKnight toward 64 Ave NE must be collector lane. 3rd lane NB Deerfoot gets held up by mergers at much lower speeds.

Have 2 lanes exit before 64th NB for country hills Blvd. A lot of congestion in the afternoon. Half of NB traffic exits there anyway.

Maintain dual lanes, R lane direct to McKnight exit, L lane to independent lane on Deerfoot S.

Maintain dual lanes, 1 direct to bed. TR and 1 to 2nd lane to Bed. TR also but with merge to Deerfoot N lanes (min. 3 for direct N flow).

Add another lane between McKnight Blvd and 64 Ave on the North bound side.

Extend the lane here to allow traffic to move North without merging immediately.

Use this space to create a 4th lane that extends beyond 64th Ave and allows for better merging of traffic from McKnight to Deerfoot

Create/extend lane - extend exit from McKnight to Deerfoot and exit onto 64th into a full lane to allow more free flowing traffic.

<b>Alternate route option</b>
Mall traffic and people avoiding McKnight cause backups on 64th. It's sometimes faster to go up to airport trail than it is here.
Extend this road to meet up with Deerfoot.
<b>Close access</b>
Close some interchanges during peak for direction of peak flow. e.g. for morning peak, shut down SBD 64th & 32nd and NBD 24th & Southland.
Make this like 32nd where you can ONLY turn onto 64th and never thru. That makes no sense.
<b>Collisions &amp; clean up</b>
Install Glare Screens on the concrete median between N and Southbound lanes to avoid distraction and secondary accidents in the opposite lanes.
Install Glare Screens on the concrete median between N and Southbound lanes to avoid distraction and secondary accidents in the opposite lanes.
<b>Congestion</b>
North Bound Deerfoot between Mc Knight and 64 Ave is a bottle neck. Widening that part will improve traffic flow.
Ok. So there are lots of times I'm stuck here just waiting for people to go off at Deerfoot or zoom over for the Beddington exit. *sigh*
<b>Driver behaviour - merging</b>
Spend \$ educating drivers how to merge properly.
Drivers try to enter the lane before other drivers are able to merge onto Deerfoot. I am often driving 40km/hr in this section.
People who do not know how to merge.
<b>General</b>
Between Country Hills and 32nd Avenue.
64 Ave.
Deerfoot & and McKnight northbound.
<b>Intelligent transport system</b>
Review what other major city's do with merging. They use merging lane stop lights to help spread merging traffic out & not slow highway down.
<b>Lane reduction issues</b>
Going down from four lanes makes it worse, it would be better to stay consistent as everyone slows down (more than they need to, to merge).
<b>Longer merge lane needed</b>
Merge on Deerfoot (DF) N at McK. too short. Connect merge lane to DF N @ McKnight w/ merge lane exiting DF N at 64th, make Exit Only lane.

Extend McKnight off ramp to 64th Ave, adding a curb lane to improve flow of traffic merging on & off Deerfoot at this location.
Beddington Tr. merge lane and 64 Ave exit lane criss-cross. Distance between is too short. Close off 64 Ave access from Deerfoot.
Extend access lane from McKnight to 64 Ave. Not long enough for a safe merge onto Deerfoot.
McKnight merge lane does not extend to 64th Ave exit - confusion and lane changes here often cause accidents and congestion.
Add a full-length merge lane from McKnight to Beddington. Use google predictive traffic to confirm problem there.
The merge lane here is very short. I think there should be a merge lane that runs from McKnight to 64 Ave so people have time to merge.
The off ramp from McKnight Blvd should have this lane extended under 64 Ave bridge right onto Deerfoot!!!!!!!!!!!! DUHHHHHHHHHHHHHHHHHHHH
Merge lane from McKnight to NB Deerfoot needs to be lengthened. Similar to what was done SB at 64th Ave a few years ago.
The merge lane onto Deerfoot should be longer!!
<b>Merging causes issues</b>
YOU SHOULD NOT ALLOW ANY INTERCHANGE TO MERGE WITH HIGHWAY DIRECTLY. MCKNIGHT TRAFFIC SHOULD GO STRAIGHT AND MERGE AFTER 64 AVE.
<b>On / off ramps</b>
Traffic exiting onto McKnight and 64th. inefficient intersections.
Extend the on-ramp from 48th north to 64th or put in service roads.
Access 64 be after 64th E&W. Allow more distance for traffic to recover from McKnight traffic, longer merge for McKnight traffic to merge.
<b>Pedestrian / cyclist infrastructure</b>
Would be nice to have a better bike & pedestrian crossover to Deerfoot mall area.
Currently no safe roads to cycle to the airport or make east-west Deerfoot crossings by bike. I'd like 64th and bike lane improvements to all.
<b>Poor road design</b>
Who designs exiting and merging traffic to use the same DAMN LANE!!!!?? Stupid. FIX IT. This is the cause of congestion all over Deerfoot.
<b>Signal / sign change needed</b>
Exit from Deerfoot on to 64th Ave heading west, there is a yield sign but people tend to merge instead.
The yield sign here is ignored by industrial traffic. An on-ramp light should be installed to allow the proper right of way.
Too many lights on 64th Ave. A cloverleaf interchange might work better.
<b>Speed</b>
Always slow or lots of accidents every day.

Speed limit should be increased to 110km/h in this area. No reason why not. Not too much traffic.
Speed limit should be increased to 110km/h in this area. No reason why not. Not too much traffic.
<b>Volume of traffic - overall</b>
Traffic merging on to Deerfoot northbound at 64 Ave, always causes congestion.
This overpass is also due for an Interchange upgrade. The ramps cannot handle Deerfoot Trail traffic at rush hour.
<b>Volume of traffic – peak hours</b>
NB afternoon rush, merging traffic from 64th trying to NB on DF and folks trying to get in the right lane to exit Bedding causes congestion.
Existing industrial & commercial areas north & south of 64 Ave is only possible using 64 Ave West. Crazy congested during pm rush hour.
Difficult to merge onto Deerfoot South in the mornings as the left-hand lane of southbound traffic is merging left to exit onto McKnight.
North bound rush hour. Add a dedicated 64th on ramp tunnel under the exit to Beddington Trail. Enter onto Deerfoot afterward the tunnel.
The merging of McKnight Blvd to Deerfoot Trail during the after office hours (between 4:00pm - 6:00pm.
Crazy in am rush. free flowing after McKnight.
In morning rush hour it is stop and go from Beddington to 16th Ave despite the extra, 4th lane through that section.

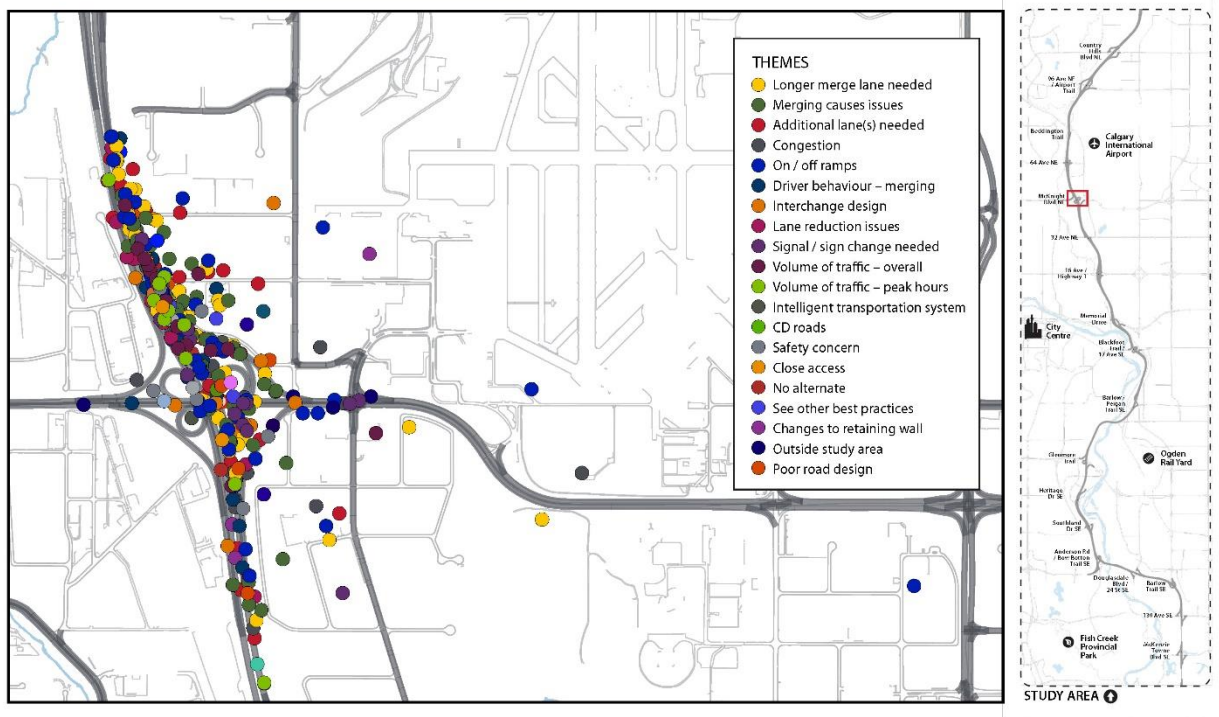
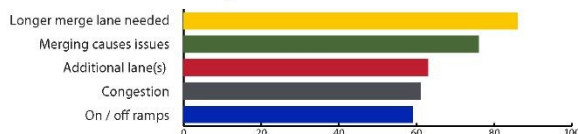


# McKnight Boulevard N.E.

## McKnight Boulevard N.E. Intersection Comments by Theme

A total of 379 comments were pinned around the McKnight Boulevard N.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at McKnight Boulevard N.E.



### Additional lane(s) needed

Widen to 6 lanes, 3 for direct flow Deerfoot N, Far right direct from McKnight to 64th AVE exit, & 1 independent (2nd lane) direct to B. TR.

Needs to be 2 lanes.

We need more lanes due to the merge from McKnight to Deerfoot. And then the exit off to Beddington.

Need additional lane for traffic from McKnight to 64.

McKnight Blvd to Deerfoot North...make a lane instead of merge, this is the slowest part in the afternoons.

Deerfoot should stay 4 lanes to help traffic continue to slow.

A merge lane needs to be added between McKnight Blvd and 64 Ave Northbound on Deerfoot Trail.

Merge lane from McKnight needs to be a added lane that will tail off to 64<sup>th</sup>.

Need to be extended one more line between McKnight and 64 Ave northbound.

Maybe add one or two lanes depending on space that are reversible during peak hours and act as a bypass road to Airdrie.

Keep 4 lanes open all the way to Beddington.

Extra lane needed. Forced to merge onto Deerfoot from McKnight and then remain slow even if they merge off on to 64th Avenue.
Need to widen Deerfoot north of McKnight and an exit for 64th under the on ramp from McKnight going north.
Create an extra lane each way by filling in the centre blvd and putting up a cement barrier Would not have to alter the on and off ramps.
There should be a lane running from the on ramp from McKnight, all the way to the off ramp of 64th Ave. Make it a free flow lane.
There needs to be an additional lane for merging between McKnight & 64th Ave northbound.
Add a lane so the on-ramp enters its own lane that continues to the exit at 64 Ave.
Too few lanes N and S to handle traffic volume.
In order to free up congestion northbound at McKnight, there should be a added/free flow lane from McKnight to 64th Ave.
More then enough room to widen Deerfoot but nothing is being done so all the merging in and out is causing chaos.
Additional merge lane, from East and West bound McKnight to Northbound Deerfoot, between McKnight and 64 Ave N.E.
Needs a full lane northbound btw McKnight and 64th to facilitate volume from westbound McKnight. traffic comes to basket weaving stop.
The McKnight exit onto northbound Deerfoot needs to have it's own lane (not merge) up to 64th Ave. Significant congestion due to slow merge.
Add a 4th lane each direction from Memorial Dr. to Stoney Trail in centre to accommodate traffic.
Deerfoot needs to be wider with longer merge lanes and put in cloverleaf intersections
Quick fix: Add TWO lanes, for merge and one for the 1 in 3 vehicles that Join at McKnight and Leave right away at 64th.
Add 2 lanes, McKnight to 64 east side of Deerfoot. 1 lane to exit on 64 eastbound, the second lane continues under 64 overpass.
NB & SB Hwy. 2 add center HOV + additional core lane (HOV + 4 core lanes). HOV lanes should NOT replace / reduce # of existing core lanes.
One more (continuous) lane in both directions here will eliminate a completely unnecessary bottleneck and improve safety.
1. Additional Lanes (Minimum 4 with Additional Lane Merge on/off lane 2. Remove Access to 32 & 64 & redesign, or make service roads.
Widen this to add more lanes for through traffic, taller retaining wall, squeeze a lane each way on the inside.
Add extra lanes and increase speed limit to 110.
Additional right lane will help with bottle neck.
Please add lanes for both north and south bound. It is clearly a bottleneck and hopefully it is not too complex to implement.
Worst part of Deerfoot is between 32 Ave ne and 64 Ave NE. Add another lane on left side for more traffic to flow thru freely.
Widen roads to 6-8 lanes each direction between Beddington and Glenmore.
An extra lane is needed west of Cabellas along the extensive green strip, to help ease congestion from McKnight to Northbound Deerfoot.

Create a 4th "merge off" lane for traffic exiting onto 64 <sup>th</sup> .
Free flow lane between McKnight and Beddington. 4 Lanes total until Beddington.
A through lane heading north from McKnight turnoff onto Deerfoot, extend to Beddington Trail. Deerfoot Mall area congested after 3PM.
Please add a lane north bound Deerfoot between McKnight and 64th Ave N.
Love this chaser-lane. More please.
<b>Collector distributor roads</b>
A proper feeder lane extending from 32 to Beddington would solve congestion on this area.
@ 32nd Ave N, traffic from 16th, 32nd and McKnight all try to get to bed. trail Put a bypass like Beddington through McKnight to John Laurie.
The Deerfoot needs collectors like Toronto's 401. Collectors built between 32 Ave northbound and 80 Ave will eliminate bottlenecks.
Deerfoot would benefit from a collector type system to remove "next exit" traffic from the N/S traffic flow to reduce slowing cross traffic.
Recommend using collector and express lanes to improve safety in congested areas.
<b>Changes to retaining wall</b>
View Blocker/ Reduce distraction.
High wall in the median to prevent distractions.
<b>Close access</b>
Take out the 64th Ave exit forcing people to use Beddington and looping around to get onto 64th Ave. Expand merge lane to Beddington.
Close off 64 Ave NB access, allow McKnight free flow to Beddington - at least 4 lanes.
Too many access points to Deerfoot Trail. Access points NEED to be metered to reduce congestion getting onto Deerfoot Trail
<b>Confusion</b>
Southbound Deerfoot, hmmm, which lane to use, every one is different, some go under, some don't.
<b>Congestion</b>
Between McKnight and 64 Ave is the most congested area. The combination on/off ramps are very problematic especially when they are short.
Big congestion at McKnight in the morning.
Big congestion at McKnight.
So much congestion here after work heading north bound. 32 is backed up significantly.
Heading North on Deerfoot from McKnight Blvd, very congested.
Congestion almost always ends here in evening traffic. McKnight merge lane is too short for safe and unobstructed merging.
Always backs up because of McKnight.
The worst congestion is around McKnight north bound between 3 and 6 pm. A simple extension of the on ramp to 64th would help.
I hate Calgary. 3 hours in traffic daily?! Such BS.
Beddington to 32nd both ways. Going in the morning and coming home in the afternoon. Often it seems just congestion.
Right after McKnight going north bound it slows to a crawl.

always it is congested between Beddington Trail/64 Ave N and McKnight heading south, and always 64th Ave N and 16 Ave heading north. ALWAYS!
So much congestion as People merge onto Northbound Deerfoot from McKnight. It's a nightmare every time during rush hour.
The on ramp to Deerfoot from McKnight will not be changing, McKnight will just run into a bottle neck. McKnight will be no better.
There is constant congestion in this area which often almost stretches to Airport Trail.
Bottleneck.
Always serious congestion from 16-64 Ave during rush hour, s/b in am & n/b in pm. 2 many ramps in a short distance. Need real improvement.
Morning congestion between 64th and McK for no apparent reason. lane reduction after McK exit does not help.
Congestion between McKnight and 64th is awful, not enough lanes, too much merging traffic.
Huge bottleneck - traffic slows to 70km/h on weekends and outside of rush hour
The congestion of west bound McKnight onto north bound Deerfoot during rush hour is terrible.
NB afternoon rush merging traffic from McKnight onto Deerfoot causes congestion. Need a better way to get traffic onto DF from McK.
Almost at all hours of the day this is a bottle neck heading northbound. There needs to be a full lane instead of a merge.
High congestion NB between 17th Ave NE and Airport Trail during the afternoon rush 430pm-6pm.
Exit off Deerfoot to McKnight is always backed up during rush hour.
Too much congestion exiting McKnight, trying to enter Deerfoot. The merge lane isn't long enough and frequent rear end collisions happen.
Since the closure of Barlow trail my commute to Airdrie is horrendous! Country hills, Metis trail and McKnight are all backed up.
Most congestion area between 32 AVE N and 64 AVE N every day
Way too much congestion
Congestion at both morning and evening rush hour. Recent construction on McKnight isn't helping.
Congestion morning and night rush hours. We need more lanes on the Deerfoot!
Deerfoot slows down to a crawl due to McKnight and Deerfoot. There needs to be a better solution for this intersection.
<b>Driver behaviour - merging</b>
People down McKnight westbound exit cheat congested traffic cut in last minute, sometimes over painted island causing traffic to slow more.
NB Deerfoot from McKnight traffic does not accelerate to existing traffic speed, exit traffic to 64th slows down in advance of exit.
This lane serves as a passage for the drivers to try to get past the traffic in the morning, causing knock-on problems for this section.
McKnight. Too many people are in the exit only lane, so they cross over two lanes of traffic to get out.
Almost nobody understands what a yield means here. Its commonly used as a merge in lighter traffic.



This yield is not understood by most. Most people blow right through the yield.
People are the problem. A lot of people use the West McKnight exit lane to speed past slow traffic and then "slide" in at the last second.
4 lane end @ McK ppl use the Wb ramp as final effort to get into right lane short distance to 64 Ave exit cross Nb from McK bad slow down.
Merge lane to westbound McKnight is used by many drivers to cut in ahead of other drivers.
Bottleneck? Exit to McKnight not too bad (But a lot of people use the exit to get ahead and re-enter Deerfoot slightly further ahead?)
Insanity ppl speeding to merge onto Deerfoot while ppl are slamming breaks to merge off, causes a ripple effect all the way to Memorial.
No one coming onto Deerfoot from McKnight respects the yield sign, need bigger sign w lights or longer weave zone.
People cut off others here, resulting people braking more causing everyone behind to brake. Rear ended here once as well.
Traffic coming from McKnight Blvd merges onto Deerfoot and is always much slower.
Cars on SB DF use MK ex as a pass lane. Leading to cars from MK turning onto SB DF to assertively merge. Unsafe for those who ex DF to EB MK.
Individuals on Deerfoot slow down/brake for no reason. Creating un-needed congestion and backups! Once past McKnight it is fine.
Exiting Deerfoot onto McKnight is next to impossible. Traffic who have the yield (into the cross over) never yield, and this creates chaos.
Accept that people do not know how to high speed merge and design accordingly, this is backed up every day for no reason.
People have no idea how to high speed merge, so there is a delay here each and every day heading north during afternoon rush hour.
People don't merge going the speed limit, and don't know that each car is only to allow one vehicle in front of them.
Traffic coming onto sb Deerfoot from wb McKnight has a yield for the exiting traffic - lots of near misses here.
<b>Driver behaviour – too slow in left lane</b>
Please spread the message that traffic in left lane is for overtaking and faster traffic. Not for slow vehicles!!!
<b>Education</b>
Rules regarding lane use to be enforced. Far left pass only. Middle travel. Far right merge. Minimum speed enforced, condition dependent.
<b>Elevated lane/flyover</b>
The best solution would be to install flyovers to remove interaction between drivers trying to exit and drivers trying to merge.
<b>HOV</b>
Should be like Vancouver and add an HOV designated lanes during rush hour use for two or more people per vehicle.
Two lanes NB & SB for car pool.
<b>Improved barrier/paint for maintaining lanes</b>
Paint solid lines further out from the end on exit lanes so idiots can't race to the end and slam on their brakes and cut back into traffic.

Install wall between the lane, merge and Deerfoot with signage to increase the speed to match the main road.
<b>Interchange design</b>
Maintain dual lanes, R lane direct to 32nd Ave exit, L lane to an independent lane on Deerfoot that becomes direct exit to 16th AVE.
Need the 4th cloverleaf to help with congestion. Also, the exit ramp should continue to 64th Ave instead of merging.
Left turn onto Deerfoot NB is bottlenecked. Cloverleaf should be built to allow free flowing traffic to merge onto Deerfoot NB.
Finish the cloverleaf for McKnight to NB Deerfoot with dedicated lane going underneath 64 all the way to Beddington.
Stack interchange or finish 36 St/Metis/Country Blvd so former Barlow commuters don't clog McKnight. Your choice.
Install over pass to enable vehicles that are either eastbound or westbound along McKnight.
What on earth happened here?!! Did they run out of money 3/4 of the way through the project? Finish the cloverleaf.
I think adding a loop here would work better than a left run across opposing traffic. It's clear that's what the intention was.
This is a great place to finish the cloverleaf, a design known to work well. And make it 4 lanes.
The final "leaf of this clover should be completed and the left turn light to north Deerfoot should be eliminated.
I agree, this Cloverleaf Interchange is missing a Cloverleaf Ramp on the southeast side. Can you build it?
Full systems interchange required at McKnight with major flyover ramps EB & WB McKnight to N & SB DFT.
Basket weave bridge ramps to / from McKnight access, both sides.
Finish McKnight cloverleaf. Change merge lanes to free-flow lanes. NB Deerfoot exiting to EB McKnight cause havoc crossing to turn NB 12 St.
Add the fourth "clover", will, for certain fix the merging problem just a few hundred meters up. And OH, no traffic lights!
64th Ave North and Beddington Trail interchanges - both northbound and southbound.
Seems like a cloverleaf is missing here, might get rid of the merging problems 300 meters up towards Deerfoot Mall.
Finish the 4-leaf clover at McKnight and Deerfoot. No control lights needed then. Don't tell me there's no room.
3/4 of a 4-leaf clover. Why not finish the thing and get rid of lights!!
Finish the clover leaf and add more lanes at this bottleneck. McKnightmare backs up Deerfoot for everything south of this point.
Deerfoot exit heading south at McKnight, McKnight heading Deerfoot south needs to be changed. Also, the yield sign needs to be moved.
<b>Intelligent transport systems</b>
This merge lane from McKnight onto Deerfoot Trail needs the stop and go lights that both California and Seattle have.

Put a light limiting traffic from McKnight into Deerfoot north. This intersection causes all issues going north.
We need to adopt California's "stop and go" lights on merge lanes. put a sign up to keep left if they're not taking that turn off.
In WA state, they have lights on freeway ramps. They are used to stagger traffic merging into the freeway.
Implement variable speed limits during rush hour traffic. <a href="http://www.dot.ga.gov/DS/SafetyOperation/VSL">http://www.dot.ga.gov/DS/SafetyOperation/VSL</a> <a href="http://goo.gl/VUWTE">http://goo.gl/VUWTE</a>
Calgary should look into ramp metering. This reduces the number of vehicles trying to merge on to the freeway during peak hours.
Those interval traffic lights that turns on and off every 30 seconds to create space when merging just like the US.
Many cities have lights that use one car per green to create space between the mergers which shouldn't be too hard to implement.
<b>Lack of consistency</b>
No uniformity of any interchange to/from DF. Confusion of trying to remember 32nd vs McKnight vs Glenmore vs...
Turn right after intersection to go left, some are turn right before, inconsistency in interchanges is dangerous! consistency, please!
<b>Lane reduction issues</b>
Bottleneck at McKnight daily where it reduces lanes under the McKnight overpass.
Goes from 4 lanes to 3 lanes here. Lots of congestion in afternoon rush hour that extends south of Memorial.
2 backed up lanes pm jammed into 1 lane with a short merge onto packed solid Deerfoot - need two full lanes all the way to 64th!!
When the road goes from 4 lanes to 3 and back to 4 it causes huge congestion during rush hour.
Here there are 5 lanes which end up with 3 going to 32 Ave. It widens again to 4 lanes. Improve this area. Have 4 lanes run to Memorial.
Going down to 3 lanes causes major slow downs in traffic, and backups to Airport Trail in the morning commute.
Between 53rd and 57th we lose a lane of Deerfoot. The merge might be a lot better if it went straight thru to 64th.
Two lanes merging, to merge into a third lane on Deerfoot. Wonder why this is always backed up... 4 Lanes + Finish Cloverleaf.
Deerfoot NB goes from 4 lanes to 2 @ McKnight. Merge lane should extend past 64th to keep 4 lanes. Ramp should have light to meter traffic.
Stupid to don't have the 4th line.....add one hr at rush hour.
NB where 4 lanes become 3.
Going from 4 lanes to 3 really slows everything down here, especially since there's so many cars that merge on from McKnight.
NB afternoon rush, lanes reduce "squeeze point" causing congestion.
Lane reduction from 4 lanes to 3 causes a squeeze point.
Why does the merge lane end & then start again between McKnight and 64th? from 4 lanes to 3 & back to 4? in a matter of 300 meters? STUPID.

4 lanes to 3 lanes, then back to 4 lanes in a matter of 300 feet!! This is stupid.
Here is 4 lanes NB, but it ends right away. Should keep going and become the off lane for 64 Ave
The McKnight-64th on-ramp/off-ramp squeeze going north is awful. All three lanes of Deerfoot can get backed up from McKnight past 32nd.
Lane reduction does not make sense here. Need extra lanes to carry SB traffic.
Unnecessary bottleneck between 16th Ave and 64th due to merge lanes and lane narrowing. Needs to be widened.
Why does this lane end? This backs up traffic, and people use the McKnight off-ramp as an extra lane.
Traffic comes to a standstill at this merge. It could easily be run as 3 lanes into the 64th off ramp with a run past to the on.
<b>Limited access</b>
Extend this road to meet up with Deerfoot.
Extend this road to meet up with the Deerfoot.
<b>Longer merge lane needed</b>
Extend the McKnight merge Lane into a weave lane.
Extend the merge lane from McKnight underneath 64th and all the way to Beddington.
Extend NB MK ramp to free flow with 64th ramp.
Please make the merger longer essentially connect it to 64th Ave, and keep it open all the way till Beddington Trail.
Terrible McKnight onto Deerfoot north. Carry lane through to 64th Ave exit to give mergers longer to get through.
Not enough room to merge and it creates a bottleneck and slows down all lanes of traffic.
Needs flow-through lane here where McKnight traffic joins Deerfoot north.
Every day backed up here because there is no merge lane! Can't believe that the road was designed this way - very poor planning!
Extend the on-ramp merge lane from McKnight through to 64th so cars have time and space to merge (dedicated lane like other on -ramps).
On ramp from McKnight to Deerfoot north should be extended all the way to 64th St.
This has been a bottleneck for northbound Deerfoot forever. Should have extended the merge off McKnight to 64th.
Merge lane from McKnight Blvd to Deerfoot north need extending all the way to the 64th Ave off ramp.
Lengthening the merging lane at McKnight ramps going north on Deerfoot would help a lot.
Make McKnight exit to Deerfoot north a separate lane ALL THE WAY TO 64th (instead of a short merge onto Deerfoot), to assist traffic flow.
Lane should extend to 64th not just end. The room is available traffic would have more room to merge.
Extend the merge lane from McKnight underneath 64th and all the way to Beddington.
Continue the merge lane from McKnight all the way under 64th and join it to 64th Beddington merge lane.
Terrible merge lanes onto Deerfoot. The lane needs to continue to 64 <sup>th</sup> .

Carry McKnight merge lane into 64th exit lane, there is 500m of road missing which causes people to merge then exit again!
Extend exit lane from McKnight to the exit to 64 Ave. Instead of merging from McKnight they would trade places with cars exiting 64 Ave.
Needs a longer merge lane. Lane should not end but transition to exit to 64th similar to the way Beddington north is set up.
On ramp should continue to 64 Ave. Ideally, feeder lanes to prevent slow down on Dr Ft then have a "fly over" the Beddington off ramp.
Merge lane from McKnight Blvd onto Deerfoot is too short, results in serious slowdown on NB Deerfoot and backs traffic up very easily.
Extend merge lane straight to 64th exit. Too much volume with out enough room to get to high way speed.
McKnight on ramp should continue and become the 64 off ramp. Causes huge amounts of congestion during rush hour.
Merge lane too short beware that left lane is for passing middle for travel and left for merging, those over 50 should be retested.
Have the merge lane extend straight into 64th Ave turn off.
Add a merge lane from McKnight Blvd that joins to 32nd exit even Beddington so people have time to get up to speed before having to merge.
Merge lane is far too short plus poor merging discipline is recipe for disaster.
Please create a lane that starts at the McKnight entrance and connects with the 64th off ramp.
Merge lane is too short. Ideal fix would be to mirror the changes that were done a few years ago on southbound lanes.
Extend the merge lane to 64th Ave. It would be relatively inexpensive and have a great impact.
The merge lane from McKnight onto NB Deerfoot should be extended into a full lane to (or past) 64th Ave.
Extend the on ramp from McKnight Blvd to join with the off ramp from 64 AVE.
Combine turn-onto lane from McKnight with turn-off/turn-onto lanes of 64th and Beddington turn-offs.
Extend merge lane from McKnight BV N to the exit lane on 64 AV N.
It really needs a merge land similar to the one between 64th and Beddington trail.
The northbound merge lane from McKnight to Deerfoot should be extended to connect with the northbound off-ramp to 64th Ave.
Extend Northbound merge lane between McKnight and 64th.
Limit lane 3 exit with solid line right of dashed line on NB Deerfoot from McKnight W. exit to past the 64th Ave exit. Larry McAvoy.
Why does the exit from McKnight end and not continue into the exit onto 64th?? People have to move over right away?!
This merge lane needs to free flow to 64th Ave exit.
Connect the McKnight merge with 64 Avenue on-ramp. Backups from 3pm to 6pm everyday because of the merge is not long enough!
Extend the merge lane from McKnight to DF NB all the way to 64th, a forced merge onto Deerfoot causes backups.



Merge lane from McKnight to 64th needs to be connected.
The off ramp from McKnight onto Deerfoot could really do with being connected to the on ramp to 64th Ave.
Need a full lane from McKnight to Northbound 64th Ave instead of merging and slowing traffic
Its so crazy that the northbound merge lane ends here. Connect it with the off ramp to 64 to form a long weave zone.
Make the NB access also go to Beddington. allow McKnight to use this lane
Make this McKnight exit a non merge lane but its own, like 64th to Beddington, Or put it straight through 64th into Beddington
McKnight / 64th Ramp needs to be either connected or revised. Major bottleneck.
Free flow lane McKnight on ramp to Beddington Blvd off ramp.
Expand McKnight merge lane to also be an exit for 64th.
Extend Northbound merge lane between McKnight and 64th. This is the current bottleneck.
Isolate McKnight merge lane from Deerfoot until after 64th. Create a swerve lane where DF traffic can exit for 64th
The off-ramp from McKnight should extend all the way to the on-ramp of 64th Ave. That would give everyone the distance they need to merge.
NB traffic epicenter 1. Extend McKnight off ramp to 64th on ramp 2. Carry 64th on ramp all the way through to Bennington on ramp
McKnight & NB Deerfoot merge-long bottleneck. Connect NB merging lane with exit lane at 64 Ave or feeder lane from McKnight to Beddington.
The onramp/merge ends and exit ramp for 64th begins 200m later. If lanes were connected, it would have a significant impact on flow.
Merge lane should continue on all the way to 64th. Too much volume to merge efficiently during rush hour.
The right-hand lane needs to be extended between McKnight and 64th, just as it was between Beddington and 64th so many years ago now.
Have this merge lane expanded into the exit lane onto 64th Ave so that there is no abrupt stop, but rather a flow through of traffic.
This exit lane onto Deerfoot needs to be extended and continue as the exit lane for 64th Ave. this should have been done years ago!!
Connecting to the 64th onramp could help as it would give people more space to merge.
Bottleneck occurs here for N Deerft. Merge lane should just continue as a full 4th lane to join the lane that soon opens up for 64th exit.
Make the acceleration lane of McKnight West onto Deerfoot Trail North a free flow lane, joining up to the turnoff lane at 64 Ave
Keep the merge lane on NB Deerfoot from 32 Ave through to McKnight. Right now there is a forced merge.
McKnight ramp/ merge lane onto northbound Deerfoot needs to extend up to 64 avenue to allow room to merge onto and off Deerfoot.
<b>Merging causes issues</b>
NB McKn to DF merge lanes jam frequently. Also drivers wanting to exit DF NB to 64av think the McKnight merging lanes are the exit lanes.
Merging lane causing the congestion.

This area is terrible for merging traffic going north.
Horrible backups created by merging traffic coming from McKnight onto Deerfoot north as there isn't a free flow lane.
This merge between McKnight and 64th creates all of the traffic backup. From this point south to even Glenmore. The merge is too short.
The merge lane from McKnight Blvd creates major traffic delays.
All the traffic merging here from the NE onto Deerfoot causes ALL the backup. There is no run lane unlike other onramps.
Merging on the same time traffic trying to merge off Deerfoot.
Traffic merging from McKnight to Deerfoot NB is has to merge with through traffic too quickly.
The distance between McKnight and 64 Ave isn't long enough to resume highway speed. You should add two lanes merging onto Deerfoot.
This merge creates a bottleneck, which is a major cause of northbound congestion.
Majority of all northbound congestion is from the poorly designed merge lane from McKnight to northbound Deerfoot.
Vehicles trying to get off and merging into Deerfoot vehicles cause slowdowns.
Many cars trying to merge off of McKnight onto Deerfoot.
Needs free flow lane rather than merge.
McKnight traffic merging onto nb Deerfoot, plus Deerfoot traffic trying to exit onto 64 Ave.
Traffic merging from McKnight to northbound Deerfoot backs up traffic all the way into the south.
32nd to McKnight on Deerfoot requires unnecessary merges. This should be a free-flow lane.
Horrible area as soon as 7 am hits, the merge lanes get jammed and the chaos ensues.
Merging traffic onto Deerfoot causes a delay for all northbound traffic all the way back to 8th Ave N. Free flow lane would be preferable.
Northbound McKnight needs to be updated to a weave zone (onto the 64th turnoff) from a merge. That's where the back comes from.
Merge lane from McKnight onto Deerfoot north causes backups.
This merge causes northbound backups every weekday.
The current merge lane from McKnight needs to be a free-flow onto 64 Ave. Too much congestion with drivers wanting to exit on 64 <sup>th</sup> .
This merge causes congestion every single day. an extra lane here would alleviate a lot of slow downs on NB routes during rush hour.
Merging onto #2 N from McKnight is ridiculous, as well as 64 <sup>th</sup> .
Very high congestion because of the merging traffic and the loss of a lane at McKnight Blvd.
Around 32 Ave and McKnight and up to 64 all the cars merging is a nightmare.
The biggest cause of congestion northbound is the McKnight merge lane; it is well past it's design capacity.
This merge lane is bad-enough during non-rush-hour times, but it's ridiculous when Deerfoot is busy.
Merging at the McKnight exit and such a quick exit onto 64th creates bottom neck everyday.
Impossible to get to the airport during rush hour. Change from Merge to free flow lane.

The merge lane from McKnight coming down to Deerfoot is the bottle neck going north. Plain and simple.
The merge from McKnight to Deerfoot and Deerfoot to 64th Ave creates 90% of the backup along Deerfoot North.
Big problem with merging here. Was trying to drive my sister to the airport once and this traffic was backed up past 17 Avenue.
Major delays caused by traffic merging onto Deerfoot from McKnight and from Deerfoot to 64th Ave. This causes major congestion.
Northbound Deerfoot in rush hour, is difficult to merge into the right-hand lane for 64 Avenue exit, as McKnight is merging onto Deerfoot.
This merge is a huge part of the issue.
Bad merge lane between McKnight and 6th northbound.
Traffic merging from McKnight onto northbound Deerfoot causes traffic to backup as far south as 16 Ave.
The merge from McKnight onto Deerfoot is the largest bottleneck on Deerfoot north. Add additional lane and remove merges.
Pinch point, eb and wb McKnight merging together and then merge onto DF.
People are trying to merge onto Deerfoot at the same time that people are trying to get off of Deerfoot.
McKnight southbound traffic merge change required as drivers undertake slower traffic trying to get in the right lane for 32 Ave exit.
It's always bad from 16th Ave up to 64th Ave northbound. Not enough room for everyone trying to both exit and merge in the same lane.
Merge lane on to DFT is not efficient during medium to high traffic periods.
Northbound, evening rush hour: Not enough space for people to merge on and off Deerfoot between McKnight and 64th.
Merge from McKnight to Deerfoot is primary cause of delays for northbound traffic.
Merge from McKnight slows everything down. Free flow lane to 64th Ave would help, also consider other ways to improve this merge backlog.
This merge is the afternoon rush hour bottle neck. Extend the merge lane and make a free flow lane to 64th.
Deerfoot N btw McKnight & 64th. people coming off McKnight & merging north on Deerfoot & then people merging to get off onto 64th. Congestion!
Every afternoon McKnight gets backup going northbound. It from people trying to merge onto Deerfoot.
Deerfoot and McKnight Northbound is always horrible during rush hour. It's due to the Merge lane being too short!
Westbound McKnight to Deerfoot merge is a huge bottleneck, and borderline dangerous.
People needing to merge onto McKnight have a hell of a time doing it here.
<b>Move access</b>
This on ramp needs to be moved west always so there is time to approach 12 St.
<b>No alternative access</b>
It has gotten way worse since Barlow north of McKnight was closed. Metis & Country Hills 4 lanes & Airport Trail to Metis Trail ASAP.

Agreed, until Metis is expanded, closing Barlow created this mess. The airport tunnel doesn't help since it doesn't go anywhere.
Barlow closure effect on the Deerfoot McKnight to 64th in early afternoon. Slow down to full stop now. Prior this section never congested.
<b>On / off ramps</b>
Maintain dual lanes, R direct to 64th AVE exit, L to Deerfoot N in an independent lane, no forced merging required.
Isn't it obvious? finish the loop, make it dual lanes under bridge to help with McKnight West bound exit. (similar to opposite side)
The McKnight off-ramp should be directly connected to the 64th onramp. It worked miracles for the Southbound lanes, make it happen here!
Easy fix! Just extend this on-ramp up to the next off-ramp!
Turn McKnight's merge lane into a weave lane that connects to 64th exit ramp. Very bad bottleneck here with poor merge lane.
Common on/off ramp between McKnight and 64th is the biggest reason that afternoon rush hour takes longer.
This section for the on ramp coming on to Deerfoot north from McKnight west is horrible.
This length of this merge lane causes such a ripple effect for traffic heading north during rush hour.
All congestion on NB Deerfoot is a result of this onramp from McKnight. If the ramp was extended to the 64 Ave off ramp it would help.
McKnight causes a bottleneck, backing up traffic to Country Hills Blvd. Traffic exiting onto McKnight backs up significantly onto Deerfoot.
This merge lane is just perfect. If we all still used horse-drawn carriages.
McKnight and 64th Ave N are too close for mix of merging/exiting. Need collector lanes here and throughout similar on Deerfoot corridor.
64th Ave N interchange is too close to McKnight; creating concentrated mix of traffic merging onto, and wanting to exit Deerfoot.
Everyday traffic is at a stand still until I get by this overpass, right after it speeds back up again.
An extra lane for the merge from McKnight to Deerfoot.
The merge onto Deerfoot North and the 64 Ave exit are too close together creating a bottleneck.
On ramp at McKnight is so stupid... People trying to get into 64th always getting into the ramp lane that ends. It's the worst setup.
Always backed up because of the bad exit structure between McKnight Blvd and 32nd street.
The merge from McKnight Blvd. West onto Deerfoot North should be a dual merge akin to that seen at 16th Ave. West onto Deerfoot South.
The merge from McKnight onto Deerfoot North should be a dual merge as seen at 16th Ave West onto Deerfoot North.
Distance between McKnight and 64th Ave exit are too close. during rush hour we need to close 64 exit or move the exit to 64th further north.
Make the on ramp to Deerfoot from McKnight northbound the same as how the City made the on ramp from 64 Ave southbound to McKnight.
On ramps create back up at 16th Ave, 32 Ave, McKnight Blvd and 64th, Deerfoot northbound.

NB DF from DT hits a standstill as you approach McKnight, the merging and exiting should not be overlapped. Need dedicated off and onramps.
Ramps for 32 Ave N, McKnight, 64 Ave are too close together causing unacceptable Northbound congestion.
McKnight on-ramp causes all the afternoon delays. Consider a collector lane so this traffic doesn't merge onto Deerfoot until after 64th Ave.
Many intersections are way too close together, so it makes a hazard when you are exiting and entering.
The off ramp from McKnight to Deerfoot northbound is the root of 75% of Deerfoot traffic congestion.
NorthB in the afternoon btwn Memorial and McKnight is worst. Especially if you have a flight. there's some on-off ramps causing this.
M-F nights, NB traffic slows primarily because of the McKnight on-ramp. Widen to extend the 4th lane from 32nd onramp to 64th off ramp.
Too many on/off ramps throughout and have lights that hold up traffic. McKnight is a nightmare thus creating chaos on Deerfoot.
Worst congestion of Deerfoot N. McKnight off ramp causes so much back up. Once past here its fine. This is where you need to fix.
To many people trying to get right for an exit on 64th or Beddington combined with to many people entering Deerfoot N off of McKnight.
Merge lane is congested always expansion of Deerfoot City will add to it, merge lane McKnight Blvd to Deerfoot Tr NB.
Southbound Deerfoot to McKnight interchange backs up from McKnight, onto the ramp, and onto Deerfoot during peak times.
Exchange (on/off) McKnight-north bound Deerfoot is always congested for no apparent reason. Free flowing until and after.
The ramp into Deerfoot from McKnight is really short. Make this a continuous stretch into the 64th exit.
NB merge lane is far too short creating a dangerous merge and congestion from vehicles entering Deerfoot NB from McKnight Blvd.
Extend this on ramp into the off ramp at 64 Ave.
The McKnight off ramp should be fully extended to Beddington.
Not enough room between McKnight and 64th for merging. should add another whole lane or just extend to the 64th exit.
You cannot have an on-ramp so close to an exit. This is where you have the highest concentration of vehicles.
McKnight merge onto N Deerfoot is too short while the off ramp for 64 is at the same spot. Too much going on in too short of a distance.
Very short on ramps. Not enough space to get from McKnight to Deerfoot and mix with cars getting off to 64th.
<b>Outside study area</b>
Eliminate Left from McKnight to N Aviation will prevent backups here and delays due to drivers trying to merge across 3 lanes of traffic.
Connect 11st to 48th for right turn onto 11st and right turn onto 48 only.



To turn left for Edmonton Trail; Merge is unsafe less than 70KM an hour ALWAYS needs to be a YEILD. I won't use this Safety Hazard.
McKnight Blvd. needs to be a free-flowing expressway. Interchange required at 19th street and McKnight Blvd.
<b>Pedestrian / cyclist infrastructure</b>
Can't ignore non-drivers if you're trying to reduce emissions. Need a safe way for pedestrians and cyclists to get across here! So dangerous.
<b>Police</b>
Please ensure that distracted driving laws are enforced. Almost 90% of drivers are texting / talking on phones with no handsfree.
<b>Poor road design</b>
McKnight ever since Barlow at airport shutdown. Dumbest idea ever.....
Deerfoot and McKnight is ridiculous and needs serious help!
Simply the worst.
McKnight to Beddington is horrible.
<b>Problems with application / map</b>
140 characters? It is clear that the McKnight interchange is the source of all congestion on the north Deerfoot.
<b>Signal / sign change needed</b>
The overhead sign for 64th Ave points directly at the McKnight onramp lane that ends 10 m later. Details like this cause traffic issues.
Right lane becomes the exit to Deerfoot North with NO OVERHEAD SIGNS beforehand. Signage should start well in advance.
Put up a sign on Deerfoot north before the McKnight merge lane, saying please stay in left lanes to allow others to enter.
Big sign: Accelerate now. Speed 100km/hr.
Overhead signs with destinations disp. on them. Airdrie would be left lane. They are express L, not fast L. Add a L between McK-64 Ave North.
Stop light causes back-ups on EB and WB McKnight, adding further congestion to merging Deerfoot traffic. Finish the cloverleaf already!
In the event that you keep this ridiculous left turn signal, tell Carmacks to monitor and maintain the trigger sensor in the road.
The sign for the 64 Ave exit is too early. It is above a lane that ends.
East bound McKnight lights need longer green light. This light alone causes backup all the way to Deerfoot.
<b>Speed</b>
Deerfoot should be 110 km/h with all trucks over a certain size/weight restricted to the right lane and a speed limit of 90 for them.
The speed limit on this ramp should be lowered, and the yield should be changed to a merge.
<b>Trucks</b>
If all oversized vehicles were restricted to the far right lane, that would help congestion as well.
<b>Volume of traffic - overall</b>

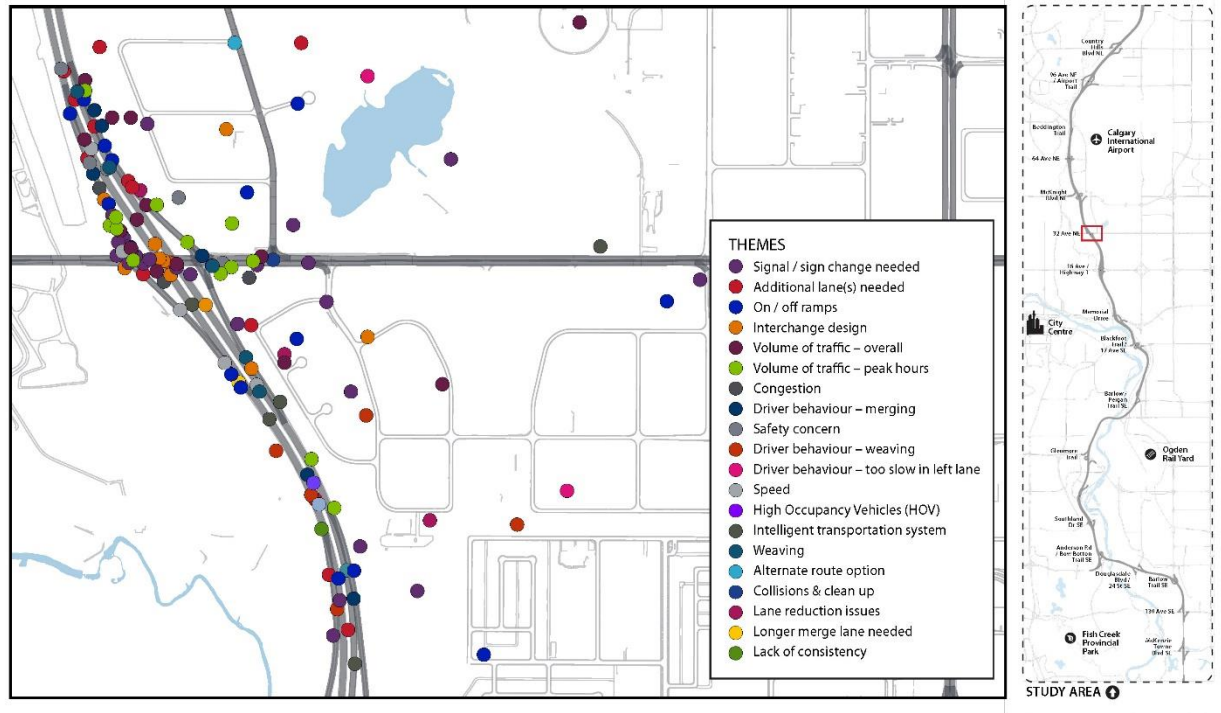
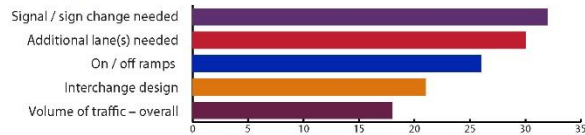
Volume of traffic trying to merge together on the off ramps and again on Deerfoot with a lane that ends right away.
Too much traffic coming onto Deerfoot. The merge lane from McKnight needs to be extended all the way to 64th.
Too much traffic merging from West bound 64ave onto north bound Deerfoot.
Very busy.
With the closure of Barlow Trail, there is far too much traffic entering Deerfoot Northbound without a Merge lane.
Traffic always dissipates right after McKnight if you are travelling southbound and right after 64th if you are travelling northbound.
After closing Barlow trail for the new airport tunnel, Lots of pressure on the McKnight traffic trying to go northbound on Deerfoot.
This section is busiest, and the waiting period for merging gets completely out of hand.
Too many vehicles merging onto Deerfoot North from McKnight along with vehicles trying to get off on 64th cause Deerfoot to back up.
<b>Volume of traffic – peak hours</b>
McKnight doesn't have capacity to offload enough traffic from southbound in the morning or northbound in the evening.
NB Deerfoot between Memorial & Beddington is horrendous every pm. Between 32 Av and McKnight is worst. Too many vehicles merging into DF.
SB Deerfoot just before McKnight is like a parking lot every morning. There needs to be more lanes and exit to EB McKnight needs to improve.
North Bound afternoon rush hour. An extra dedicated lane should be added to Deerfoot for McKnight entering on Deerfoot all the way to 64th.
WTF? Afternoon Rush hour.
Lots of traffic at around 4 pm.
It's simply too small to handle current volume. "Rush hour" back-ups northbound start before 3pm now.
Too many cars merging onto NB Deerfoot, traffic is a standstill in the pm. Need dedicated merged lanes from 32 Av all the way to 64 Ave.
<b>Want express lanes</b>
From 16th avenue to Airport trail, it should have 1 express lane for people that need to get to airport / Airdrie.
<b>Weaving</b>
You have to cut out two lanes otherwise you are stuck exiting off of McKnight.
Left turn across traffic creates bottleneck behind. Not free flowing traffic entering Deerfoot
<b>Widen lane</b>
Sketchy merge - feels like the lanes are narrow & too many vehicles trying to merge out and then in again for the next exit.
Widen northbound lane from 32nd Ave to Beddington Trail exit.

# 32 Avenue N.E.

## 32 Avenue N.E. Intersection Comments by Theme

A total of 146 comments were pinned around the 32 Avenue N.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at 32 Avenue N.E.



### Additional lane(s) are needed

If more lanes are added consider using reversible lanes. -Turning lanes could be longer or create proper cloverleaves.

Add a second lane onto the 32 ave south bound Ramp so there are two lanes to turn toward 32 Ave East and one right lane to 32 Ave West.

Add a lane so the on-ramp enters its own lane that continues to the exit at McKnight.

After 32nd exit, there are two "exit only" for McKnight. Drivers from 32nd exit should get straight lane to Deerfoot.

NB & SB Deerfoot add center HOV + additional core lane (HOV + 4 core lanes). HOV lanes should NOT replace / reduce # of existing core lanes.

NB & SB Deerfoot add center HOV + additional core lane (HOV + 4 core lanes). HOV lanes should NOT replace / reduce # of existing core lanes.

Need to add another "fast lane" northbound from 32 Ave to 64 Ave. Congestion northbound we be reduced significantly. Thanks Calgary!

Get it - Collector lanes - and after Peigan, start over again.

Collector Lanes - if you don't have barriers BAD DRIVERS will forever mess this road up. From here to Peigan.
This exit is easily wide enough to have 2 lanes exiting. In busy times traffic does this anyway. Works great and keeps traffic off Deerfoot.
3 lanes required, 2 for 32nd West Bound to Deerfoot S (dual turn lanes req'd) & 1 for 32nd East Bound to Deerfoot S. (straight to 16th exit)
The reason it's so congested is that there are only single merge lanes on 32 Ave, McKnight Blvd, and 16 Ave.
Needs to be at least 2 lanes here for this ramp. People are making their own lanes due to congestion.
Widen DF from N to S & S to N 6 lanes each way and merging traffic like Montreal "service type of road".
More lanes needed. Brutal northbound for afternoon flights.
Add reversible lane.
There needs to be a on coming lane from McKnight instead of a merge.
Make a "true northbound" Having a "one lane straight to Beddington" makes more sense because it connects the NW quadrant.
Maintain dual lanes where R lane goes direct to McKnight exit & L lane goes to independent lane on Deerfoot N, no merging required.
Off ramp of southbound Deerfoot onto 32 Ave NE needs to be officially expanded to two lanes.
<b>Alternate route option needed</b>
Demolish this building and connect 12th here, eliminate one set of lights.
A new Exit from Deerfoot for direct access to 12 ST NE would solve this problem with EB 32 AVE. Congestion ever morning here.
There needs to be a way to divert traffic north, off McKnight to reduce the congestion in that area.
<b>Close access</b>
Ban all vehicles with 3 axles or more from Deerfoot (they can use Stoney) and add stop/go lights to the on ramps like they have in LA!
<b>Collisions &amp; clean up</b>
There are accidents at this intersection too often, something needs to be done here.
<b>Congestion</b>
Too much congestion mostly backflow from McKnight.
Deerfoot northbound at 16 Avenue is congested, due to a) too many vehicles from 16 Avenue Westbound; and b) drivers changing lanes there.
Major bottle neck, this one area backs up south of Memorial Dr. on a daily basis.

It's usually plugged right up to Beddington Trail.
<b>Driver behaviour - merging</b>
Drivers not accelerating quick enough to get to Hwy speed, starts "slow train" chain reaction with drivers behind them.
Vehicles trying to merge unto Deerfoot northbound from 32 Avenue NE, cut across through traffic instead of accelerating to merge smoothly.
People need to learn how the fuck to merge before they get the drivers!! It would not be an issue if people learnt how to drive!
Too many ppl drive in the far right on Deerfoot and it causes issues for ppl merging on to Deerfoot, especially at McKnight.
Merging traffic.
Drivers try to merge on the solid line.
People constantly rides on road shoulder and traffic dangerously stopped and backed up one mile as people trying to merge from Deerfoot.
Drivers suck at merging.
<b>Driver behaviour – too slow in left lane</b>
-10 car gaps -going 60km/hr -forever to get to 100km/hr -end of a merge lane, stops, beg to be let in -distracted drivers everywhere.
Something needs to be done about slow drivers in the left lane and zero (0) drivers in the right lane. It's not safe to pass on the right.
Need to enforce 'left lane for passing' for all of Hwy 2 including Deerfoot. Slow traffic slows flow overall.
Drivers going too slow in the middle & fast lane (80 km/hr) should be ticketed for impeding the flow of traffic.
<b>Driver behaviour - weaving</b>
Clogging is driver incompetency-been proven by Myth Busters. Deerfoot should be 4+ lanes.
Last min exits, drivers cutting off multiple lanes and or driving over painted islands or solid white lines.
Drivers drive over painted island, sometimes without signal as well. Barrel barriers or curb could prevent these potential accidents.
To cut traffic people go up the 16th ramp, and come back down to re-merge with traffic. This causes further back ups on Deerfoot and 16th.
People cut in to go 32nd (t high speeds at the last second right where the triangle begins. Someone hit me once, way too many near misses.
<b>General</b>
64 Ave to McKnight.
<b>HOV</b>



Add centre HOV lanes but do not reduce the number of existing lanes.
We need a carpool lane all down Deerfoot (2 or more people) it will reduce congestion, promote carpooling help with decreased emissions.
The city needs a high occupancy line in both directions. High occupancy lanes would be very beneficial.
<b>Interchange design</b>
East bound 32 AV NE requires dual left turn to head south on Deerfoot.
Remove lights from all Deerfoot off ramps and implement Cloverleaf design.
Cars coming off DF and heading to 12 ST cut across traffic on 32 Av leading to many near misses. Improve the whole interchange on East side.
Soften turn (too sharp) increase merge lane length to allow traffic to see better and thus match West bound speed better.
Changing the 32nd ramp to a duel-lane off-ramp. The on-ramp coming off McKnight onto Deerfoot S is not helping the case either.
This overpass is due for an upgrade to an Interchange. The current on-ramps cannot handle Deerfoot Trail traffic.
All off ramps should be clover leaf design, adding lights at the off ramps is brutal for traffic backups...
Flyover southbound please, no lights.
Long delays southbound exit onto 32nd - need something different here - better interchange, no lights?
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
A Four-level Interchange upgrade could solve congestion problems on Deerfoot Trail and 32nd Avenue.
Replace the astoundingly obsolete left-turn design with a large-radius traffic circle bridge, which could be built with minimum disruption.
Soften right turn for smoother driving & flow, corner is too tight & not easy to merge with faster flow from 32nd West bound to Deerfoot S.
<b>Intelligent transport system</b>
I think that it would be better if there were lights like you see in major US cities to break up the merge lane traffic a bit.
Add speed signs that change for traffic conditions so if it flows at 80mph or 60mph signs change and traffic flow's.
Dynamic Speed Limits (Digital Speed Signs) that increase limits during good weather/low congestion, & lower in poor weather/high congestion.
<b>Lack of consistency</b>

Realign SB between 64AVE and Memorial to consistent 4 lanes eliminating outside right lane changes. 3-4-3-4-3-4 SB lanes is ridiculous.
S bound Deerfoot safety is compromised by lane changes due to lane appearing/disappearing.
No uniformity of any interchange to/from DF. Confusion of trying to remember 32nd vs McKnight vs Glenmore vs...
<b>Lane reduction issues</b>
Maybe there should be a collector lane here, the interchange spacing makes traffic back up here because of lane changes.
Deerfoot goes down to two northbound lanes between McKnight and 64th caused congestion. Also, exit off Glenmore eastbound is dangerous.
In afternoon, going North congestion builds at 32nd and does not let up until after 64th due to all the feeder roads.
<b>Limited access</b>
Please consider changing some interchanges (such as 32nd Ave NE) to a flyover only or restricting access/egress.
<b>Longer merge lane needed</b>
Create a free flow lane off 32nd. Extend this lane to 16th off ramp.
<b>No LRT / lack of transit</b>
A Go-Train running along the CPR tracks to Airdrie so the commuters can see it zip by when they're parked on the Deerfoot :p
<b>On / off ramps</b>
SB Deerfoot 32 Ave NE off ramp should be two lanes wide as traffic frequently back up onto Deerfoot causing many near misses there.
Add an independent off/on ramp that is separate of Deerfoot to allow vehicles to decelerate/accelerate safely without disturbing the highway.
Bad trying to merge onto Deerfoot north (from 16 Ave westbound), while Deerfoot north traffic is trying to exit off at 32 Ave.
This area needs a better merge over to the left lane from the off ramp.
People merging onto Deerfoot and off at the same location.
Interchanges are too close together between McKnight and 64 Ave. Access should either be controlled.
32nd Ave onto Deerfoot often causes NB bottlenecks. The merge lane ends too abruptly. What if this lane extended to McKnight EB exit?
Increase capacity/width of the off ramp to prevent backing up onto Deerfoot.
NB onramp far too short creating a dangerous merge and congestion from traffic merging from 32 ave to NB Deerfoot.
People in the fast lane should not slow down to 30KM because the off ramp is backed up.

Long ramp from 16th Ave and traffic signal at 32nd Ave cause lots of backup and issues getting on Deerfoot from 16th Ave.
Back ups on this ramp from SB Deerfoot onto 32ns AVE EB every morning causing delays.
Northbound McKnight merge lane. Extend the merge to include the 64th exit.
Extend the on ramp from 32 Ave N-Bound to join with the McKnight off ramp.
Merge lane to Deerfoot South very short.
Merge lane is far too short and abrupt.
Extremely short merge lane for the speed and visibility of the road.
Off ramp from 32 onto DF, should be extended, and become part of on ramp to McKnight. traffic bottlenecks here as part of the merge.
<b>Pedestrian / cyclist infrastructure</b>
This is the only safe way to cross Deerfoot by bike or by foot! We need more pedestrian/bike safe crossings.
<b>Poor road design</b>
This is terrible, 2 sets of lights in short proximity.
<b>Signals / signage change needed</b>
Yield sign - no one yields here. Calgarians do not know how to yield. Need a merge lane.
Entire length of Deerfoot needs - signage encouraging left lane for passing slower vehicles not cruising and blocking flow.
Tailgating. Try chevrons as seen in Ontario. Signs: "At 100km/hr, you should have 2 chevrons between you and the person ahead".
The signage for which lane you need to be in to exit NB. DF. TO 32ave is not clear. Not enough time to get into that busy merge lane.
Add more "no slow-moving vehicles" and slow vehicles stay to the right signs, and have the police ticket offenders.
The sign that indicates the off ramp says 800m where in fact it is 300m. This is dangerous and needs to be fixed
Change merge lane to free flow lane. NB exit sign to 32 Ave not consist. PM WB turning SB Deerfoot 1 km wait. Congestion turning on/from 12 St.
Signage to remind merging drivers to reach 100 km/h. Tractor trailers can do it. Why not cars?
The ETA signs are wonderful, but wouldn't it be nice to know how backed up Deerfoot is BEFORE getting onto Deerfoot?
Signs are needed indicating fast lane and slow lanes. Signs on ramps to indicate merge to 100km when they get to Deerfoot when appropriate.
Consistent backups could be improved by longer lights and adding an extra lane to turn Westbound on 32nd.

Get rid of lights. Cloverleaf interchange flyover is the way to go.
Get rid of lights! 4 leaf clover interchanges!
Traffic light at top of ramp needs to be green longer - or switch to clover leaf.
Light timing on 32 has changed creating long lineups of people waiting to get onto Deerfoot.
Too many poorly timed lights on 32nd Ave over Deerfoot causing multi-light delays and traffic lining up onto Deerfoot.
Need to put a light here or do something, very difficult to turn north on 12 Street from 31ave.
Too many lights here slowing everything down.
A number of times here, the lights are quite short leading to back-up onto the Deerfoot.
The Traffic light allowing traffic on to Eastbound 32nd street needs to be green longer. Observed this at generally around certain times.
Longer turn signals from Deerfoot off ramp, onto 32nd Ave, heading east. 6-7 cars per lane get thru those lights.
Lights are horrible. Often wait at SB Deerfoot ramp long time with no east/west traffic.
<b>Volume of traffic - overall</b>
Backed up every day. Why does this reduce to one lane for NB Deerfoot? This causes more problems than it solves.
Volume of cars coming off 64th Ave. Merging onto Deerfoot North from the onramp is always a problem.
Too many vehicles coming from NB Deerfoot to EB 32 Ave exit trying to get to 12 ST NE cutting across all the lanes of traffic on EB 32 AVE.
Sometimes the exit ramp onto 32 AVE backs up all the way onto southbound Deerfoot causing a very unsafe situation.
McKnight ghost congestion.
Too many people getting on/off the highway slows things down. Need express lanes for people moving longer distances.
Traffic merging onto Deerfoot NB from McKnight. This backs up traffic usually before 16th Ave going north bound.
Always tons and tons of backed up traffic north and south. South in the mornings and north in afternoon.
Culprits are people turning left (NB) onto 12 ST NE backing up all the way to Deerfoot causing the left lane to be severely congested.
Between McKnight and 32nd on southbound Deerfoot. I think it is the large number of cars merging in from McKnight and turning off to 32nd.
Highway heading north from Memorial to airport trail is brutal. Way too many vehicles going north.
Sheer volume.

Always slow especially on Fridays when people are going out.
Access to Deerfoot from 32 westbound is not designed for the volume of traffic.
<b>Volume of traffic – peak hours</b>
Merging on to Deerfoot from 32Ave - Northbound; at 4pm it's always backed up on to 32Ave.
32ave off ramp is dangerously backed up in the morning with traffic blocking the shoulder due to congestion.
Northbound Deerfoot to 32nd Avenue backs up onto Deerfoot during peak times. The traffic management onto 32nd is a bottleneck.
During morning rush hour, traffic exiting dangerously backs up on to Deerfoot. Potential fix is increase signal time during morning rush.
Traffic slows right down as cars come off the ramp north bound rush hour 3:30 -6:00 pm.
The yield/start of lane is confusing and snarls up traffic coming onto 32 EB from DF NB. Always a snarl in the AM.
32nd between 7:30AM-8:30AM is usually backed up onto the highway and cars are lined up in rows of 2 when there's only space for one row.
Nightmare every afternoon going north.
The back up from 32nd to 64th every rush hour needs to be resolved.
16th to 64th northbound are congested between 4-5.30pm adding at least 20-30 mins to my journey.
We experience congestion here often in the afternoon rush.
<b>Weaving</b>
Drivers need to cross two lanes to reach 32 Ave NE (westbound) while others are attempting to merge onto northbound Deerfoot from 16 Ave.
Coming off 32nd onto Deerfoot N and having to change lanes to stay on Deerfoot is a pain.
Free flow lane added right before exit creates cars trying to swap spots, free flow wants left and Deerfoot wants right to get to exit.

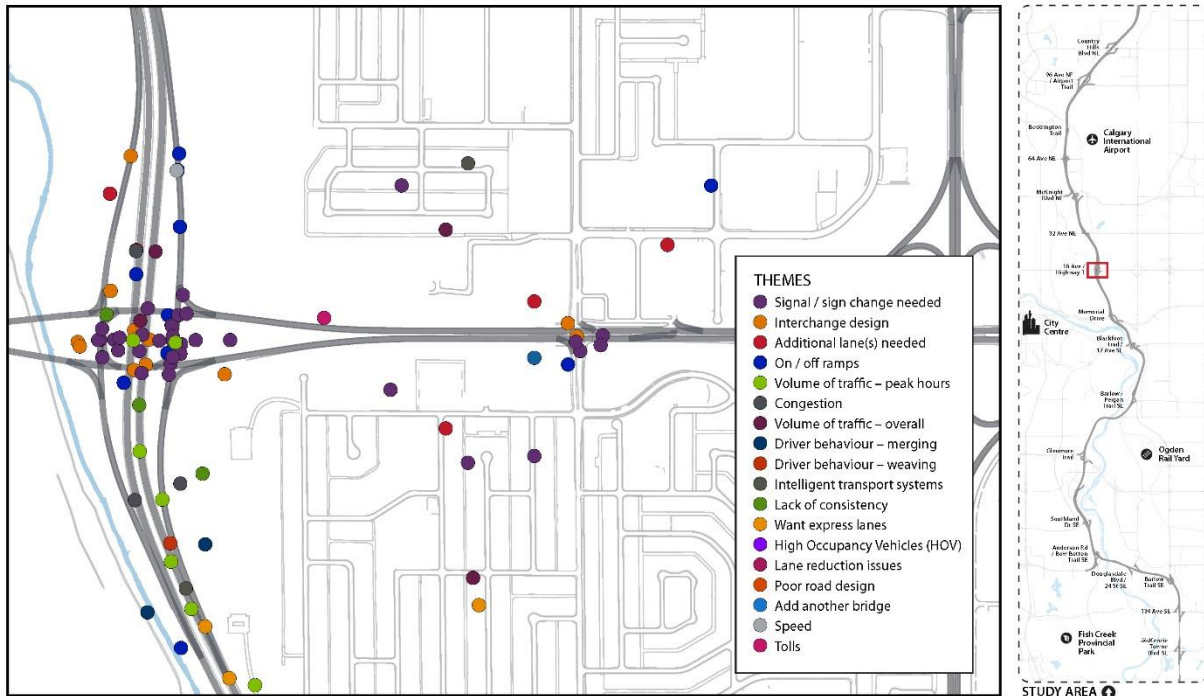
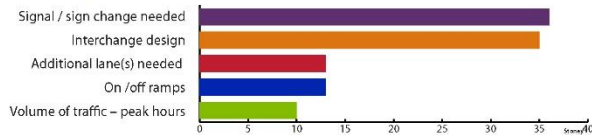


# 16 Avenue N.E. / Highway 1

## 16 Avenue N.E. Intersection Comments by Theme

A total of 91 comments were pinned around the 16 Avenue N.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at 16 Avenue N.E.



### Additional lane(s) are needed

Add an extra lane just for rush hour in left side just for through traffic like airport and Airdrie on northbound.

We can an 19th Street NE to overpass 16th Avenue NE and give 19th Street NE two on-ramps & two-off ramps to 16th Avenue NE...

All interchanges from 17 Ave. SE to McKnight need to be updated and the road widened to allow better traffic flow. NE.

Lanes separated for 2-3 exits at a time so the thru traffic will not get bogged down by consistent merging/exiting.

A 4th northbound lane. Memorial to outside the city limits. Packed every day with the traffic merging on/off 16, 32, McKn, 64.

More lanes on Deerfoot are needed! This is long over due.

Extend this lane to Memorial.

Full double lane exit is needed.

Repaint the ramp limes to accommodate two lanes.

<b>Close access</b>
Close Deerfoot and build a giant waterslide.
<b>Congestion</b>
Congestion and back-up from 16th Ave.
Congestion going northbound, particularly going past 16th Avenue exit (where I turn off).
<b>Driver behaviour - merging</b>
People need to learn how to merge...there are a lot of awful drivers that should be taking the bus.
Drivers not getting up to hwy speed to prepare for proper merging.
Poor merging.
<b>Driver behaviour - weaving</b>
Drivers cutting multiple lanes too late for exit, be in far-right lane an exit or two early to prevent slowing lanes last min exit cut off.
<b>HOV</b>
Recommend HOV Lane along all Deerfoot.
Too many cars single occupancy.
<b>Interchange design</b>
Build an overpass for free flow on HWY 1 and during rush hour no turn at 19 Street.
Full systems interchange required at Deerfoot Trail and 16th Ave. with major flyover ramps in all directions. STACKED design.
Should be a cloverleaf, flyover, 3 level roundabout, anything but 4 stoplights and two bridges...
Need proper cloverleaf or flyovers at Deerfoot/16 Ave--the 2 most important highways in the province and we have traffic lights!
A full cloverleaf interchange required - reduce the traffic lights for smoother transition from Deerfoot/16 Ave.
The 4 intersections here need to be done away with and have a free flow interchange. There are countless accidents because of this mess.
Flyover for northbound... no lights.
Flyover for southbound...no lights.
This should be a three level interchange, not four lights and two bridges. Let 16th have direct access across Deerfoot with no stoplights.
4 level stack. Example: <a href="https://upload.wikimedia.org/wikipedia/commons/6/6b/Stackinterchange.png">https://upload.wikimedia.org/wikipedia/commons/6/6b/Stackinterchange.png</a> Of course, with longer on/off ramps.
Turning left from 19 St NB to go north on Deerfoot is made awkward by 19 St SB traffic turning right/west here.

This should be a clover leaf intersection.
Please create a proper interchange between Hwy 1 and the Deerfoot. PLEASE.
This intersection is responsible for major congestion on 16th Avenue NE and Deerfoot Trail. Can someone upgrade this intersection?
The 16ave interchange is a nightmare.
Build a 3rd level here to free flow over DF and use existing for merges/turns/direction changes. Could be done with little/no disruption.
This 16th street highway over pass can be upgraded into a Three Level Roundabout Interchange.
<b>Intelligent transport system</b>
Put traffic lights on the on ramps, so that the merging traffic is spaced out.
Metered entry. Lights control entry. Low-cost. Maintain speed on Trail. very efficient.
<b>Lack of consistency</b>
No uniformity of any interchange to/from DF. Confusion of trying to remember 32nd vs McKnight vs Glenmore vs...
Make all exits from 16th Ave, Memorial, 32 Ave, 17th on the same side of the street - all right or left exits.
<b>Lane reduction issues</b>
Lane reduction from 4 to 3 just before the exit to Memorial drive. This creates a bottleneck that slows all the way back to 32 Ave.
<b>On / off ramps</b>
Why are there so many (long) lights on this massive intersection. Need free flow direct ramps.
Look at the on-ramps they have in Phoenix. Instead of adding lanes, consider more off ramps. The system in Phoenix works very well.
Southbound lanes have congestion due to traffic merging from HW1 on-ramp, as existing southbound traffic tries to exit right to Memorial.
There is room to create dual on-ramp lanes, 1 straight thru to 32nd AVE exit & 1 directly to Deerfoot in its own lane, no merging req'd.
This on ramp is longer than the golf course hole beside it, on/off ramps should not merge.
Merge from McKnight to Deerfoot causing traffic.
Extend this right lane to the 16th on ramp. To be used for merging traffic.
On ramp way to long with short merge area at same spot as those trying to merge off at 32 <sup>nd</sup> .
<b>Poor road design</b>
Small minded design, lack of common sense, remove lights, add proper clover leaf. Welcome to Calgary, enjoy traffic lights.
Horrible design. Had accident here years ago. Prob 1000's more. Need free flowing, no lights. More than enough room for a clover leaf.

<b>Road conditions</b>
Poor drainage in rain results in large amounts of water on the road and poor visibility due to splashes from vehicles.
<b>Signal / sign change needed</b>
Turning right/north has an awkward yield into traffic which drivers use at different speeds. Better would be a merge or a new lane.
Better signage on how to turn on to 16 ppl turn into 1st left lane then weave back other lane when they notice lane goes back to Deerfoot.
Recommend improving the signage at the 16th avenue exit to clearly show lane continuation across the overpass.
No clear signage for where each lane is supposed to go. Often get people from the left lane driving into the right turning lane to 16th West.
Eliminate the lights at 16. Go to a full cloverleaf. Way too many accidents here that can be eliminated.
Remove this light and add a full interchange.
Lights. Why does this city love lights? Build 4 leaf clover interchanges!!
Need to get rid of lights having free flow of traffic. Have multi level bridges to allow for continuous flow whether on exits or not.
3 sets of lights to make a left (SB Deerfoot to EB Hwy 1) and sometimes you stop at all 3! absurd!! cloverleaf/flyover design needed.
I agree, eliminate these unreliable traffic lights and build a useful Interchange in their place!!
Find way to remove lights. These two major roadways should both have free flowing traffic.
Need the ability to have traffic free flow between Deerfoot and 16 Ave east of Deerfoot.
A complete set of four lights here is crazy! 16 Avenue and Deerfoot need a free-flow interchange.
16th Ave needs to be free flowing. Interchange required at 19th Street and 16th avenue.
Deerfoot and 16th should be an interchange with no lights. It's a frustrating mess to access Deerfoot here.
Extend mouth of 16 Ave on-ramp WB to Deerfoot NB. If 4 cars are stopped at the WB light, traffic cannot access Deerfoot on-ramp.
NB to WB 3 full stops. Really? Diamonds be-gone. Cloverleafs work! No lights and accidents are rare. T-bones are impossible.
Too many lights and conflict zones at this interchange.
Turning south on 19 St from 16 Ave, lights change too fast allowing only about 5-6 cars to make it.
Lights off a major highway onto another major highway cause massive delays.
Remove theses lights way too many cars for lights here.

The people turning left/south onto Deerfoot always end up blocking the people turning onto 16th from Deerfoot. Extremely annoying.
Left turn onto 16 Ave NW WB.
Change the signal timing at Mem to allow Mem to SB Deer to load the lanes when a train is coming.
NB 19th turning left to DF, arrow duration is too short causing backup blocks down 19th of folks trying to get onto DF.
I have always, without fail hit all 3 lights redo when going from northbound Deerfoot to west bound 16th. Please synchronize the lights.
<b>Speed</b>
1. Lower the speed limit to 60km/hour during rush hour or prime time to allow proper traffic flow. 2. Stop-Go on ramps (like the US).
<b>Tolls</b>
Put in a toll system for all plates coming from Airdrie/Okotoks. These add to the congestion and but they don't contribute \$ in their taxes.
Tolled express lanes.
<b>Volume of traffic - overall</b>
Three lights to merge from Westbound/Eastbound 16th to Southbound/Northbound Deerfoot is bad.
Congestion always.
This website is just like Deerfoot trail, it was not designed to handle the volume required.
Too much traffic.
<b>Volume of traffic – peak hours</b>
NB DF afternoon rush, lane reduction causes congestion.
From 16th Ave north to McKnight Tr. in the pm rush it's sheer volume - add another lane Deerfoot Trail AND the off ramps.
Number of traffic and number of lanes are not enough. Need more lanes and diversion of traffic during peak hours.
Congestion is increased when vehicles bypass Deerfoot and go straight through this interchange during rush hour.
North bound between the Memorial exit and McKnight (my exit) is backed up every week day between 4:00-6:00.
In the afternoons, north of Memorial Dr. is solid bumper to bumper traffic until 64th Ave NE. No idea why.
<b>Want express lanes</b>
Weekend traffic is particularly bad. An express lane for outbound traffic (not exiting w/in the city) would minimize congestion.



## Memorial Drive N.E.

<b>Additional lane(s) are needed</b>
This study is not needed, you can ask any Calgarian and they will tell you when and where the traffic is. add more lanes, no not bike lanes.
Need a free flow lane for vehicles entering Deerfoot Northbound.
Always wondered why concrete barriers and an additional lane in each North/South bound lane has not been added all the way past Beddington.
Please build for the future by adding two lanes to the entire Deerfoot both directions to make it 5 lanes.
The addition of an additional (continuous) one lane in both directions will make a major difference to the safety of this portion.
More room and better signage. Also, driver impatience needs to be resolved.
<b>Bypass train path</b>
The C-Train should be elevated at this intersection.
C-train tracks shouldn't cross intersections. Move them to their own bridge.
Turning onto southbound Deerfoot from Westbound Memorial is painful. Crossing the eastbound traffic plus the C-train tracks = frustrating.
<b>Collector distributor roads</b>
Add C/D lanes for Memorial Dr traffic entering SB and 17 Ave SW traffic exiting SB.
Memorial. Really anywhere there are merge or weave zones. Need collector lanes like the 401.
<b>Changes to retaining wall</b>
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
<b>Congestion</b>
Traffic gets backed up off Memorial exit causing a slow down on Deerfoot.
Usual travel time is 15 minutes to get from WB Memorial to SB Deerfoot, with queues of 1 km.
Too much congestion merging from Deerfoot north to Memorial and Blackfoot/17th to Deerfoot. exiting/entering vehicles need separate lanes.
Southbound traffic really gets congested here due to the merging traffic from 17th Ave.
<b>Driver behaviour - merging</b>
Drivers driving over solid white lines and painted islands, not accelerating to traffic pace before merging. traffic blocking mergers.
Drivers going from far-left lane to exit lane in one turn. Drivers driving over painted islands and solid white lines. Maybe put in barrels?

Off ramp EB Mem2NB Deer backs up for no reason-very annoying when drivers cut the line by staying in middle lane and sliding in E. of lights.
Both north and southbound, idiots who cannot merge properly, and general high volume.
Serious congestion occurs as people can't figure out where they are going and cut up the turn lane.
Traffic merges poorly here.
People seem to think Deerfoot S to Memorial W is a merge or a yield, when in fact they get their own 80 kph lane.
The road is basically fine if people would learn to drive - you cannot merge if stopped.
Drivers are dumb as heck and don't know how to leave gaps. So unfortunately, onus is on city designers to make this merge safe & efficient.
It's necessary 2 lanes going to Deerfoot N from Memorial Drives cut in front of other cars in the only lane.
People do not know how to use On Ramps and Off Ramps without excessively using their brakes, and then hesitate on merging.
Between 17AveSE &Mem on NB Deerfoot =awful. Traffic does not free flow, drivers cannot figure out how to merge fluidly and safely.
Merging traffic doesn't reach speed limit. Signs indicating speed compared to highway speed to encourage merging at correct speed.
<b>Driver behaviour - signals</b>
City need 2 educate Calgary drivers how to use their turn signal properly. Too lazy to use or only use the moment they turn. Warning too late
17th Ave to Deerfoot ramp and Deerfoot to Memorial ramp bottleneck. Also Calgary drivers too lazy to use their turn signals ahead of time.
it doesn't help that Calgary drivers do not understand that turn signals are warning lights & should be turned on way before they actually change lanes.
<b>Elevated lane / flyover</b>
DF and 17th Av AND Memorial Drive interchanges are the most dangerous interchange(s) along the DF. Has anyone heard of flyovers?
Elevate one SB lane to eliminate weaving /slowing for those exiting onto 17th AVE SE. Then those entering SB Deerfoot can go SB w/o slowing.
There needs to be a flyover to take traffic from Eastbound Memorial onto Northbound Deerfoot.
Traffic onto Memorial should be lifted high to separate 17th Ave merge traffic.
<b>General</b>
Deerfoot & Memorial.
Exiting to Memorial in the morning.
<b>HOV</b>

NB & SB Deerfoot add center HOV + add 2 core lanes (HOV + 5 core lanes). HOV lanes should NOT replace / reduce # of existing core lanes.
<b>Improved barrier / paint for maintaining lanes</b>
There needs to be a divider on the exit from Memorial drive to Deerfoot northbound. People cut into the exit ramp.
People cut in from Memorial Drive E to Deerfoot N. Need signage or physical curbs to prevent people from cutting in line or cheating.
<b>Interchange design</b>
Overpass for 17 Avenue to get onto Deerfoot... this is another crazy interchange that causes many delays/accidents
Blackfoot Memorial zipper merge. Very dangerous road design.
Extremely poor design, lights are not necessary at highway interchanges, figure it out!
This interchange is unable to quickly clear traffic from Deerfoot and causes delays as a result.
Why are more cloverleafs not used? Planning dept loves those traffic lights. Someone must have shares in a traffic light company.
Make this a basket weave similar to Seton.
This interchange should be free flow with no intersections.
This Cloverleaf Interchange on Memorial Drive and Deerfoot Trail can also be upgraded into a Four Level Interchange.
Remove intersection, provide free flow ramp.
Build proper cloverleaf interchanges and get rid of all weaves period!! Weaves are the root of all congestion on this road.
A full weave required so traffic for Memorial can come off, go under joining traffic from 17th. Collector for Memorial as trains cause queue.
Need FULL systems interchange with Deerfoot trail and Memorial drive. Need full grade separation with LRT tracks.
Need ramp brides to eliminate basket weave merge lanes.
Cloverleaf interchange here to avoid traffic lights and C-train.
EB Memorial to NB Deerfoot should be flyover to allow for longer weave lanes. Or basket weave from 17th/Blackfoot.
Elevated on/off ramp would insure that traffic merging on/off Deerfoot do not cross paths thus creating congestion.
Consider a free flowing interchange for Memorial trail elevated above transit to alleviate congestion.
Remove left turning lanes and lights over all north Deerfoot bridges, especially Memorial, to reduce gridlocks. Install flyovers.
Lights. As designed, kind of necessary due to train. Elevate train, build 4 leaf clover problem solved.

WB Memorial to SB Deerfoot should be upgraded with an overpass w/o lights & merge ok to SB Deerfoot
<b>Intelligent transport system</b>
IMPOSSIBLE to safely flow onto Deerfoot Sth from Memorial west. Need to have alternating traffic signs (OR SIGNALS like Toronto) for peak hrs.
Drop speed limit to 80 kmph during busy times of day.
Consider adding timed signals for merging traffic at peak traffic times.
During busy times there should be metered onramps to Deerfoot, like in California. This is will help keep traffic flowing at a steady rate.
<b>Likes current state</b>
Please keep this area as-is. I am afraid if we place an off/on ramp at 8 Ave, traffic would considerably increase.
<b>Limited access</b>
Build a 1 more exit road between Memorial drive and Blackfoot trail exit going to Downtown.
Has anyone considered giving 8 Avenue NE access ramps to Deerfoot Trail? Another point of entry or exit could definitely reduce congestion.
Need a better option to leave down town. Memorial backs up so far.
<b>Longer merge lane needed</b>
When merging from Memorial onto Deerfoot northbound the merge lane is too short, causes slow downs and traffic.
Exit traffic to Memorial and a short merge cause lots of traffic.
Merging lanes should remain all the way from Memorial SB to Blackfoot...too many trying to get off and on at the same time.
Exiting off Deerfoot onto Memorial is a crap shoot! Not enough merge lane for 17 Ave traffic.
Make this a longer merge lane instead of a yield sign. There is plenty of room to do this.
This merge lane is not long enough.
<b>Merging causes issues</b>
Traffic merging into Memorial and coming off 17th Ave. too much traffic crossing paths.
Zipper merges are dangerous and cause congestion. Single use exits and entrance ramps solve this issue.
Traffic merging onto Blackfoot trail, and all the traffic trying to turn off Blackfoot onto Deerfoot south.
This merge lane is absolutely ridiculous. Extra lane needed desperately.
Ppl trying to merge on while ppl are trying to merge off.
Crossover merging is dangerous.
Crossover merging is dangerous and slows traffic at all times.

1 lane merges onto Deerfoot and 2 lanes come off at Memorial Drive. Chaos.
Traffic merging onto Deerfoot from 17th and off Deerfoot to Memorial slows all lanes.
Driving north onto Memorial - Lane-merging is such a dice roll and a choke point for the rest of Deerfoot.
Crossover merging on and off here needs to be improved.
Ooh look! Another bad merge design!
<b>Move access</b>
Convert existing right turn bay into a high-speed ramp merging further to the west.
Realign ramp to merge with Memorial Dr WB further to the east.
The lane from Memorial to merge onto SB Deerfoot should go under the C-Train tracks.
WB Memorial to SB Deerfoot is ridiculous. The exit from NB Deerfoot should go under Memorial Dr. to merge WB.
Between 8th Ave overpass and Memorial drive, separate the inside lane until south of 17th Ave / Blackfoot trail. Maintain flow past 17th.
Lots of space to build ramp to SB Deerfoot under train and EB Memorial. Maybe a truck restriction. Eliminates backup, x-over mess Memorial WB.
<b>No LRT / lack of transit</b>
Run sky trains downtown. Trains could run more often, not conflict with each other or traffic. Better transit encourages use.
<b>On / off ramps</b>
There should be 2 left turn lanes from WB Memorial to SB DF.
There should be two lanes exiting onto westbound Memorial.
Congestion at off ramp to Memorial Dr.
Needs crossover bridge to separate merging and exiting traffic.
Bad exit off Memorial on NB Deerfoot.
Interfering exit and on-ramp could be improved by bridging on ramp over exit.
17th Ave to Deerfoot onramp and Deerfoot to Memorial exit...separate these, the in/out setup is dangerous....and slow.
Conflict between entering / exiting traffic is dangerous. Interchange exit/entrances too close.
17 Ave / Memorial weave distance is dangerous, it is too close to effectively merge off 17 Ave or exit to Memorial stopping Deerfoot traffic.
Single lane everyone cuts you off due to this. Needs at least 2.
Need to extended one more line here 17 Ave exit and Memorial drive entrance both are same time that's way traffic slow and backed up.
Only one turn lane to Memorial.
Only one turn lane from east bound Memorial to northbound Deerfoot.



Insufficient turn lanes from southbound Deerfoot to Memorial Dr West.
Double lane ramp seems possible.
Provide additional left turn storage and/or double left. Consider removing split diamond and placing loop WB to SB loop ramp in NW quadrant.
A 17th Ave. exit lane should be added for those exiting EB Memorial and only travelling on Deerfoot for a short distance.
Weaving distance is too short, weaving volumes too high, making it a constant source of dangerous lane changes.
MAJOR chokepoint. Dangerous having cars merging in and exiting in such a short space. Poorly designed and in major need of improvement.
Need a combined 17Ave and Memorial on & off merge lanes that are separated/isolated from the free flowing northbound Deerfoot lanes.
17 Ave merge onto Deerfoot conflicts with ramp to Memorial. The two ramps need to be separate (one passing over or under the other).
17 Ave off ramp + Memorial Dr onramp a serious hazard; using single laneway as both merge and off ramp is dangerous and major chokepoint.
Exit ramp backs up + entry ramp fills up mixing speeds with cars getting off into log jam + cars accelerating trying to weave their way on.
Change to 2 turn lanes instead of this triangle.
traffic slowing down to get off the Deerfoot in EXACTLY the same space others are trying to speed up and merge ONTO Deerfoot.
Poorly design merge in/out causes congestion and safety concerns.
In the morning the merging of traffic off of 17th Ave SE, combines with the traffic merging onto Memorial causing major slow down.
Shared on and off ramps cause congestion and are dangerous.
Expand off ramp to 2 lanes.
Off ramp from Deerfoot S to Memorial W is narrow and people slow down or even stop unnecessarily. Better design needed.
32 east exit needs improvement. From both south bound and north bound. Delays and traffic build up all day. Flow is slow.
Too short and too much volume four double direction merge. Need Deerfoot northbound bridge overtop of onramp from Blackfoot.
On-ramp from Memorial conflicts with off-ramp to 17th on SB Deerfoot.
On-ramp from 17th conflicts with off-ramp to Memorial on NB Deerfoot.
Merge from 17 Ave to NB Deerfoot is too short. Have to compete with traffic merging from NB Deerfoot to Memorial.
Collector lane is too short, merging traffic cannot get to highway speeds and competes with exiting traffic.

Length of on and off ramps too short - traffic has to slow down to merge on and off - backing up traffic on Deerfoot.
As with most on/off Ramps on Deerfoot, the ones for 17th and Memorial are way too short!!!
Weave area is too short. Left two lanes should be through traffic. Put a barrier between lanes 2&3 (if counted from the left).
<b>Poor road design</b>
Always a pain.
Poorest designed roadway I've ever seen! Merge lanes and exit lanes coming together. 2 lanes and then 3 lanes and then back to 2 lanes.
<b>Poor visibility</b>
Blind corner leading to a stop light on the off ramp from NB Deerfoot to WB Memorial Dr.
<b>Problem with application / map</b>
This map is awful for mobile device. I want my pin to be at the crossover between 16th Ave onto Deerfoot all the way to Memorial exit.
<b>Safety concern</b>
Movement from EB Memorial to NB Deerfoot is always backed up to the point of being unsafe. This needs to be upgraded to free-flow.
Memorial EB to Deerfoot NB can be risky due to traffic back up in single lanes. Memorial interchange needs upgrade to free flow.
Deerfoot NB more so but SB too, too sharp of curve/turn in road for highway speeds, causing bottleneck as people slow.
Merge area unsafe due to the C-Train tracks + Traffic Lights. It's easy to find yourself on top of the tracks on a red light.
Dangerous and scary intersection to navigate. Hard to merge onto Memorial from Deerfoot.
Upgrades required in Calgary North Phase 1 ASP at 20000 ppl still not completed. High accident area due to design/single lane.
<b>See other best practices</b>
Hire American civil engineers with experience building roads and overpasses in cities like Los Angeles, Houston, Chicago.
<b>Signals / signs need changed</b>
All of Deerfoot needs more signage or enforcement about going 100km/h. Way too many people going 60 or 70 and almost causing accidents.
Better signage - people assume this is a merge.
Better signage since people assume that they are merging into traffic, perhaps a short barrier on Memorial to divide the incoming lane.
Put signage for directions to airport to assist foreigners and visitors.
A bigger Yield sign is needed, possibly with flashing lights, so that bad drivers are able to notice it and actually yield.

Extremely short light for those existing Deerfoot. Can backup all the way to Deerfoot and Blackfoot merge. Dangerous!
Agree with other comment that an advanced red light indicator is needed on EB Memorial before Deerfoot (80km/h zone).
Short term: add advanced red light indicator warnings so you are able to expect the change in traffic signal ahead.
THIS IS A DEATH TRAP. I've been rear-ended, & witnessed many others. Simply add flashing lights saying 'stop ahead when lights flashing!' duh!
I've called in many times on this issue! Light turns green for 5 seconds and turns back to red again. Better light sync needed with LRT.
Memorial E to D North backs up - very dangerous. Have lights that allow turning onto Memorial East with Deerfoot North exit simultaneously.
No lights would be best but at least put dual turn lane like at 16th Ave.
Get rid of lights, need free flow.
The Lights from Deerfoot N to Memorial W make a congestion.
This is a classic example of what not to do. Eliminate the lights and make this into a cloverleaf (same for ALL interchanges).
Remove lights! Add flyover from Memorial Eastbound to Deerfoot Northbound would be ideal.
X-arms, signals activate far too early for EB C-Train going uphill. CP gives 5 / 10 sec for a real train. 20 sec + for C-Train far too long.
Fix the light timings coming off northbound Deerfoot to westbound Memorial during rush hour!!!
At times this light turns green for 2 seconds and turns back to red again. Better light sync needed with LRT.
For an interchange as critical as Deerfoot / Memorial, there should not be lights. Find way to add flyovers and eliminate lights.
Please synchronize the lights. Traffic shouldn't have to wait for 3 lights to get through.
<b>Speed</b>
You can't have 3 lanes going 80km/h and the Deerfoot North turnoff going 0-10km/h!!! Who designed this, and why do they still have a job?
North bound Deerfoot, the changing of speeds to either exit off or merge onto Deerfoot. It's dangerous.
Speeding drivers in excess of 130-140 kph early mornings and often see the same vehicles.
Make speed limit 80 Km/h from 6 am until 9 am and from 3 pm until 6:30 pm. Have control vehicles to enforce this.
Deerfoot should be slowed to 70 for most of its length, to reduce jams from people who can't merge at high speeds.
<b>Tolls</b>

No toll lanes. We need less cars & more lanes, not more fees. Maybe a lane for car with more passengers to incentive carpooling.
Variable tolls could be implemented where the cost is more, less or zero, depending on time of day. This would alleviate congestion.
<b>Trucks</b>
Left "passing lane" should be restricted to passenger vehicles only - no trucks.
Force trucks to use center lane only during rush hour.
<b>Volume of traffic - overall</b>
Congestion from downtown and from drivers from the south all merging together.
So many cars and nowhere to go, not enough lanes.
A lot of traffic comes together here, and acts as a bottleneck.
Too much volume exiting and entering in this area.
Always bad traffic.
Traffic consistently backs up to here from to 64th Avenue. Every day. Volume exceeds ability to clear traffic.
Always troublesome with so many people merging onto and off Deerfoot from/onto Memorial. Big traffic jam there all the time.
Sheer volume exiting creates pushback onto Deerfoot waiting for lights and trains to allow movement.
<b>Volume of traffic – peak hours</b>
Busy in evening traffic because of the outpouring from Downtown Core. This slight bend to the right is harder to merge into.
Rush hour around Deerfoot/Memorial is always gridlock due to poor design. Need to eliminate lights on Memorial and have a cloverleaf.
<b>Want express lanes</b>
Recommend expanding Deerfoot to utilize collector and express lanes to make congested areas safer.
Recommend expanding Deerfoot to utilize collector and express lanes to make congested areas safer.
<b>Weaving</b>
Dangerous weave. Merging from 17th while Deerfoot exits to Memorial. Completely ridiculous. Congested from here to north of 16 <sup>th</sup> .
Weaving traffic here slows the whole Deerfoot. Pattern must be changed.
Weaving traffic makes this a bad area, needs to be longer or have and flyover to create non-weaving traffic.
The weave at Memorial causes major congestion.
Weave lanes.

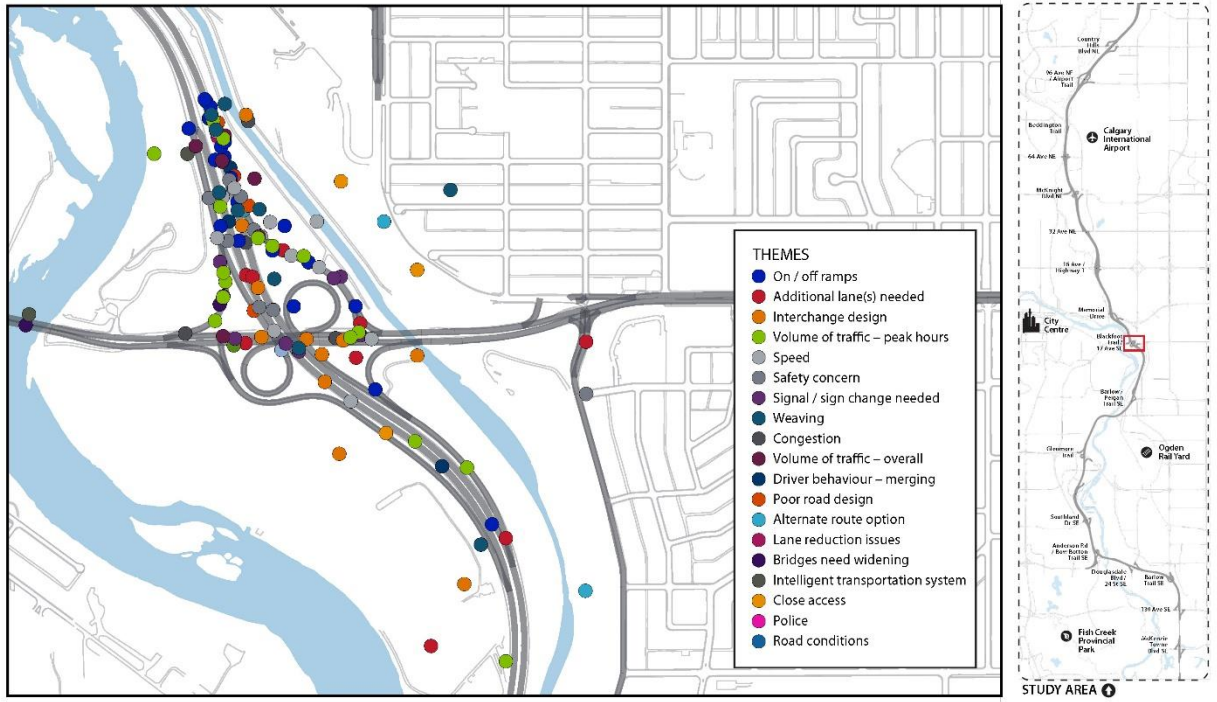
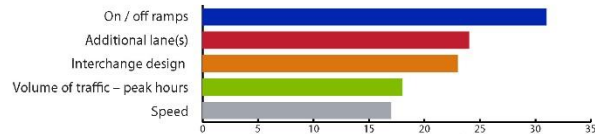
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## Blackfoot Trail / 17 Avenue S.E.

### Blackfoot Trail / 17 Avenue S.E. Intersection Comments by Theme

A total of 129 comments were pinned around the Blackfoot Trail / 17 Avenue S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

#### Top 5 Themes at Blackfoot Trail / 17 Avenue S.E.



#### Additional lane(s) are needed

To allow for longer weave lanes between 17th and Memorial, can have the two "leaves" on the south side, with WB 17th -> NB Deerfoot a left.

make dual lanes (R for Memorial, L for Deerfoot) the merge to 1 lane creates loss of flow, widen Deerfoot to manage slower traffic.

Two lanes merging from Deerfoot SB onto 17th Ave are needed here, put a traffic light to slow down 17th Ave WB and give drivers 2 lanes.

I think 17th and Memorial could have a segregated off ramp where wherever bypass traffic does not get slowed due to ramp congestion.

Need extra lane to merge on/off Deerfoot between Memorial/17ave, one lane of Deerfoot always stopped with cars trying to get in/out.

Dedicated EB Memorial exit from 17 SE to EB Memorial. too shirt a run and under congestion slows to a crawl.



Only 1 turning lane onto SB Deerfoot from 17th Ave SE is slow esp. in rush hour. Turn light is slow to change& allows too few cars to turn.
Additional lane required going EB Blackfoot. Backup even more due to traffic lights ahead.
Extra lane onto 17th and increase width of 17th to Blackfoot so the traffic doesn't back up onto Deerfoot.
Limited space in the merge lanes from 17th Ave to Deerfoot could be alleviated by reducing green space to east and adding lanes.
From this point northwards add an additional lane in the median in each direction.
17 AVE to Deerfoot N. Not enough lanes for smooth merge to Memorial W. There should be an added lane for this portion.
Feeder lane from 17th Ave to Memorial Dr on northbound.
One more lane is needed in both directions.
Single lane on and off ramps (intersecting) don't provide sufficient room to merge onto Deerfoot.
Create better flow for traffic merging onto Deerfoot trail N. bound from 17 Ave by having two merge lanes.
<b>Alternate route option</b>
Alternate Route travel times signs could redirect traffic to take other routes during congestion. (e.g. Barlow)
Connect Barlow directly to Deerfoot to reduce NB volume.
If Barlow South was actually connected to Barlow North, there would be a good secondary North-South roadway.
<b>Bridges need widening</b>
Southbound Deerfoot to 17th Ave west backs up horribly and needs improvement, perhaps widening the bridge or alternating lanes?
Widen Bow River Bridge at least one lane in each direction to provide better flow approaching Deerfoot Tr.
<b>Close access</b>
Remove access from 17 Ave to NB Deerfoot. Use service road from 17 Ave via Barlow/Memorial to get to NB Deerfoot.
Congestion is caused by cross merging traffic, merging on from 17 Ave, merging off to Memorial, close one of those ramps.
<b>Collisions &amp; clean up</b>
I have been almost hit so many times taking the 17th Ave exit, only to have that person try to get back into Blackfoot lane and block 17 <sup>th</sup> .
<b>Congestion</b>
Too congested here and dangerous (merging in), need extra lane on ramp and widen Blackfoot/17Ave WB.

Too much detour (driving too far east) to turn left. Congestion on 17 Av SE before turning, then congested again on ramp merging into DfT.
Those merging on to Deerfoot from 17 Ave and those merging onto Memorial - one big bungled mess. There has got to be a better way!
Dangerous area as people come off 17th and those that want to get onto Memorial. A log jam.
The congestion there with traffic trying to get on and off Deerfoot for the 17th Ave and to the Memorial Drive.
Merge lanes from Memorial to sb Deerfoot and to 17th Ave is often backed up creating dangerous merging.
Merging to get onto westbound Memorial is usually backed up to Barlow.
<b>Driver behaviour - merging</b>
People don't merge well off Memorial. Then don't follow the solid line that says not to cross, one lane for Blackfoot, one for 17th Ave exit.
At 17 Ave SE to Deerfoot & Deerfoot to Memorial Dr is a nightmare. It's often at a stand still, as drivers try to figure out how to merge.
Drivers on on-ramp not speeding up to speed limit before attempting to merge. Drivers crossing solid white lines and painted islands.
3 into 1 on a corner. Then people trying to merge onto the main Deerfoot slow everything down.
People merging on here or trying to get off at Memorial has this backed up during rush hour right to Glenmore sometimes (NB).
Northbound Deerfoot, congestion for idiots who cannot merge into Deerfoot.
<b>Interchange design</b>
These next 2 NB miles should pretty much be blown up and started from scratch. Collector lanes are a MUST.
Remove all traffic signals at all interchanges. Cloverleaf them.
Unsafe sharp curve in this area going Northbound. Make the apex more rounded.
Very difficult to have traffic exiting into the same lane that traffic is merging onto Deerfoot from.
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
Redesign Memorial/Deerfoot interchange. Scary.
Due to the dynamics rate of this curve northbound, At least one person has died. (transport roll) Remap the lines to a steady rate curve!
Road curvature is too sharp for highway speeds heading NB. Speed drops creating a bottleneck.
Consider adding a free flow interchange for the 1A.

Flyover northbound please.
Incorporate Memorial & 17th AV exits here, c/w underpass for 17th AV EB-Deerfoot NB similar to Deerfoot SB to Deerfoot Meadows & Southland.
Diverging diamond interchange might work very well here.
Bad merge between 17th Ave and Memorial northbound.
Softened corner (N), there is 1 point in turn where the curvature sharpens requiring a last minute steering adjustment to match road.
Small area that leads into the downtown core - coming off 17th trying to merge and then having Deerfoot's exit at Memorial.
God has now told you TWICE to pick up your damned gold course and move it - God says you need to make room for Deerfoot
<b>Intelligent transport system</b>
Have flow control specialist set lights approaching and leaving the area include plans to include a wider area when needed.
Southbound traffic indicator would be better if located before the Blackfoot off-ramp so I can detour South before Calf Robe gridlock.
<b>Lack of consistency</b>
No uniformity of any interchange to/from DF. Confusion of trying to remember 32nd vs McKnight vs Glenmore vs...
<b>Lane reduction issues</b>
Traffic must slow to allow 3 lanes to become 1, thus trying to merge onto Deerfoot at a speed far below what the other traffic is going.
3 lanes of traffic merging to 1 Lane prior to merging onto Deerfoot Trail; this causes traffic to slow to a crawl on the on ramp; the result.
2 turning lanes merging into 1 to merge onto DF causes high congestion at peak hours.
<b>Longer merge lane needed</b>
Extend merge lane as drivers do not get up to highway speed in length of ramp. Signs indicating Deerfoot is 100 km/h on ramp.
<b>On / off ramps</b>
Should be an off-ramp lane for these exits that are so close together that is separate from the 100Km/h highway.
Congestion between on/off ramps and bad merging.
Terrible merge on to Deerfoot fighting with those exiting onto Memorial. there has got to be a better way!
Separate exit lanes to Blackfoot, make dual lane to West B.Ft. & Single lane to East B.Ft. & have East start to exit here.
Just crazy here trying to merge out onto Deerfoot or trying to get over to take Memorial exit.

The space for NB traffic from 17th Ave to merge with NB Deerfoot traffic heading to Memorial Drive is insufficient and creates chaos quickly.
Cars merging onto Deerfoot must compete with cars slowing down to exit on Memorial Drive.
17th/Memorial weave slows all lanes of NB Deerfoot by 20 to 50 kph. This causes cascading problems when under moderate+ traffic volume.
Incredibly small amount of room for people to get onto Memorial and off of 17th using the same lane.
On the exits between Memorial and 17th/Blackfoot, especially going Northbound.
On ramp from 17th Ave SE onto Deerfoot North and Off ramp to Memorial Drive.
Blackfoot merge.
Lane too short from 17 to Memorial NB Deerfoot. Have 17th traffic going NB, exit off 17th on south side of 17th, and go under bridge.
On & off ramps should not come together. Have on ramps join on a lane that doesn't end in one block.
Extend exit for 17th NB to exit for Memorial too. Have the extended exit go over the NB Deerfoot on ramp. Eliminates crossover traffic.
Merging lane onto nb Deerfoot is bad. Its too short and everyone rushes to merge in and out at the same time. Too many near accidents daily.
Short merging length to handle exit & entering movements - dangerous due to differing traffic speeds.
Merge lane between 17ave and Memorial Drive going Northbound on Deerfoot is too short to handle the volume of traffic at this intersection.
This weave lane is too short, particularly during times of high volume. Not convinced of the practicality and safety of weave lanes.
Merge and Exit ramps not long enough to maintain flow.
<b>Pedestrian / cyclist infrastructure</b>
Need better ped. & cycling infrast. Neighbourhoods east & west of Deerfoot are disconnected b/c the freeway & auto-oriented overpass design.
<b>Police</b>
Tell police to start actively ticketing drivers on Deerfoot for disrupting the flow of traffic (improper merging or driving too slow)
More police presence on Deerfoot Trail, don't worry about Stoney Trail...its doing fine!
<b>Poor road design</b>
17 Ave Deerfoot turnoff terrible! Those exiting Memorial merge onto Deerfoot competing with others leaving Deerfoot and exit onto 17.
The merging here is horrible. It's a nightmare on Sundays, let alone a weekday rush hour. MUST BE FIXED.
This merge sucks! Plain and simple but I don't know how to fix it.

Terrible merge design.
Road curvature NB changes noticeably halfway through the curve, causing inattentive drivers to wander in their lane.
<b>Road conditions</b>
As prev stated - The Flat sweeping turn here on the northbound lane causes vehicles to drift towards the median and spin-out in winter.
<b>Safety concern</b>
Dangerous merge. Over congestion. Not enough room to exit into Memorial while people merge on from 17 <sup>th</sup> .
The weave lane on Deerfoot north between 17th and Memorial is treacherous.
Fix this dangerous-to-merge section for both 17th Ave and Memorial. The speed differentials necessary to navigate are unsafe.
People trying to merge onto the Deerfoot and off to Memorial at the same time is a recipe for disaster.
Off ramp from Memorial and on ramp onto Blackfoot is highly dangerous!
<b>Signal / sign changes needed</b>
Travel time signage should be further north to allow for Blackfoot as an alternate route in times of excessive traffic.
Should put additional signage here that the right lane is an exit for Memorial, cars just driving straight through cause additional backups.
More lights. Lots of space for a 4-leaf clover but never built. Why?
Remove lights and add full interchange.
Lights need to be eliminated here. Add a flyover.
Right from Memorial south to this turnoff its very slow. Maybe we should have no lights on 17th.
The light for a left-hand turn from 17th Ave to this on-ramp is too long. It floods this on-ramp with vehicles and comes to a stand-still.
Consider adding timed traffic signals for merging at peak times to alleviate on/off ramp congestion.
<b>Speed</b>
This should have been fixed years ago. Slows down all RH lane traffic coming from Barlow and is very dangerous in the winter.
Painfully slow to exit onto DF with so much traffic merging onto Mem. Always a new miss of an accident as drivers merging in both direction.
Traffic speed changes dramatically due to bad off ramp.
Impossible to merge at the posted speed limit. Lower the speed limit to 60km/hr during rush hour. Cheapest solution.
Lower the speed limit on Deerfoot between the Calf Robe Bridge and Memorial.

<b>Volume of traffic - overall</b>
Everyday, long & congested line at Deerfoot exiting to westbound Blackfoot. The exit ramp is always clogged and merging to Bft is horrible.
heavy traffic and long lights limit access on to Deerfoot trail from 17th Ave westbound.
A design of having an on ramp and off ramp in one is extremely chaotic in traffic. This area sees major delays even during off hours.
The exchange between entering Deerfoot from 17th Ave and the exit to Memorial is awful. Traffic volume is too great for this configuration.
<b>Volume of traffic – peak hours</b>
The exit from Sb Deerfoot to 17th is so backed up in the morning. Extra lane needed. Or something for better flow.
Getting on to Blackfoot WB from Deerfoot North is backed up every morning. Additional Lane may be required.
NB From Blackfoot/17th To 64th Ave is crazy congested from 3:45 to 5:15. Add 1 or 2 more lanes to mitigate the congestion.
Merging onto Deerfoot at this junction often creates tailbacks at peak hours. I often take another route to avoid the headache altogether.
Traffic getting onto Memorial and off 17th Ave backs traffic on Deerfoot Northbound usually every morning commute.
This intersection causes delay in the PM for WB 17 Ave with queues blocking intersection or green light with no traffic. Loop on wrong side.
Unsafe merging during peak hrs. Drivers use shoulder to travel from 17th Ave Onramp to Memorial Drive off ramp. Too much volume anywhere.
Exit traffic gets backed up on Deerfoot.
Congestion often starts just before or just after the 17ave exit heading northbound on Deerfoot between 4:30 & 5.
Morning rush hour honestly do not know what to do to change it.
Congestion southbound between 16th avenue and Memorial Drive in the morning.
<b>Want express lanes</b>
Express and/or carpool lanes would be a wise addition.
<b>Weaving</b>
Same merge lane from Blackfoot Tr. is the same off-ramp lane to Memorial. Too many cars weaving in-out in a small stretch.
NB traffic exiting to Memorial conflicts with merging traffic from Blackfoot/17th Ave SE. Would suggest a basket weave to separate the two.
Way too short of a weave lane for freeway speed, and merging speed to match up.
I this weave zone very dangerous, largely because it slows down traffic very much in the interchange lane as compared to the "faster" lanes.



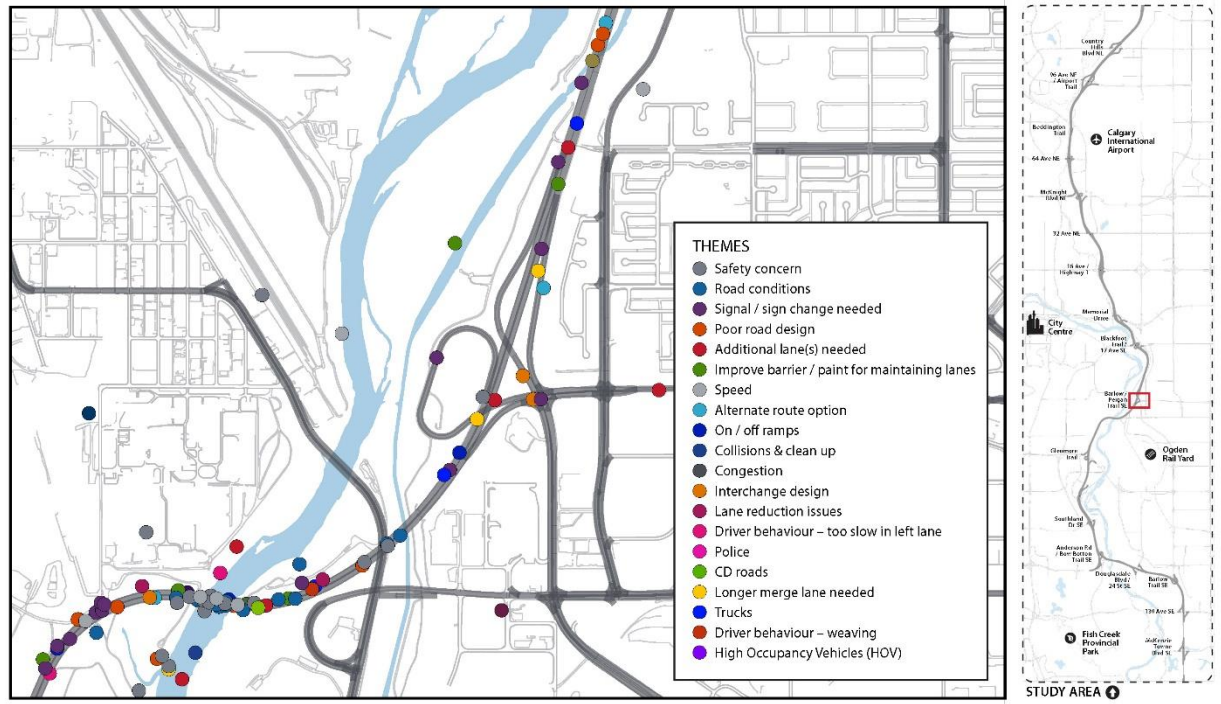
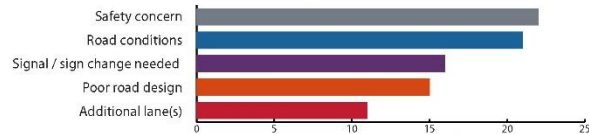
Weave zones are a big problem.

## Barlow Trail / Peigan Trail S.E.

### Barlow Trail / Peigan Trail S.E. Intersection Comments by Theme

A total of 105 comments were pinned around the Barlow Trail / Peigan Trail S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

#### Top 5 Themes at Barlow Trail / Peigan Trail S.E.



#### Additional lane(s) are needed

Deerfoot should consist of 4 lane traffic flow. That doesn't not include the extra lane for on/off ramps.

It needs to be a bigger highway 6 lanes on each side maybe?

Why is this still only 1 lane in each direction. Total madness!!

Deerfoot Trail needs to be 5 lanes from City limit to City limit. The idea that more lanes does not reduce congestion is an urban myth.

Possible to have one completely separate lane for Glenmore off ramp that at a certain point is inaccessible from other lanes to stop cutting?

Extra lane, maybe 2 which act as a collector for Glenmore. Further down wall off the collector so people can't queue jump!

Should be 4 lanes with 5th lane coming on and off between interchanges. This would significantly reduce merging.

Stop bottle necking the road. Make it 4 lanes all the way through!! Without lanes dropping off or coming to an end. Same with Stoney Trail.
<b>Alternate route option</b>
Connect Barlow Peigan to Barlow Memorial. instead of Barlow traffic also using Deerfoot.
A smart person would blow a freeway straight south to 130th Ave. We presently have a road called Barlow Trail.....
**** - to get people Thru central YYC. think Hwy. 401 vision here.
Deerfoot SB ramps on and off 46 Ave / 15 St would be great and easy and cheap. Full interchange awesome.
<b>Bridges need widening</b>
The Calf Robe bridge will require a major upgrade to carry more traffic.
<b>Collector distributor roads</b>
Create collector for Glenmore here if further north is too logistical. Create a wall so people can't queue jump!
<b>Collisions &amp; clean up</b>
Accident area - curves, sunblind, bumps, no shoulders on bridge w/narrow lanes, 3 lanes to 2 in the a.m. (Glnmore exit lane at a standstill)
Calf's Robe (sp??) bridge seems to have a lot of accidents, and/or is congested quite often.
If there's a crash on the Calf robe Bridge, there should be something here to give drivers a chance to divert, digital signage?
During rush hours have tow trucks & CPS @ points along Deerfoot to move accident vehicles to unobservable location \$ finish paperwork.
<b>Congestion</b>
Constant slow downs on calf robe bridge.
Southbound gets extremely congested here in both the right and center lanes, people drive then stop in the center lane to cut into right.
<b>Driver behaviour - merging</b>
People don't know how to merge.
<b>Driver behaviour – too slow in left lane</b>
Bridge and surrounding road in both directions are slowed by some motorists slowing to dangerous speeds.
KEEP RIGHT EXCEPT PASS. Does this ring a bell???? Why is this not enforced in Calgary? ?!!!!
<b>HOV</b>
introduce H.O.V. lanes and have no set speed limit: like the autobahn in Germany!
NB & SB Deerfoot add center HOV + additional core lane (HOV + 4 core lanes). HOV lanes should NOT replace / reduce # of existing core lanes.

<b>Improve median barrier</b>
Germany use privacy screens to stop rubbernecking. Prevents congestion, more accidents. Install here to stop blinding morning light.
Need reflectors along the center concrete divider.
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
Should build a big wall between the lane so when there is an accident the opposite direction, nosy people don't stop to have a peak.
<b>Interchange design</b>
An underpass/overpass would solve a lot of problems here... cloverleaf would be easiest. access to sand storage can be rerouted to 22nd se
Overpasses used to get merging traffic on and the exiting traffic underneath. you would get longer exit lanes.
Re-build ramps to be major flyover ramp instead of loops.
OK, hire somebody (NOT from England) to do this right. We need collector lanes and proper over/unders. (see **** again)
<b>Lane reduction issues</b>
Any place where Deerfoot narrows, has on or off ramps, cross merge lanes, gets especially bad congestion.
Lanes narrow and road surface is in poor condition.
NB & SB approaching Glenmore exits bottlenecks daily. Need another lane each way.
<b>Limited access</b>
A couple of ramps from Ogden Rd to and from Deerfoot south. Glenmore to 17 Ave is too much distance with no access.
<b>Longer merge lane needed</b>
Deerfoot Trail is essentially a two lane highway with a permanent turning lane. The merging lanes are too short.
The congestion especially Black foot and 17. - short "on" ramp from 16th Ave and McKnight "off" ramp coming up so quickly.
Traffic merging onto Deerfoot from Peigan does not have sufficient room, causes slowdowns
<b>Merging causes issues</b>
Merging from Peigan into Deerfoot all the way to the Glenmore exit is extremely slow
<b>Move access</b>
Bonnybrook WWTP wants to close down 15 St SE, so there's potential to expand Deerfoot that way if necessary.
<b>On / off ramps</b>

exit off ramp to Glenmore needs to be 2 lanes at least, better signage. curvature is dangerous with cars backed up and jumping into traffic.
Clearly a 2nd exit lane to Glenmore EB-WB & A final exit barrier to Glenmore near the CPR bridge. Add right lane exit only signs.
On ramp far too short. Needs to be doubled in length.
<b>Outside study area</b>
NB Corner between 17 Ave SE and Memorial Dr is too sharp, already cost one life.
<b>Police</b>
Need more multi-nova on the Deerfoot installed like red light cameras.
<b>Poor road design</b>
Who was the genius who made this S bend, over river (icy) sun-blinding in rush hour both directions! Unbelievable engineering ... dah!!!
Straighten this section. Build a bridge that runs direct from here to around the rail underpass. Its the cause of major delays in the winter.
Too many curves, sun in eyes blindness. Longer bridge should be built at angle from NE to SW over river and not East to West.
The curvature of the road is too sharp here and the two bridges need to be straightened out
calf robe bridge is the worst! curve, incline, and blinding to the important lane ahead heading south & dangerous in winter!
Straighten out this bridge reducing accidents. Have changing kilometer per hr signs for weather conditions for slowdown.
And besides... blowing a freeway thru an industrial / commercial corridor makes ABSOLUTELY NO SENSE at all!!
Having said that, all the smart people looked at the planning department and said "damn... I don't wanna work here!!"
Better Design of Calf Robe Bridge to Minimize traffic losing control in less than ideal weather conditions.
Realign Deerfoot with new Calf Robe through meadow. Sun up/down blindness over Calf Robe is a hazard.
Straighten this bridge.
Replace Calf Robe with longer, straight bridge (NE-SW) across the bow to avoid the double turn that causes so many accidents and backups.
<b>Problem with application / map</b>
Hell, this road can't be fixed with 140 character tweets... we need a full on essay for gosh sake.
<b>Road conditions</b>
When are road crews going to make road repairs smooth and even ??
Road surface on bridges along Deerfoot is like "OFF ROADING" most of the time...

Can see potential accidents for motorcycles due to rough road surface.
very bumpy section of road. being a critical part of the road in winter this section should be smooth to keep better traction.
Calf Robe Bridges - the re-decking done a few years ago is horrific, bumpy and dangerous.
Road is very dangerous with the bumps on Calf Robe bridge.
SB Deerfoot is backed up due to traffic exiting onto Glenmore. In winter the S bend has poor visibility & slippery conditions both ways.
Poor job on bridge resurfacing. Very bumpy and rough surface. Quick fix is to mill the surface.
Poor job on bridge resurfacing. Very bumpy and rough surface. Quick fix is to mill the surface.
Water, water discharge under a bridge in winter is crazy! Add corners at 100 KPH adds to craziness!!
Effluent from water treatment causing icy road in winter. Out right dangerous. Extend the discharge tube past bridge.
Bridge deck in bad shape.
Bridge deck is in poor shape.
In the winter the warm water from the treatment plant, creates a fog mixture which condenses and freezes on the bridge.
<b>Safety concern</b>
Terrible road surface. Calf Robe bridge is a death trap.
Dangerous one lane of backed up traffic waiting for Glenmore. Maybe signage earlier on, have a barrier separating the exit lane.
Poor angle of travel allowing super high-intensity killer photons to invade my eyes. Blinding evening sunsets. Random 3 lanes to 2.
Calf rope is a joke! and can't see anything. Get rid of the huge radius!
This is a poor site and a poor survey hold an Open House and set aside a lot of time to hear the people, the taxpayers.
Dangerous blind merge should utilize collector lanes to improve safety.
Northbound morning and southbound evening commuters are blinded by the sun. Please increase the height/length of the current "sunshades."
<b>Signal / sign changes needed</b>
Advertising signage here is a distraction and dangerous for motorists on Deerfoot Trail. Why isn't the City enforcing?
Poor road signage making people aware of closing in City Centre exits. And these exits have their first signage around 400m prior to exit.
Vans w/ large ads shouldn't be allowed to park next to Deerfoot - it's distracting & might be reason traffic begins to slow on this bend.

Poor signage southbound cars stopped in the right lane to exit to Hwy 8 but no sign for the exit until further down causing others to cut in.
Need "Glenmore exit only" sign a whole lot sooner, god help you if you're in this almost stopped lane in the a.m. and DON'T want Glenmore.
Stupidly placed sign (for the uninitiated) saying "slow traffic stay right" just before right lane ends around the corner (to Glenmore only).
There needs to be more signs further back saying the whole right lane exits. People ride it the whole way and rush to get out last minute.
Consider travel time signage here - Deerfoot to 22X vs. Stoney (via Peigan) to 22X. Much like the existing signage comparing Barlow travel.
start an education program to have ALL traffic use center and left lanes for travel right lane is for merging on and off only.
Turn signal from NB Barlow to SB Deerfoot is too short. Only allows about 5 cars or 1 semi to make the turn before going red.
A traffic time sign here to Beddington/Stoney taking either DFN or Stoney as sometimes cutting through Peigan to Stoney N is faster.
<b>Speed</b>
Both north and south, for people who cannot seem to maintain speed through this bend.
People always end up going 20km under on the bridge even in optimum conditions.
Increase the speed limit to 110. And slow traffic should not be permitted on Deerfoot. This should be monitored by police.
There's a bend in the road, some drivers slow down on a perfectly clear dry day - is there a need for better driver training?
<b>Trucks</b>
Try driving either way in a Semi and then tell me Alberta roads are good !!!!
Also, any vehicle over 1.5 T and more than two axles should not be allowed in the far-left lanes similar to Montreal for example.
Big Trucks drive on Right side with Slower Speed Limit. On Curves Speed Limits need be decreased & lane change NOT allowed to avoid accident.
<b>Volume of traffic - overall</b>
This avenue must connect E to W of the city, then relief the traffic on Glenmore Trail and Blackfoot Trail.
<b>Volume of traffic – peak hours</b>
Cars start slamming in brakes as right lane gets backed up during rush hour. cars switch lanes dangerously. slippery in winter.
Always congested during rush hour
X.

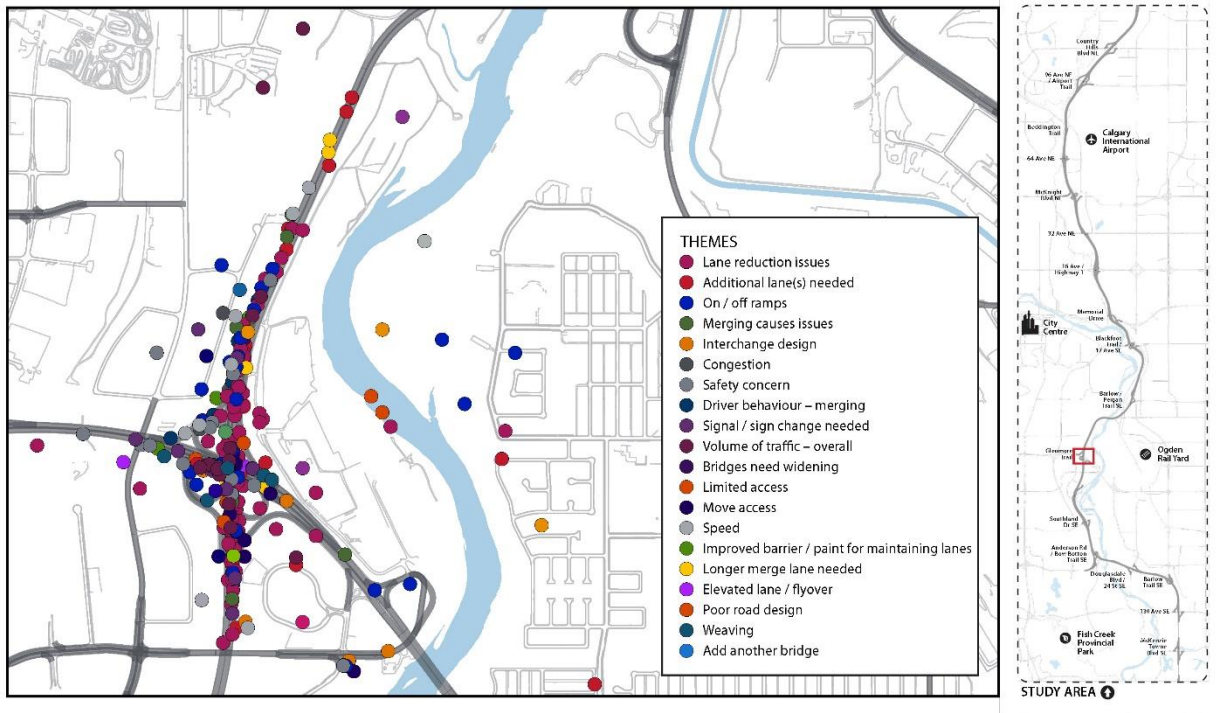
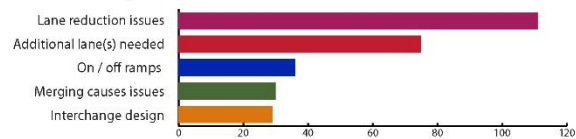


# Glenmore Trail S.E.

## Glenmore Trail S.E. Intersection Comments by Theme

A total of 328 comments were pinned around the Glenmore Trail S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at Glenmore Trail S.E.



### Add another bridge

Build a second bridge for Deerfoot over Glenmore as per the 2008 AB Transportation FPS of 2008.

Glenmore trail...add 2nd bridge ASAP so there are at least 3, preferably 4 lanes each way.

### Add traffic calming

Yes, ludicrous. traffic calming device would create space and slow down drivers.

### Additional lane(s) needed

The whole of Deerfoot Trail requires minimum 3 lanes of N&S straight through flow without including merge and exit lanes.

Make Deerfoot/ Glenmore 8 lanes not 4.

Need more than 2 lanes on Deerfoot northbound after Glenmore east turnoff.

At 1 million people, Toronto had 8 lanes each way. We have 2.

Not enough lanes for all this traffic. Go to Phoenix or Houston to see how to make a highway.

The right-hand lane is very slow with cars trying to exit onto Glenmore. Please add another lane or create a longer exit lane.
I think there needs to be more lanes over Glenmore.
Deerfoot should have had 3 lanes in either direction from one end to the other 10 years ago! A "free"way should not have a bottleneck.
Another lane to go to Glenmore - PLEASE!!!
It should have 3 lanes both ways.
Need more lanes northbound and southbound on Deerfoot. Also need better on and off ramps.
Interchange backs up. Needs 3 flow through lanes on Deerfoot and Glenmore in each direction. Vehicles entering/exiting need separate lanes.
Need at least 3 lanes going over Glenmore.
OMG!! Deerfoot and Glenmore interchange needs more lanes. It is a wonder more accidents don't happen here.
Deerfoot should always be a minimum of 3 lanes!
Add a 3rd lane (in both directions) on Deerfoot, over Glenmore. Exit lanes, etc. should be in addition to the 3 (NB and SB) through lanes.
Add an exit lane to keep three lanes flowing on Deerfoot.
Add a lane to both South & Northbound lanes at the Ivor Strong bridge. Don't bore us with talk of toll booths.
Plenty of room to widen. Deerfoot should be three lanes at all times with an HOV lane where required. Worst roadway in Canada.
Deerfoot should be 4 lanes of through traffic with 2 exit lanes. A lack of proper NB to WB exit is useless and causes additional congestion.
Deerfoot at Glenmore intersection needs to be three lanes both sides with exit ramps. Severe bottleneck.
Ideally 3 lanes each way but at the very least, create a wall so slow traffic joining from Glenmore can't cut over for 300+ metres.
This overpass needs to be 8 lanes wide.
Plan on 3 lanes with a shoulder in each direction. As Calgary grows, the shoulder can be turned into a 4th lane with no stopping on bridge.
North and South Deerfoot should be three lanes each. Should be a proper interchange from NB Deerfoot to WB Glenmore.
Additional Lanes (Should Always be 3 driving lanes and 1 Merge On/Off Lane.
Please, please add a third lane instead of choking down to two lanes.
Bottle necks at Glenmore need to be removed via additional lane.
Eliminate the bottleneck at the Glenmore Trail overpass on Deerfoot Trail. Need to have at least 3 lanes going over Glenmore.

Open one more lane.
More lanes!
Recommend expanding Deerfoot to utilize collector and express lanes to make congested areas safer.
Three complete lanes throughout Calgary is required.
Northbound over Glenmore use the shoulder from both sides to add a extra lane to keep three lanes for more flow.
Over Glenmore three lanes should continue.
<b>Bridges need widening</b>
Replace bridge to 6 lanes per side (3 for flow through N&S and remaining 2 for entrance & exit dual lane flow.
Bridge should have three lanes in both directions.
The problem here is narrowing Deerfoot over the bridge. it should be a MINIMUM of three lanes each way over the bridge.
Widen the bridges to provide extra through lanes and more merge space.
This bridge should NOT go down to 2 lanes. Causes major traffic build-up. All of Deerfoot should be at least 4 lanes per side.
Bridge over 11 St S.E widened to create a higher speed exit ramp off Deerfoot.
Southbound lane used as on/off ramps for Glenmore creating hazard with southbound traffic. Keep same number of lanes across bridge.
Widen the bridge both north and south so there is 3 lanes.
What kills the traffic flow is dropping Deerfoot from 3 lanes to 2. There should be 3 lanes minimum.
What kills the traffic flow is dropping Deerfoot from 3 lanes to 2. There should be 3 lanes minimum.
Northbound there should be 3 lanes across the bridge instead of 3 narrowing to 2.
<b>Changes to retaining wall needed</b>
Remove concrete barrier and large median and add separate Glenmore EB lane. Will help reduce WB access volume.
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
<b>Close access</b>
There are far too many exits and entrances need a better feeder system.
<b>Congestion</b>

Westbound Glenmore gets congested affecting Deerfoot Trail. Accidents in this area. warning should be put up if it gets congested.
SB Deerfoot exiting onto Glenmore - backed up in am to the bridge; middle lane is slow because of people trying to enter the slow right lane.
The exit to Glenmore from southbound Deerfoot congests traffic between Glenmore and 17th Avenue S.E.
Glenmore exit backs up badly even during off hours. Idiots duck out to the middle lane stopping traffic while they force back in.
This area tends to really slow down for some reason.
From Cafe Rope bridge to this turn it is very slow.
<b>Driver behaviour – distracted driving</b>
Hey look, a bird, starts texting while driving!
<b>Driver behaviour – merging</b>
Backed up Glenmore WB, so right lane at standstill and other lanes at high speed. Drivers slam brakes to join Glenmore off-ramp late.
People don't know how to merge here.
Drivers not using the new WB lane properly, trying to merge into middle lane WB Glenmore immediately.
Sharing the lane here is really awkward. People going to eb Glenmore will seriously drive beside other cars in the SINGLE lane to go faster.
Exit to Glenmore dangerous, constant crashes due to poor driving (cutting in), advise separating exits for east and westbound Glenmore.
People use this lane to get ahead of traffic on Deerfoot and then cut in at the last second.
Police should ticket people "budging" in line at popular exits causing the middle lane to slow to a crawl while they cut in line.
Far too many cars are switching from far left to far right lane, and are even crossing over far right merge lane.
People merging on to Glenmore are not realizing they have a lane when they get onto Glenmore and therefore the traffic is backing up.
<b>Elevated lane / flyover</b>
Flyovers would free up an extra lane on Deerfoot in both directions. Should be 4 lanes but 3 is better than 2.
Deerfoot and Glenmore should have a flyover for each direction change. Two lanes for Deerfoot north bound to Glenmore west.
AB Trans showed a plan years ago for flyover NB DF to WB Glenmore. Get with it people... DO IT!
Have separate flyover overpass from Blackfoot SB to SB DEERFOOT.
Can we please get a flyover to westbound Glenmore here instead of using heritage, go high.

<b>Environmental problems</b>
Can you even imagine how much green gases have been emitted while traffic is stopped.
NB Deerfoot access to Glenmore WB is under water in spring. No sign ahead of time to indicate there are two exits for EB Glenmore.
<b>HOV</b>
HOV lane is a stupid idea.
Recommend HOV (high occupancy vehicle)/carpool lanes.
<b>Improved barrier / paint for maintaining lanes</b>
Solid line 1km before Glenmore exit to reduce cars cutting into Exit Only lane last minute.
Barricade extended for a 1 km back on Deerfoot as you approach Glenmore Tr you enter this right lane you will not have anymore back ups.
Perhaps another concrete barrier needed to prevent slower Glenmore traffic from moving into fast lane too soon.
Terrible designs to Deerfoot, please separate these lanes, flyover to southbound.
<b>Interchange design</b>
Ridiculous that a big city like Calgary doesn't have a better interchange to get from northbound Deerfoot onto westbound Glenmore.
This yield is dangerous. Traffic eastbound on Glenmore has to navigate as well. Whole interchange needs to be fixed.
Please build a smoother left hand turn lane.
This whole intersection (Glenmore/Deerfoot) is an appalling design leading to congestion, dangerous merges, bad sightlines.
Glenmore/Deerfoot needs a new interchange. Should include a way to get from Deerfoot northbound to Glenmore westbound.
Ultimate interchange plan from 10 years ago needs to be built.
Whoever thought this intersection was a good idea needs to be fired.
Please destroy this intersection and save all of our Citizens from certain despair.
Upgrade the current Cloverleaf interchange of Deerfoot Trail and Glenmore Trail into a Four Level interchange.
Volumes are too high for a cloverleaf ramp here. Too much traffic for the yield to work.
Glenmore/Deerfoot should be a systems interchange. Left turn through commercial area impractical.
Need a clover leaf from Deerfoot N to westbound Glenmore. Very inefficient going through shopping centre.
Fix this whole intersection! ... and 3 lanes down to 2 - REALLY?
Need FULL systems interchange at Deerfoot trail and Glenmore Trail with major flyover ramps. Build ultimate plan as per 2007 study.

WHY WASN'T THIS INTERCHANGE DONE RIGHT IN 1980??????? WHY WHY WHY WHY WHY???
Redesign this for the future. And by future I don't mean 2 years from now. Design it for 10 years after construction is completed.
The Glenmore/Deerfoot interchange presently in place is barely functional and uses an exceptionally large footprint to achieve poor results.
Deerfoot SB to Glenmore westbound interchange needs to be improved, too much congestion, need more than one merge lane off of Deerfoot.
The Glenmore-Deerfoot interchange is outdated (built when Calgary was).
This traffic loop onto Deerfoot is a nightmare. A complete redesign on this area by the automall is required. It's deadly.
This intersection is dangerous, and should be a full cloverleaf and allow free-flow onto east bound Glenmore, from South bound Deerfoot.
Create a jug handle or something to merge on to Glenmore west bound from Deerfoot north.
<b>Intelligent transport system</b>
Use traffic merge lights like those in Los Angeles. Proper zippering is achieved.
<b>Lane reduction issues</b>
The 2 lane bottlenecks at this location must be fixed, especially since this is also Hwy#2.
It doesn't take a 2-year study to understand reducing a free flow from three lanes to two will cause major headaches.
Poor planning of through traffic from 3 lanes to 2 lanes creating a bottle neck effect.
Major highway dropping down to 2 lanes?!?
Going from three lanes to two lanes is extremely frustrating.
The "Glenmore squeeze" why does northbound traffic lose a lane here? it causes tons of backups.
Deerfoot at Glenmore both north and south. Congestion as it goes into two lanes from three.
Ridiculous to have Deerfoot ever go down to two lanes, no shite there's a bottleneck....
Deerfoot going from three lanes to two lanes.
Deerfoot drops from 3 lanes to 2 lanes for a short span - but it's enough.
Bottle neck all travellers into two lanes.
Bottleneck down to two lanes leading up to bridge over Glenmore, during supertime rush hour.
Obviously, the issue here is the reduction to 2 lanes, particularly northbound. Just as obviously there is only one fix.
Three lane major commuter route going down to 2 lanes is a travesty.
Reducing to two lanes at Glenmore always causes problems.



Cutting down to two lanes causes terrible congestion, coming of a slick bridge in the winter time to have to immediately brake is dangerous.
Traffic always slows here due to lane reduction. A min. of three lanes in both directions across the city may resolve a lot of the issues.
Deerfoot suddenly loses a lane here, causing panic and huge backups as people try to get in too late. Should be a dual-lane exit.
Reduction in lanes from 3 to 2 NB and SB Deerfoot causes bottlenecks.
Dropping to 2 lanes is ludicrous.
This interchange is awful and how is Deerfoot 2 lanes in both directions??
Bottleneck where Deerfoot drops to two lanes. backs up under heavy traffic load. need a third lane crossing Glenmore in both directions.
Deerfoot should absolutely not go down to 2 lanes anywhere on Deerfoot.
Both north and southbound due to reduction in lanes.
The trail is reduced to two lanes (Anderson and Glenmore) we have been dealing with this for over 34 years now! Pathetic!!
The trail is reduced to two lanes (Anderson and Glenmore) we have been dealing with this for over 34 years now!
Lack of through lanes and weaving with interchange loops contribute to congestion going SB on Deerfoot.
3 lanes to 2 lanes causes huge congestion during rush hour should be a minimum of 3 and even 4 lanes for the amount of traffic.
3 lanes becomes 2 lanes causes huge congestion during rush hour. Should be a minimum of 3 lanes up to 4.
Dropping from 3 lanes to 2 defies logic. Road needs to be at least three lanes, maybe more all the way through Calgary.
2 lanes is much too narrow - 4 lanes each way for the entire length of Deerfoot would be way better and eliminate confusion.
This goes down to 2 lanes where it should be 6! That and the Deerfoot - Glenmore interchange is terrible.
Lane congestion choke point.
Only two lanes going north. Deerfoot should have at least 3 lanes everywhere and stay consistent.
The bottle neck creates the greatest congestion during all rush hour times. Also a safety Hazzard for all motorists.
Deerfoot trail goes from 3 lanes to 2 lanes, creating a bottleneck which causes congestion.
Reduction to 2 lanes for NB and SB causes traffic jams. SB exit and merge is terrible.
This is a bottleneck. Most of Deerfoot is 3 or 4 lanes, but just 2 here. Add another bridge with enough lanes for future expansion.

Lane reductions to 2 lanes SB across bridge causes a bottleneck.
Lane reductions again cause a bottle neck and encourage poor lane discipline.
Reduction of lanes from 3 to 2, causes congestion.
Reduction of lanes.
Narrowing to two lanes is a problem! Keep Deerfoot with three through-lanes. Keep turn-off/turn-onto lanes separate.
How can you expect travel flow when it reduces to 2 through lanes. A massive flaw in planning and vision.
The squeeze to 2 lanes across the Glenmore Trail overpass as well as the Ivor Strong Bridge causes traffic backups in both directions.
3 lanes to 2 lanes to 3 lanes to 5 lanes to 2 lanes...
Anywhere you go from 3 lanes to 2 - nightmare! No accident to make Deerfoot stop to a crawl - sheer volume! I stay off!
Need to fix where you have 3 lanes merging into two lanes. Nothing but issues of people speeding past to cut in at the last moment.
- 3 or 4 lanes wide pinching or choking down to 2 lanes at Glenmore and again at Ivor strong. Absolutely horrible design flaws.
Stop dropping lanes. Fix this!
Everyone has to squeeze into 2 lanes to cross the bridge.
Road narrows from 3 lanes to 2 and is long overdue for widening. Deerfoot needs a consistent number of lanes along its length.
Two lanes? south of Glenmore at Anderson it happens again. WHY? I do not need to say more.
DF trail should not go down to 2 lanes at Glenmore interchange NB and SB.
DF NB should maintain 3 lanes over Glenmore.
Narrowing from 3 lanes to 2 lanes - then back to 3 lanes.
This is a ridiculous bottleneck.
Lanes suddenly end, constantly squeezing traffic from three lanes into two. Lanes need to be continuous.
The Glenmore squeeze is the biggest mess and most dangerous place on all of Deerfoot Trail - it MUST be widened.
Deerfoot to 3 Lanes, and 2 lane exit to Glenmore from Deerfoot. barricade between Deerfoot and Glenmore to avoid late mergers.
When you change 3 lanes into 2 lanes cars need to change lanes - they then need to slow down - this causes a ripple effect stopping traffic.
The "Glenmore squeeze" - dropping down to two lanes from three wreaks havoc!
Where Deerfoot changes to 2 lanes, causes significant back up and delay.

Why does Deerfoot narrow to 2 lanes at Glenmore? We can kick those car dealers out and widen the damn thing.
Cramping Deerfoot into two lanes, man more traffic than LA sometimes.
Narrowing to 2 lanes across the Glenmore Bridge was not a good design. This just adds to the congestion.
3 lanes to two. You should sue the person who designed that... Or at least fire that person.
This area is a notorious bottleneck for Deerfoot as it drops from 3 lanes per side to 2.
Southbound Deerfoot, at Glenmore, narrows to 2 lanes (the third right hand lane exits off to Glenmore). Another bottleneck in there.
Obviously because it shrinks from 3 lanes to two here.
Of course the reduction to two lanes at Glenmore Trail is the worst spot. How this ever got approved is pure lunacy.
One more bottleneck 3 lanes into 2.
Reduction to two lanes going over Glenmore is a major cause of congestion. Same in the area around Bow Bottom Trail.
Road goes from 3 lanes down to 2 lanes.
Bottleneck causes congestion and safety concerns.
There shouldn't be lane reduction...DF should be 4 lanes all the way.
Glenmore overpass where it goes to two lanes. Need three lanes.
Goes from 3 lanes to 2 on Deerfoot. having to slow down dramatically on Glenmore eb to let merging traffic in for the Blackfoot nb.
When traffic goes down to two lanes over Glenmore Trail, traffic is always horrendous.
Fix the Glenmore squeeze.
Going from 3 to 2 lanes on the busiest road in the city is terrible.
Have never understood why the road narrows to two lanes here, then balloons up to five near Mackenzie in the SE. Another choke point.
Reduction to 2 lanes across bridge is highly inefficient and bottlenecks the highway.
Both directions, one lane ends. should be 3 lanes through each way.
Continue 3 lanes through this area. Bottleneck is too dangerous here.
Deerfoot should be 3 or more lanes, going down to two lanes causes huge bottleneck.
Dropping from 3 lanes to 2 is so brutal. Please add a 3rd lane.
No idea why it's 2 lanes here...
Another case where several lanes go down to two. Need to hire new traffic engineers!!
Ummmmmm..... Could it be because it goes from three to two lanes at a time where it should probably be going from three to four lanes?
Lane reductions cause bottleneck northbound.

Deerfoot going to 2 lanes over Glenmore causes significant congestion.
Narrowing down to 2 lanes always creates a bottleneck!
Deerfoot should NOT ever be 2 lanes!
Drops down to 2 lanes when it shouldn't be less than 3 EVER. Back ups created and poor planning.
Deerfoot at Glenmore (NB & SB) shouldn't be reduced to 2 lanes. Creates daily congestion.
Lane ends causing bottleneck of traffic merging to go over bridge just to join up with third lane on other side of bridge.
3 lanes down to 2 on NB Deerfoot. Again. Awful.
Lane reduction going south causing tailbacks, plus people waiting to change lanes at last minute to get ahead - more driver education?
3 Rd line needed there, two lines start making huge traffic.
Narrowing to two lanes over Glenmore is a chokepoint.
Deerfoot being reduced to just 2 lanes here causes major backups! It should be 4 lanes each way, not 2. This is probably the busiest spot.
Another bottleneck, stupid, stupid design.
Deerfoot bottlenecks here since once again three lanes have to go down to two to cross the bridge.
Where Glenmore and Deerfoot goes from 3 lanes into 2 lanes to allow traffic from Glenmore onto Deerfoot. This backs up traffic on Deerfoot.
Eliminate bottleneck at Glenmore - both directions 3 lane. southbound can be achieved by using current Glenmore ramp as the third lane.
Bottleneck on Glenmore bridge. Going down from 3-4 lanes to 2. Merging coming in on Deerfoot and off of Deerfoot is also a huge problem.
Get rid of the hourglasses! 3 lanes to 2 lanes back to 3??? WTF? Glenmore & by the Bow Bottom / Anderson area.
<b>Limited access</b>
The lack of ability to go from northbound Deerfoot to westbound Glenmore.
Heritage/Glenmore should have their own interchanges off Deerfoot... it is ridiculous how we have to get onto Heritage or Glenmore Trail!!
Deerfoot Northbound to Glenmore Eastbound? Why would anyone ever want to do that? It's crazy talk!
This interchange (Glenmore and Deerfoot) is nuts. Should provide maximum flow, not access to the shopping centre!
Deerfoot and Glenmore - narrows/no westbound Glenmore from Deerfoot. Even this area of Glenmore needs to be 3 lanes wide in both directions.
No exit onto Blackfoot Trail off of the Deerfoot at 46th Ave SE.

The Deerfoot-N to Glenmore E-W is still not sustainable through a community zone road via Heritage Meadows Dr.
No proper exit onto Glenmore Tr westbound from Deerfoot North.
Need a northbound Deerfoot to westbound Glenmore ramp.
<b>Longer merge lane needed</b>
Longer exit lane. Most traffic here turning right. Sometimes gets backed up from 3-4 cars heading straight through blocking exit.
Glenmore to DF NB and DF SB to Glenmore EB merge lanes are far too short. Use same merge style as McKnight/DF SB merge.
Merge lane from northbound Deerfoot onto westbound Glenmore is too short.
The merge lane from WB Glenmore to NB Deerfoot needs to much longer. Not enough room to speed up to DF speeds.
Merge lane from Heritage Drive E. onto Deerfoot Tr S is too short and narrow. WIDEN THIS!
Need merge similar to Blackfoot & Glenmore...not enough time to speed up & merge into traffic results in backups all the way up the ramp.
Add a long exit lane (make it 2 lanes) with barrier and divide traffic from through and off ramp.
<b>Merging causes issues</b>
Westbound Glenmore traffic plugs up the entire right lane of Deerfoot South all the way back past the Calf Robe bridge.
Vehicles exiting SB Deerfoot onto Glenmore, and merging with vehicles who are trying to get onto NB Deerfoot is super dangerous.
This merge lane is a huge problem. There needs to be more lanes over Glenmore and merging after the off ramp should not be an option.
Due to those attempting to exit from Glenmore to Deerfoot north additional adds to the congestion here.
Those exiting onto Glenmore from Deerfoot must yield but due to oncoming traffic low opportunities to merge.
This zipper 'merge' backs up eastbound Glenmore and southbound Deerfoot because it is a yield.
Very backed up because traffic coming off Deerfoot gets a YIELD rather than a MERGE, though it becomes a merge anyway when it's congested.
Deerfoot South to Glenmore East ramp is a nightmare - yielding onto a merge lane then needing to merge back over is not safe.
Everything backs up here going northbound because of merging traffic from Glenmore.
Terrible intersection, an exit ramp merging with an on ramp, this intersection needs rework
Improved design for merging off Deerfoot onto Glenmore (Glenmore would also require improvement).

This merge lane design is ludicrous. Impossible to get from SB Deerfoot onto EB Glenmore. This whole interchange needs dynamite and rebuild.
This double merge is too small considering the amount of people trying to use it constantly.
Needs to be a feeder lane and merge. Possibly a timing light to allow a zipper merge.
This yield is one of the most dangerous parts of Deerfoot. Please change this to a merge or weave lane. Not enough time for trucks to speed up.
Coming off Deerfoot going South to go to Glenmore East is a nightmare.
<b>Move access</b>
Even though there is a flow through to turn onto Heritage, most cars stop to look left. A better exit lane is needed.
There should be a northbound Deerfoot to westbound Glenmore off ramp here.
Build an exit ramp to Glenmore WB here. Would make way more sense that the current set up.
Redo on/off ramps to free up all lanes on bridge deck for DF traffic, instead of building second bridge.
Having to go through the shopping centre just to get onto WB Glenmore from NB Deerfoot is extremely inefficient.
Deerfoot northbound exit to Glenmore west: Why does it meander through a commercial corridor and two traffic lights?
Exit from Northbound Deerfoot to get to West bound Glenmore should be more direct, without having to go through lights and be so confusing.
Access from northbound Deerfoot onto westbound Glenmore should be a regular exit ramp; not a convoluted one-lane road through lights/stores.
<b>On / off ramps</b>
Should be 2 lanes, but Glen. needs a dedicated entrance lane. Add extra lane over Glen. and a 4th lane for Glen. traffic to the bridge.
The majority of traffic is turning right. There should be an extended right hand turning lane and better flow for cars turning.
Issue is that Glenmore West is also backed up which doesn't allow cars from Deerfoot to merge onto Glenmore West.
This exit ramp should be widened to two lanes, one for WB Glenmore and one for EB Glenmore to reduce backups building up onto Deerfoot.
South bound Deerfoot approaching Glenmore always backs up due to the low speed required to negotiate the exit.
EB and WB Glenmore exits in the same lane = huge congestion. Middle lane drivers slow to cut in - dangerous. Go back to 2 separate exits!
Drivers exiting the Deerfoot to go east on Glenmore have to share a single lane with drivers trying to exit onto the Deerfoot going North.



Improve flow onto Glenmore to prevent backups on SB Deerfoot. Also need to stop traffic from cutting in to the merge lane.
Need another lane for the Glenmore exit starting right after the bridge. emergency responders increase the jam.
Two separate lanes one for east bound Glenmore and on for west bound Glenmore.
Make Glenmore exit two lanes so people going East aren't stuck due to the volume going West. Also, stop people from last minute merging.
Most poorly designed exit onto Glenmore W and Glenmore E from Deerfoot. Redesign of new, more efficient exit and added lanes.
Westbound Glenmore turnoff from southbound Deerfoot causes congestion on Deerfoot beginning often times well before Peigan Trail.
The exit to Glenmore is always backed up during rush hour. (Deerfoot south to Glenmore west)
Add dual turn lane.
Very inefficient exiting northbound Deerfoot onto Glenmore.
Need two exit lanes from SB Deerfoot to Glenmore. SB Deerfoot backs up due to a back log of exiters.
Clogging at exit / entrance of 24th street Douglas glen. For local community the pain is real entering and exiting the community.
Provide proper off ramp from NB Deerfoot to WB Glenmore.
additional lane dedicated to Glenmore trail exit. with barricades so people don't stop in the center lane of Deerfoot to merge right.
Off ramp onto Glenmore, often backed up very far.
Two lanes are needed here to split traffic going EB and WB Glenmore. This will allow drivers to head EB sooner helping clear up the lane.
This ramp onto Deerfoot is crazy during rush hour. The fork causes backup and people cut in and out and has caused a lot of accidents.
Need a dedicated exit lane from Deerfoot South to Glenmore East. The exit lane is wide enough at the end to allow for this.
Glenmore on and off ramps are too short and most drivers don't understand how to yield/merge.
<b>Outside study area</b>
Here.
Safer access to East Fairview Sanitary Lift Station from 12 St SE should be added.
<b>Police</b>
The many overpasses and signage structures are ideal locations for speed cameras - please install them and help control the crazy driving.
<b>Poor road design</b>

Deerwood and Glenmore.
This is one of the dumbest designs I've seen in all my years of driving across North America (20+).
Glenmore area is the worst.
WHY WHY WHY????? Fix this abortion. it's a testament to our cities planning department. gross incompetence is an understatement.
Poor design.
<b>Poor visibility</b>
Very poor visibility and very poor yield. Traffic should have a feeder lane and then merge.
<b>Safety concern</b>
The curved connecting road between Deerfoot and Glenmore requires a rapid drop in speed. Larger vehicles need to slow down dramatically.
Dangerous intersection. Amount of traffic trying to get onto Deerfoot and off of Deerfoot is too great to try and combine it onto one lane.
Eastbound Glenmore from Deerfoot (southbound) requires those coming onto Glenmore to almost enter blind due to almost 180 shoulder check.
Traffic grinds to a halt over the calf robe bridge (SB). Due to sun sets & the far right lane ending as it becomes Glenmore trail.
Traffic slows over Glenmore due to reduced sight distance.
Only a matter of time until there is a major collision here. I've witnessed a number of high speed near misses over the years.
Seen an accident here multiple ti/wk. Glenmore W is backed up to the bridge. Speeds drop from 100km to stop. Add another lane for a right turn.
More accidents here (rear enders) trying to get onto Deerfoot than anywhere else.
<b>Signal / sign changes needed</b>
Need a second sign further back on Glenmore showing drivers what lane goes where to get onto Deerfoot. Very dangerous area.
always accident/construction here. If signs for intersection posted sooner, people would be in proper lane & less accidents would happen.
Poorly utilized exit to EB Glenmore, likely due to the signage at the first Glenmore exit not noting this one.
Need to make this area more friendly with signage and another lane to decrease the number of fender benders from drivers.
This yield sign causes back up and does not allow enough space to speed up merging onto EB Glenmore.
Glenmore is backed up all the way to MacLeod Trail at 15:45 because of the narrow-sighted, ancient, yield signs at this interchange.

Exit 248 signage East Glenmore Tr. Westbound accessible as well. Greater awareness needed.
There should be a light existing off of Deerfoot north to Glenmore east not a stupid yield sign. No one from Glenmore will ever let you in.
This yield sign is exceedingly dangerous for an interchange of this size. This interchange is woefully under-designed for the usage it gets.
There should be no yields in this interchange.
Exiting Deerfoot Trail S onto Glenmore Trail E - merge lane onto Glenmore yields to merge lane onto Deerfoot.
Dumb yield sign. Have to wait to long to get through, should be alternating ROW.
Please re-design this yield. It's probably the most dangerous spot I drive on a regular basis due to the differential speed.
<b>Speed</b>
People drive so slowly on this exit to WB Glenmore and try to merge over to middle lane right away.
People drive slowly in right hand lane and encourage others to cut in front to exit onto Glenmore.
Southbound right hand lane gets so slow as people exit so slowly onto Glenmore westbound. (even when Glenmore westbound is free flow)
Ppl slow 2 get 2 Glenmore so right lane moves very slow. Ppl try 2 get past in middle lane & cut in just b4 causing that lane 2 slow down 2.
Slow speed of interchange pushes back-ups onto Deerfoot.
Backups happen when Motorists reduce speed. construction and accidents drivers are slower than speed limit.
Going SB Deerfoot to WB Glenmore you have a 100 km/h road going on to an 80 km/h road with a 40 km/h ramp in between. Ridiculous planning.
<b>Volume of traffic – overall</b>
Too many people trying to cross over from Deerfoot S onto exit to Southland and Shopping area and from Glenmore merging onto Deerfoot.
Volume of.
Glenmore - Deerfoot is a very busy interchange that is outdated with few lands to support the amount of traffic.
Worst intersection traffic trying to get on and off the Deerfoot. Especially southbound trying to go eastbound on Glenmore Tr.
Traffic is way too heavy on Glenmore going to nb Deerfoot. Cars at the yield to get onto eb Glenmore are stuck waiting forever.
The exit lane has a ton of backup. Often its backed up over the bridge so people speed past in the middle and cut in at the very end.
Traffic volumes too high for a single lane exit to Glenmore Trail.

The city's population has doubled, the number of lanes on Deerfoot has not. 3 Lanes minimum through the city.

### Want express lanes

Expressway between two points (example Glenmore and Beddington) with no ability to enter or exit lane between those two points.

### Weaving

Needs to change the traffic going to Deerfoot south from Glenmore exit merging with traffic from Deerfoot south. Terrible traffic build-up.

Area of conflict: cars entering Glenmore from Deerfoot northbound in the exact same location as Glenmore cars trying to exit to Deerfoot north.

Westbound traffic entering Glenmore conflict with those exiting Glenmore onto Deerfoot.

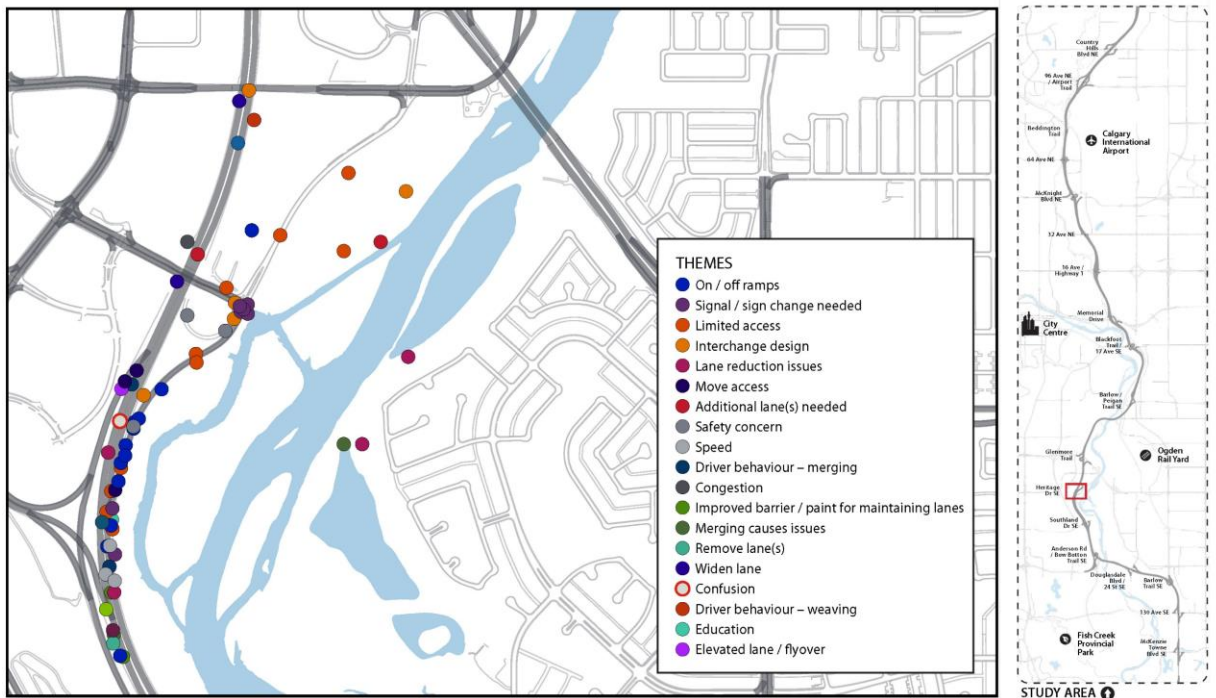
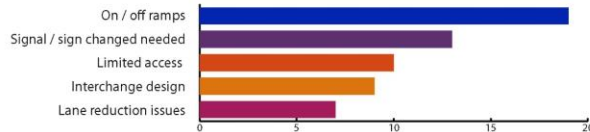
p.m. Blackfoot merge to packed Glenmore E then EVERYONE jockeying in/out of the lane as it's also the (only) lane for N and S Deerfoot OMG.

## Heritage Drive S.E.

### Heritage Drive S.E. Intersection Comments by Theme

A total of 70 comments were pinned around the Heritage Drive S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

#### Top 5 Themes at Heritage Drive S.E.



<b>Additional lane(s) needed</b>
Increase traffic flow to have 4 lanes per side anywhere in the city.
Make a lane dedicated to traffic heading to westbound glenmore - no lights at all
widen southbound heritage to iverstrong bridge to allow traffic to fork left southbound and right bow bottom and anderson
<b>Confusion</b>
Trying to get onto westbound Glenmore from northbound Deerfoot is something that STILL confuses me to this day.
<b>Congestion</b>
Congestion from 7 am to 6:30 pm
<b>Driver behaviour - merging</b>
Traffic backs up here even when traffic is light. many cars come to a halt on a fast moving lane to push in.
PM commute: backed up with folks merging on to deerfoot and deerfoot folks staying in right lane for bow bottom exit
<b>Driver behaviour - weaving</b>
The south land drivers trying to cut across to stay on Deerfoot and Deerfoot cutting across for Anderson.
<b>Education</b>
Greater awareness of utilizing Heritage Meadows to access Heritage DR/Glenmore TR.
<b>Elevated lane / flyover</b>
Off of Deerfoot here. Southland to Deerfoot S. could go OVER this traffic and clear congestion.
<b>Improved barrier / paint for maintaining lanes</b>
Long merge from 11 St-barricades between onramp/R-lane to stop early merging, encourage zipper, stop line jumping
There should be a solid line between the driving lanes and the merge lanes to stop queue jumping.
<b>Interchange design</b>
Absolutely insane major N-S & E-W routes DO NOT have a major interchange. 2 lights, right turn, slow down past golf centre, cross 2 lanes!
Heritage/Glenmore should have their own interchanges off Deerfoot... it is ridiculous how we have to get onto Heritage or Glenmore Trail!!
Glen more interchange needs development. From northbound DF I have to take a circuitous route to get to glenmore, why not
Exit from deerfoot north to glenmore west should be freeflow.

Deerfoot & Glenmore major route intersection but you have to go on a small backroad with lights to go westbound
Traffic Circle
Need a proper ramp NB Deerfoot to WB Glenmore!
This Is the most convoluted north-to-west interchange ramp I've ever seen.... anywhere! How did this happen?
<b>Lane reduction issues</b>
traffic backs up due to only one lane, reduced speed limit and traffic lights ahead.
SB from Glenmore to Anderson. Dropping to 2 lanes. Volume of traffic merging in from Ikea shopping area/11th street.
Having the North and Southbound lanes reduce by one lane at Glenmore is insane.
northbound Deerfoot, just after 24 ST, narrows to 2 lanes at Anderson/Bow Bottom exit, bottlenecks through there all the time.
Deerfoot south goes from 4 or so lanes to just 2 after the Anderson turn off. It gets backed up so much north.
why does Deerfoot go from 3 to 2 to 3 lanes all the time? inconsistency is dangerous and impedes traffic flow
<b>Limited access</b>
poor design as the only access to glenmore westbound
Why do you need to take a side road with two sets of lights to go from one major road (Deerfoot) to another (Glenmore)?
Poor design to access Glenmore WB from Deerfoot NB. Very hard to believe these major roadways do not directly communicate.
A total rethink of this connector to Glenmore needed. Need to get traffic off deerfoot and not back up. Increase width to collect traffic.
We need a ramp from northbound Deerfoot to westbound Glenmore
Better access to WB Glenmore from NB Deerfoot is needed.
Better direct access to glenmore trail. Should not have such a major connection go through commercial area
<b>Longer merge lane</b>
Deerfoot meadows to bow bottom exchange southbound is a poorly designed section: too short for amount of crossing cars
<b>Merging causes issues</b>
Implement Zipper Merge for traffic coming out of Deerfoot Meadows. Ticket Vehicles moving from right lane into merge lanes.
Deerfoot trail is my main route to work from S-N. the merge lanes and ramps need work. this route needs to remain as one of the main highways
<b>Move access</b>



Who was the rocket scientist that didn't see the opportunity to pull ALL the Anderson, Southland, Bow Bottom traffic (see *** #2)
An exit from Deerfoot to Glenmore westbound that DOESN'T go 3 blocks by surface streets with lights would really help.
I should be able to turn off from Deerfoot onto Heritage to access the shopping centre without peeling off the Glenmore ramp first.
<b>On / off ramps</b>
Deerfoot North to Heritage shopping center exit problems can be solved by expanding exit road to 2 lanes. Current road width allow to do it.
exit to Heritage Meadows congestion can be easily fixed by making 2 lines, which is doable even without road expansion.
This exit frequently backs up onto Deerfoot.
Westbound Glenmore - very poor design. Possibly look at dual turns to aid in traffic flow on Heritage turning right towards Glenmore West?
need 2 exit lanes here, backs up to a stop. others try to butt in, someone will be killed there in a rear end collision one day
Single lane exit to Glenmore and Deerfoot Meadows backs up on NB Deerfoot regularly. Dual lane exit is required for the volume of traffic.
1 - No direct access to WB Glenmore 2 - Double lane the exit off of Deerfoot, 1 lane mall access, 1 lane to WB Glenmore access
The exit to Glenmore, while traveling northbound on Deerfoot is terribly inefficient and causes significant hazard due to backing
2 lane exit needed
2 lanes exiting please
Only one exit lane. Gets very slow in the morning. Road is wide enough for two lanes. Would help a lot
Only one lane exiting deerfoot but becomes two lanes before the light. Should be two exit lanes to reduce backup onto deerfoot
Long & double merge lane doesn't work. Very frustrating. On ramp should merge to one lane BEFORE merge to Deerft. And shorter length.
Two very long merge lanes are big part of the problem here. Should be shorter and 1 lane only. (compounds w Southland/Anderson issues)
<b>Remove lanes</b>
shut down right hand lane south of off ramp (2:30pm - 6pm) ask traffic to merge left. give room for people to merge from on ramps
<b>Road conditions</b>
Potholes here!
<b>Safety concern</b>

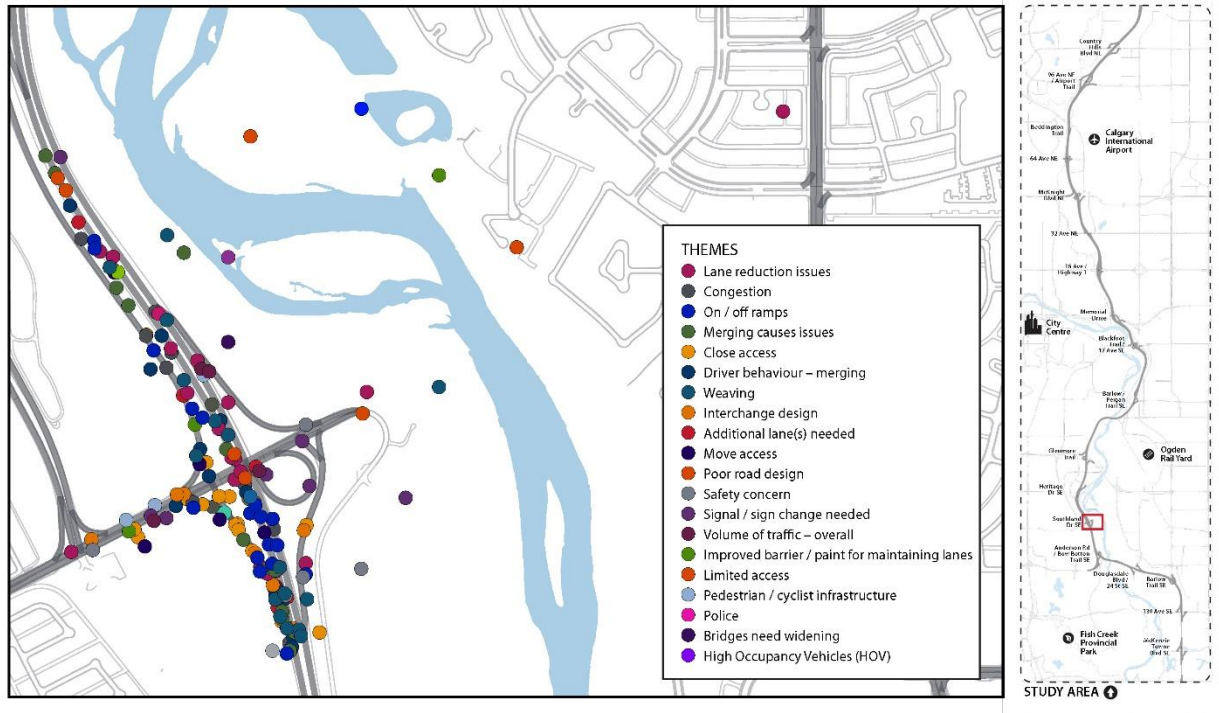
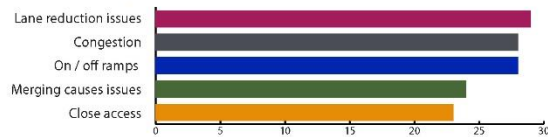
In my opinion the Glenmore interchange is the most dangerous one. Too many exits and entrances crossing in too small an area.
<b>Sign / signal change needed</b>
This exit sign says "Glenmore trail". It needs to say "Glenmore Tr. WEST" & Glenmore EAST is farther north. This will ease congestion!
Very poor signage and weaving northbound in this section
The lights cause backups onto Deerfoot N many times backing up under Southland bridge.
get rid of these lights!
Traffic exiting from Deerfoot should be allowed to bypass this traffic light (e.g., dedicated lane, traffic circle, overpass)
Allow traffic from deerfoot going to glenmore to bypass this set of lights.
Traffic light causes backup onto deerfoot
Lights again. Also, why make this a major connection to glenmore?
Exit to next major roadway goes through lights which immediately cause push back onto Deerfoot during rush hour
<b>Speed</b>
Everybody needs to slow down for the maze before glenmore. Create an off ramp for glenmore westbound...at glenmore
Remove the sign 50KM/H sign here as people slam on there breaks causing near fender benders 100 > 50KM not smart!
Exit to the illogical glenmore interchange is often backed up due to speed change and lights for shopping centre
<b>Widen lane</b>
Traffic merging from Heritage Meadows and Heritage Drive merges onto Deerfoot Tr. S and causes choke point because merge roads too narrow!
Choke point, Heritage merging with Deerfoot Meadows merging onto Deerfoot Tr. WIDEN MERGE LANE towards Anderson.

# Southland Drive S.E.

## Southland Drive S.E. Intersection Comments by Theme

A total of 167 comments were pinned around the Southland Drive S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at Southland Drive S.E.



### Additional lane(s) are needed

Adding one lane of asphalt on the west side of Deerfoot would help those just trying to get to Bow Bottom or Anderson.

Two separate lanes for traffic the merge to west bound Southland and traffic to pass to southbound Deerfoot.

Widening of Deerfoot required to allow for weaving movements NB and SB.

Need a lane from Southland south to Deerfoot that goes over the lanes going off at Anderson/Bow Bottom to allow better flow.

Create a "flow through" far-right lane that is locked down from before Southland to the Ivor Strong bridge during evening rush hour.

Seriously just take the whole highway, add lanes and go express and collectors like Hwy 401 in Ontario. and no toll roads, never.

Continued? Creating a dedicated "And/BB" only southbound lane much further north would reduce this issue significantly.

Build 2 more lanes from Southland to Anderson. Deerfoot gets congested everyday because the road goes from 4 to 2 lanes.

<b>Bridge needs widening</b>
Add more lanes on the Ivor strong bridge!!!! 2 lanes isn't enough!!
<b>Changes to retaining wall needed</b>
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
<b>Close access</b>
Close Southland entry on the Deerfoot for a trial period of at least two weeks. It will greatly improve the flow of traffic of Deerfoot.
Close the south land drive south bound entrance during peak hour.
Shut down access to Deerfoot south from Southland drive (2:30pm - 6pm) divert traffic to 11th St S.
A problem with congestion on Deerfoot south is caused by traffic exiting to DFS from SLD. shut down SLD (14:30 til 18:00).
Simply disconnect Southland from DF and it would singlehandedly eliminate the congestion on SB DF between Southland and Anderson.
Too many main roads feeding onto Deerfoot without enough feeder roads.
Completely close this exit (EB Southland to SB Deerfoot) it would stop the back up entirely. People will complain but they will get over it.
No access during rush hour.
Close this access during evening rush hours and make Deerfoot four lanes.
Consider lane controls to deal with lane reductions - closure of on ramp from Deerfoot Meadows 4-6pm?
By eliminating the on-ramp to SB DF, traffic here would be greatly reduced.
Close this ramp. This is the cause of SB slowdown on DF during the rushes.
Close this NB exit ramp to Southland Dr. The merging Anderson and Deerfoot traffic would speed up if there was no double-merging situation.
Close access from Southland to S. Deerfoot.
Close south land access to get rid of weave zone. Huge congestion and people can just take Anderson or Glenmore.
2 much backup starting @ Southland & going to Bow Bottom consider shutting down the connection to Southland or add another lane bw those rds.
Eliminate this access. It is the largest slowdown in the area.
Eliminate all access from Southland Dr. to southbound Tr. The weave lanes don't work efficiently enough to keep the Southland Dr onramp.
Removal of straight through traffic across Southland would reduce merge traffic into Deerfoot and reduce overall Deerfoot backups.
Southland merge on Deerfoot, close it during peak times!

<b>Congestion</b>
This backs up insanely every day, mostly due to 2 lane bottleneck on Ivor Strong bridge.
1km before Southland past the Douglasdale exit is always backed up in the later afternoon.
TOO MUCH TRAFFIC FROM BLACKFOOT TRAIL TRYING TO MERGE OVER ONTO DEERFOOT.
Southbound traffic is congested with multiple exits and merges while reducing overall traffic to 2 lanes.
Traffic southbound turns to gridlock here and continues until Ivor Strong Bridge every day.
This area is a major concern both for congestion and safety. Too many vehicles criss-crossing at this point.
Deerfoot backs up from the Anderson/Bow Bottom exit all the way back to the Glenmore Tr overpass every evening rush hour!
SB Deerfoot congested daily due to merging from Southland and confusion at the Anderson/Bow Bottom/Deerfoot turn off. Add lanes/Divide exits.
Traffic back up near Southland in afternoon (southbound).
Always backed up, people merging at inconsistent speeds.
Cont? This congestion creates huge traffic delays in rush hour -can stretch back to Glenmore -many accidents occur over the years-continued.
Daily afternoon congestion for many years. Only getting worse over time.
I don't pretend to know how to fix this the traffic congestion, but I do know this is where it starts (the congestion). Good luck!
The bottle neck both ways in this area.
Extreme aft. congestion, should be 2 lanes southbound from here extending all the way onto Anderson and add a lane n/s over the river!
Constant congestion in the evenings from Southland merging onto Deerfoot south.
Pinch points at Anderson and Southland.
<b>Driver behaviour - merging</b>
SB Deerfoot sucks here, with Southland drive merging on while others exit to both Anderson/Bow Bottom.
With all the people who cheat and use the on/off ramp at Southland as they can move normally for about 800m before they back up at the light.
Worst part of my commute thanks to the inability of drivers to merge at speed. EVERY day having a slowdown at Anderson is terrible.
SB Deerfoot shortcuts lineup using ramp thinking they'll be ahead rather than staying on SB Deerfoot- this ties up those going WB Southland.
Every time I drive here I'm thankful I'm not one of those people that has to merge from Southland to the Ivor Strong bridge.

WHY! WHY do so many driver stop right here and expect to merge onto Deerfoot. You have 800m before the lane ends, USE IT!!!
Too many idiots think there is a magical merge spot that start behind them.
Merge lane used as a skip ahead lane. people pull out from Deerfoot lane into merge lane to get ahead causes bigger congestion.
The merge lanes from Southland back everything up as people use it as a DF lane trying to get ahead.
Southbound Deerfoot traffic needs to be prevented from cutting into the Deerfoot Meadows merge lanes just to cut back in when they end.
Need to educate drivers how to zipper merge.
Ticket people trying to merge while going way slower than the rest of traffic. There's always someone here going 70km/h blocking the merge.
Southbound Ivor Strong regular bottleneck, cars trying to cross multiple lanes from Southland.
People use this lane as an extra Deerfoot lane. Annoying to those of us that are actually trying to get on to Southland.
<b>General</b>
Glenmore to Anderson.
Very hard to get from N-bound Deerfoot onto N-bound Blackfoot due to conflicting traffic from S-bound Deerfoot onto W-bound Southland.
Before Southland going south.
<b>HOV</b>
Too many individuals in cars - encourage car sharing with a car sharing lane.
<b>Improved barrier / paint for maintaining lanes</b>
Far Left bypass lane. Use flex lane separators like in the US to separate HOV and regular lane. install drft meadow to after the Bow.
People already treat this section like a two-lane road when congested. Maybe just paint a line down the middle and make it official?
Eastbound, add a solid line for a distance so aft traffic stops cutting over right after the lights, only a few cars get off Blackfoot.
People use far right lanes (merge lanes for mall traffic) just north of Southland Dr to jump ahead. Divide lanes with cement barriers.
<b>Interchange design</b>
Southland to Deerfoot / Anderson interchange does not work!
Just like Northbound Deerfoot, make an overpass (over Anderson) for Southland to get onto Deerfoot - the majority isn't accessing Anderson!
Dangerous merge to SB Deerfoot. Have to move over minimum 2 lanes which causes congestion. Advise bridge crossovers like Stony has.



Move the Southland off ramp to a clover leaf exit after going under the overpass. This will give drivers more room to merge to off ramp.
QUICK FIX: Covert Southland clover leaf exit to Deerfoot, to a left turn exit at lights. Makes room for 2 more lanes going under Southland.
Southbound traffic from Blackfoot to Southland to Deerfoot is a nightmare. Way too many accidents. Overpass? Cloverleaf?
Suggest a flyover to eliminate the light at the end of Blackfoot and merge issues onto SB Deerfoot.
Over pass vehicles going to Blackfoot northbound.
Make an underpass for vehicles going westbound.
Southland drive and Anderson / Bow Bottom interchanges cause the biggest delays. More lanes are needed in these areas.
<b>Intelligent transport system</b>
In a city like Portland there are red/green lights to stagger the cars merging onto the freeway and preventing major merging issues.
<b>Lane reduction issues</b>
4 lanes SB turn into 3 here, with the congestion ahead these 4 lanes should continue to Anderson, this would alleviate some congestion.
The right-hand lane ends here before Southland for no reason? Plenty of room to continue it on. Weave after Southland also a pain.
Deerfoot losing a lane southbound right under Southland causes backups.
Scary sudden halts here. Tires screeching on mine and others around me. Often due to loss of 3rd lane + myriad of cars exiting for Glenmore.
Reduction from 3 to 2 lanes over Ivor Strong Bridge Traffic merging from Glenmore/Southland trying to move left to continue past Anderson.
Dual left turn at end of Blackfoot to Southland. Then stop for single lane access to SB DF. Where do you think the dual left was going?
People get over into this far-right lane (a 4th lane) and then it ends at this point.
9 northbound lanes (3 Deerfoot, 1 Douglas Glen, 1 Douglasdale, 2 Bow Bottom, 2 Anderson), all squeezing under 3 lanes at Southland overpass.
Race down southbound Deerfoot from the shopping centre interchange results in the classic 5-3 lane pinch under the Southland overpass – MVC.
I see the most traffic here. Bottlenecking is the problem. 1 less lane, and people merging off of EB SL, it gets crazy in here at PM rush.
South at Southland at rush hour where 4 lanes become 2. Merging traffic and where Deerfoot drivers wanting onto Bow Bottom and Anderson.
This interchange along with the reduced lanes over Ivor Strong bridge cause tremendous delay during afternoon rush hour.

Every afternoon peak hour SB approaching Southland Drive. 5 lanes reduced to 3, then back to 5.
Deerfoot narrows by one lane here, then opens again south of Southland. Keeping that lane open would stop a major bottleneck!
Narrows under Southland. Calgary drivers get at the "end of the line" instead of merging from Southland into Deerfoot.
Super slow where lanes go down to two to cross the Bow River.
This lane should not disappear.
The main road below the south land flyover reduced to 3 lanes from 4. This is a huge restriction to a smooth traffic flow.
Rush hour on the way home from work. 4 lanes going down to two. That's just idiotic planning.
This is a disaster on phone. Hopefully this is near the Southland car mosh pit. The bit where it narrows to two lanes.
Reduction of lanes from 3-2 SB. South land interchange also has traffic needing to change upwards of 3 lanes when merging.
Bottle-necks where Southland enters and Anderson/Bow Bottom exits plus it goes down to 2 lanes at the same time.
<b>Limited access</b>
Extend Southland Drive east across River and Dog Park to access 18 Street.
WHY NOT EXTEND SOUTHLAND OVER THE BOW AS A BACK ENTRANCE TO EAST CALGARY?
<b>Merging causes issues</b>
I dislike this merge. Can we get another 4 lanes on the bridge so the bridge is future proofed?
Merging traffic from Blkft crossing 2 lanes is the main cause of this. A direct overpass extension from Blkft to Drft is required.
The merge from Southland to Deerfoot south along with the exit from Deerfoot south to Anderson/Bow Bottom is insane.
Traffic merging onto Deerfoot SB from EB Southland have to cross 3 lanes of traffic to be able to continue south.
Merging traffic from Southland Dr. going to Deerfoot Southbound causes major delays on Deerfoot.
South Deerfoot getting off to go east on Glenmore, to yield here causes major issues.
Always an issue from users coming off Southland onto Deerfoot heading south.
Backs up past here due to traffic merging onto Deerfoot south.
Two places Glenmore and south land intersections 2 lanes and merging is a mess.
Need to cross 2 lanes to get onto Deerfoot S, while other cars merging on to Bow.

Drivers coming onto Deerfoot off Southland need to cross two lanes of traffic in order to merge onto Deerfoot.
Traffic merging in, combined with lanes being reduced by 2 creates a major bottleneck.
Traffic merging onto Southland drive off Deerfoot is a nightmare when traffic is busy. I'll do pretty much anything to avoid it.
The merging into the right to take the Southland exit is very dangerous!
Crossover merging BIG issue here. Consider eliminating access from Southland->Deerfoot (force using Anderson, Glenmore or Heritage).
I want to sell my McKenzie home just because of the Deerfoot in mornings /evenings over the bridge merging with Southland. Nightmare.
<b>Move access</b>
Southland should have an exit off Deerfoot at the intersection not at the 245 exit!!
Remove this on ramp and have it join in back at Deerfoot meadows mall. This will allow only exits and reduce slowdowns.
Traffic for Anderson/Bow Bottom should be able to exit here and go under Southland.
Southbound traffic destined for Anderson/Bow Bottom needs to exit before the on-ramp from Southland to eliminate weaving.
Bkft interchange going over south land drive This would merge onto Deerfoot then into Anderson with another bridge crossing the Bow.
<b>On / off ramps</b>
Relieve back-up on Southland and Blackfoot and the turn from Southland onto Dft S. by making the exit from Southland a dual right turn.
Traffic always backed up Southbound. People entering from Southland clash with people exiting to Deerfoot.
Merge from Southland Drive on to Deerfoot Trail South causes daily rush hour backups as far north as Deerfoot Meadows Glenmore merge.
Widen this exit to incld exit Anderson/BB (tunnel under Southland). Reduce conflict 4 traffic exit onto Anderson/BB and merging onto Sland.
Anderson exit and on ramp should be combined with the Southland exit as this is terrible design.
Run as 2 lane exit wall separated, 1 exit onto Anderson/Bow Bottom and 1 exit onto Deerfoot south of Anderson.
Southland merging onto Deerfoot while traffic exits to Anderson. Southland to Dft into left lanes, Sland to Anderson on RHS.
Need 2 lanes on this off ramp.
The crossover lanes between Southland and Anderson/Bow Bottom are not long enough and do not work for the volume of traffic. Poor design.
The interchange and merge lanes between Southland and Anderson are poorly designed and too close together to allow proper flow of traffic.

The off/on merge at Southland and lane to exit on Glenmore is messed up.
Ivor strong bridge, Southland turn lane need to be by passed by north and southbound traffic on the Deerfoot.
Fix the awkward merge from Southland into Deerfoot south. There are too many cars needing to get across lanes in too short a distance.
Southland onramp too close to Bow Bottom/Anderson exit. Weave causes traffic to come to standstill at rush hour.
Entrance too close to major exit, create loop to increase weave, or create basket weave.
Too many exits and entrances too close together cause major congestion. Get rid of the entrance into Deerfoot from Southland.
After Southland is too short of a distance to get traffic merged onto DF and then across the 2 lanes for Anderson/b bttm to go DF south.
The distance between Southland dr. merge lane and where Bow Bottom trail begins is too short. Weaving traffic causes backups.
Anderson-Southland area, both NB and SB. Too close together with too little capacity; much of the in/out weaving takes place in core lanes.
Merge lane is too long. During rush hour people move into it and zoom up to the front. This is a major cause of congestion and road rage.
This merge lane is excessively long. Multiple merging cars and cars using the merge to bypass traffic cause more delays and backups.
<b>Pedestrian / cyclist infrastructure</b>
Too many individuals in cars - better bike lanes along entire length of Deerfoot or alternate bike routes outside of city centre.
Pedestrian access is a hazard. Needs to be set back with barrier.
The only E-W pedestrian access for miles in either direction. There is no buffer from traffic usually > 60km speed limit.
<b>Police</b>
Traffic should no be allowed to proceed straight thru the light at 11st and Southland Dr. people use it to bypass traffic.
Stop aft traffic turning right illegally at light when traffic backed up.
<b>Poor road design</b>
Horseshit!!!!
The area between Heritage drive and Bow Bottom Trail needs to be changed to fix the Southland drive Bottleneck of Deerfoot Trail.
This whole area is a more fragile than Donald Trump's fact checker!
Simplify the Mall/Southland/Anderson/Deerfoot going S.
Bad bad.
Poor merge design. Causes major congestion and potential accidents.

Anderson, Southland, Bow Bottom Tr. and Deerfoot Tr. Serious problem needs to be resolved.
<b>Signals / signs need changed</b>
Add signs explain how a zipper merge works & why merging at end of the lane allows for more traffic to get off Blackfoot.
Need to stop putting traffic lights at the top of exit ramps so the traffic doesn't back down onto Deerfoot.
Traffic backlog heading west in morning rush hour due to short westbound light at Southland and Blackfoot.
Traffic accessing westbound Glenmore waits at 2 sets of lights because there is no ramp from northbound Deerfoot to westbound Glenmore.
Lights. Why wasn't this built like south end of Barlow where it meets Deerfoot?
<b>Speed</b>
LACK OF PACE CARS! THINK ABOUT IT.
<b>Trucks</b>
Make law that all trucks, buses, trailered vehicles, cube vans, RV's, not allowed to use the fast lane. Do not use gravel during winter.
Far left lane no big trucks allowed in this lane so many times big trucks in all lanes just hold up traffic.
<b>Volume of traffic – overall</b>
Bottleneck due to number of lanes being reduced along with other routes converging with Deerfoot.
Incredibly high volumes from SB Blackfoot & EB Southland to SB Deerfoot. Innovative or costly solution needed to maintain this movement.
Too many individuals in cars - work with car sharing programs like Car2Go to increase the range so I could take Car2Go on Deerfoot.
Too many individuals in cars.
Anywhere in this area is slow. The traffic from Southland to merge south on Deerfoot and traffic to get to Anderson and traffic on DF.
Volume and drivers changing lanes makes southbound Deerfoot at Southland miserable during afternoon rush hour.
<b>Weaving</b>
Southland Drive east to Deerfoot Trail south requires crossing 2 lanes of traffic exiting to Anderson/Bow Bottom.
Having traffic cross over each other to go from Southland to Deerfoot and to Anderson from Deerfoot always cause huge bottlenecks.
Too many crossover lane merges.

Southland traffic going SB Deerfoot put into dangerous position during heavy traffic due to changing multiple lanes in short distance.

Sbound traffic exiting to And/BB poorly mixed with traffic staying Deerfoot S -causes congestion as vehicles shift lanes approaching And/BB.

Lots of traffic crossing over to get to Blackfoot when ppl are trying to get to Southland from Deerfoot south.

Cars merge from Anderson/Bow Bottom onto Deerfoot in the same 100m stretch that cars are trying to exit onto Southland from Deerfoot.

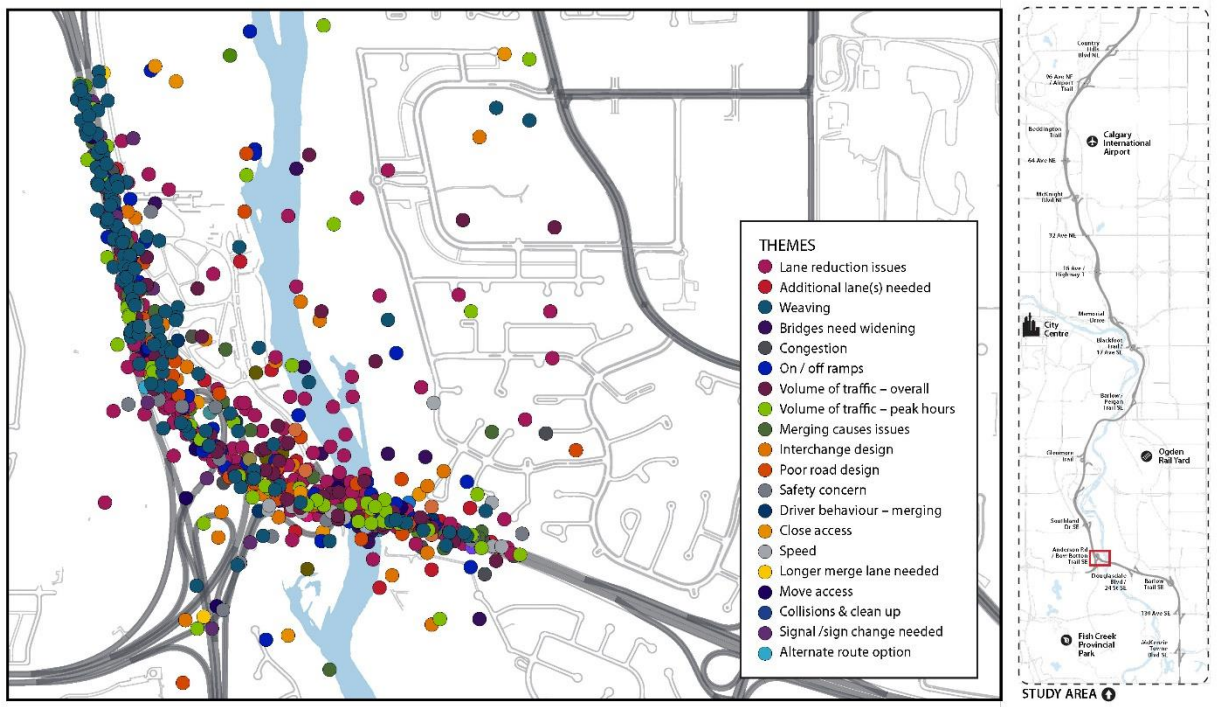
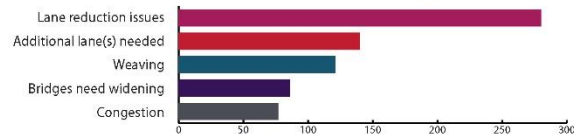
Turnoff from Southland to the Anderson/Bow Bottom/south Deerfoot.

## Anderson Road / Bow Bottom Trail S.E.

### Anderson Road / Bow Bottom Trail S.E. Intersection Comments by Theme

A total of 777 comments were pinned around the Anderson Road / Bow Bottom Trail S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

#### Top 5 Themes at Anderson Road / Bow Bottom Trail S.E.



### Add another bridge

This area where Deerfoot merges from the Ivory strong bridge Anderson, and Bow Bottom. We need more lanes or bridges like the Americans.

Add a bridge on NB lane dedicated to carry vehicles to exit onto Anderson.

Need new bridge and at least 3 thru lanes at all times. It bottlenecks because lanes don't continue and new traffic continually merging on.



Should have another bridge here. Any time you have a lane closed due to accident or construction it jams up the traffic.
<b>Additional lane(s) needed</b>
Widen road to 3 lanes.
Deerfoot needs to be widened. The section that is only two lanes south of Southland Dr. is causing a major bottleneck and severe congestion.
NB, add lane to accommodate AR ramp.
Not enough lanes, merging, exiting, what else can go wrong here....
Add at least one lane in each direction. Too much of a bottleneck.
The road needs to maintain three lanes through the duration. The bottleneck mixed with merging vehicles entering create nightmares both ways.
Needs more lanes in both north and south bound lanes. The congestion in this area is terrible due to the narrowing down to only two lanes.
Please add a lane near Anderson Road exit.
Need more than 3 lanes here. I stopped taking Deerfoot over a year ago taking other routes just to avoid it altogether.
Should be 3 continuous lanes of traffic thru the city and all the feeder roads should be signal controlled during rush hour/peak periods.
Need to figure out how to stay with three lanes past Anderson.
Extra lanes needed on Deerfoot N bound at Southland/Anderson.
2 lane portion has the space to be 3.
The Anderson overpass is a huge bottleneck and needs to be widened. This is a major priority.
Very simple, at least 3 clear lanes all the way through....
Add another lane in each direction.
Why does Southbound Anderson/Bow Bottom get three lanes to exist off Deerfoot and Deerfoot only has ONE dedicated lane?
Needs 4 lanes/direction. Add a lane for Bow Bottom/Anderson on/off ramp. Separated left through lane between Blackfoot and Southland.
Add more lanes.
Bottleneck created by having too many arteries in such a short section of the main thoroughfare with not enough lanes.
Need to maintain at least 4 lanes each direction on all of Deerfoot Trail.
Make Deerfoot three flow through lanes in each direction.
1) Increase the number of lanes to at least 3 each way over bridge 2) Create an elevated interchange/ramp solution.

Ivor Strong bridge going North. Reduce the feeder from Bow Bottom & Anderson to 1 lane, and give it to a 3rd feeder from the Ivor Strong.
A lane dedicated to coming off south land to Anderson would resolve some of the rush hour congestion.
Add an additional lane on Deerfoot (across the bridge) North and South bound.
The Deerfoot /Anderson/Blackfoot needs widening and extra ramps to eliminate crossing 2 or 3 lanes of traffic.
Key issue is the lack of through lanes that do not allow merging. It is the merging that stops the traffic.
Need at least one more lane for both directions. Northbound brutally backed up each morning, Southbound backed up every afternoon.
The intersection of Deerfoot/Southland/Anderson/Bow Bottom. Need more lanes where all these roads meet.
There needs to be 3 lanes here.
Additional lanes are needed here. As someone who commutes from the south, traffic here in the morning is ridiculous!
Anderson Rd Exit needs its own exit lane in addition to 3 through lanes to Deerfoot Trail.
Add lane EB Anderson to Deerfoot SB. Eliminate lane under NB Bow Bottom. See comment for 4lane overpass for NB Bow Bottom to NB Deerfoot.
Add two NB lanes here for Bow Bottom. realign the overpass just south. Eliminate the 2 NB lanes that flow east.
Needs another lane.
Continue NB Deerfoot as 3 lanes.
I would like to see additional lanes even HOV lanes.
The three lane to two lane squeeze going north is idiotic and dangerous - this needs to flow much better.
The inside lane should be for northbound traffic, not for merging onto Southland Dr.
Most congested area in South, should plan to widen the road.
This is a major backup problem. Should have extra lane here all the way to Bow Bottom.
We need another lane across the Bow River at the Ivor Strong bridge.
1. Additional Lanes (Min 3, with 1 more for Merging 2. Improve crossover traffic from Southland to Deerfoot over Anderson.
Desperately need three lanes not two at Anderson to bridge. Km's long congestion in rush hours.
At Bow Bottom interchange needs to be expands to 3 lanes not borrow down to 2 lanes like it does presently.
Need 3 through lanes, would make the merge from Douglas Dale and Douglas Glen (Quarry park etc) easier.

Deerfoot needs improvement (minimum 3 lanes + exit lanes) through the southeast portion around Douglasdale to Glenmore in both directions.
Need more lanes.
Need another lane going north and south.
Needs to be 5 lanes each way to make up for future growth and horrible congestion.
Open up an additional outside lane (ramp for business) on northbound Deerfoot over the Bow- free flow that onto Anderson.
It's always a bottle neck near Douglas dale to south land. We need more lanes both north bound and south bound!
4 lanes northbound and 4 lanes southbound! no more bottleneck bridges!
Not enough lanes to manage the volume. Deerfoot should literally be 4 lanes wide from north to south.
Absolute joke. You could add four more lanes and it still wouldn't be enough.
Not enough lanes. Short exit to Southland Drive. Slow drivers in the left lane. Need to designate the left lane for passing only!!
More lanes required - S/B min 3 lanes in the city. Heading northbound 130 Ave SE to Southland is the worst for congestion IMO.
Add a lane each way!
The lane that ends here should be extended all the way to Southland to keep many away from the inner lanes.
Add extra lane.
Deerfoot trail alone should be four lanes wide both directions.
Three straight through NB lanes are needed in addition to the Anderson/Bow Bottom turn off lane.
Expand lanes by Anderson Rd. the bottlenecks here are only going to get worse.
Merge needs its own lane.
Needs to have 5 lanes. 1 lane from Douglasdale, 1 lane to Anderson that expands to 2. 3 lanes for north.
Not enough lanes.
<b>Alternate route option</b>
Southland Drive down ramp; south bound Deerfoot Trail- two lanes across river. Side by side merging traffic – eliminate.
Flow backups to increase through Anderson as will be preferred route over Glenmore as E-W commuting corridor (to the Stoney West Ext).
Live in Quarry Park and trying to get to Anderson. Something to get me off the main lanes would help everyone (basket weave or frontage road?).
How about an under/ over pass, that allows you to cross the river Douglas Dale to Anderson/Bow Bottom without merging on Deerfoot?

<b>Bridges need widening</b>
The bridge over the Bow needs a 3rd lane. The Southland exit is too close.
Bridge is only 2 lanes, everybody moves right to get to sthInd first then Glenmore plus traffic trying to mrg from that side off andrs/bow.
Need a 3rd lane on the Ivor Strong bridge in South Calgary!! Both South and North Deerfoot in that area are always backed up.
Ivor Strong bridge needs widening, or add exit to Southland here before merge from Anderson/Bow Bottom.
Extra lanes (N and S) are needed on bridge.
Widen the bridges! Widen the Bridges!!! WIDEN THE BRIDGES!!!!!!!
Convert one lane from and/BB exit to reg. NB DF tr. Add one lane on bridge birth sides.
There's no need to do a study to see that the choke point over the river needs to be addressed with more lanes.
Simple solution. Widen the Ivor strong bridge.
Bridge at Douglasdale needs to be widened to accommodate more traffic.
Need another lane over Ivor Strong bridge! Could narrow shoulders and make merge from Douglasdale Northbound a free flow to Anderson!
Bottle neck... Bridge needs to be expanded with minimum 3 lanes.
Deerfoot overpass over fish creek needs to be widened.
North and Southbound - Not enough lanes over the bridge. Northbound, Anderson to Southland, drivers slow to merge, but lots of room.
Need at least one more lane Northbound over bridge. Too much constriction of a very heavily traveled road.
Ivor strong bridge going north.
We all know Ivor Strong bridge to Southland is the worst squeeze point on Deerfoot. Stop studying studies and do something about it!
Missed opportunity to widen this bridge during rehab. Needs additional lanes both directions to function.
Bridge needs to be widened. A fly-under or over could be used to connect to Anderson, reducing northbound congestion.
The bridge is too narrow and bottle necks at every time of the day. Rush hour is even worse.
Lafarge Bow Bridge -bridge needed to be at least 3 lanes wide- years ago. -significant SE population growth (Mahogany).
The Ivor Strong bridge needs to be expanded to 3 lanes each way. traffic jam can be 5km to sometimes 7 km on North bound in the am.
Widen or twin Ivor Strong! This should have been combined into current fixes.
Ivor Strong Bridge is a MAJOR bottleneck (Douglasdale to Southland). Accidents & congestion continue to cause significant delays. Help?!

Need additional lanes added to Ivor Strong Bridge. Current bottleneck causes congestion.
This area needs to be redesigned and widened (specifically the bridge) 4 lanes to 2 creates a whole lot of bottleneck for all the SE.
There's a road running beside Ivor Strg bridge at And'sn rd - Lafarge used it, why cant it be used to expand that bridge, make 2 exit lanes.
The Ivor Strong bridge is too narrow. Deerfoot in both directions is 3 lanes this causes a bottleneck as the bridge is only 2.
Needs to have the bridge widened and lanes added after the bridge.
Ivor strong bridge needs more lanes!
Southbound approaching Southland Dr. Traffic backs up from Ivor String Bridge in the afternoons. Need three lanes across the river.
There needs to be another lane each way across the Bow. I does not make sense to drop to 2 lanes.
1. Ivor Strong needs to be 4 lanes each way now, probably wider in the future.
The bridge is not wide enough.
Expand Ivor Strong by a minimum one lane each direction.
This bridge is a bottleneck. Either add lanes in either direction or build a new bridge to connect with Anderson Road.
Is the Ivor Strong bridge going to be widened? Going from 4 lanes at Stoney trail down to 2 lanes is ridiculous.
Expand Ivor-strong bridge, Deerfoot three lanes on both sides. This is a severe bottleneck and thousands of people suffer daily delays.
Add another lane in each direction on this bridge.
This bridge needs to be 8 lanes.
Widen the bridge so at least 3 lanes continue through. A flyover for Southland intersection so off ramp isn't interacting with the onramp.
Ivor Strong bridge is a HUGE part of congestion in the south. The Bridge needs to be widened.
Ivor strong bridge needs to be 3 lanes in both directions to keep up with population growth.
Need three lanes for both NB and SB Deerfoot over Bow River.
All the bridges on Deerfoot need to be widened.
Expand bridge and roadway around Anderson Rd. area to allow minimum 3 full lanes each direction of free flow traffic on Deerfoot Trail.
The reduction in lanes at the Ivor strong bridge is a bottleneck every morning. The bridge needs more lanes.
Huge bottle-neck due to reduction of lanes on Mclvor bridge. The number of lanes need to be more consistent throughout the city.

Need to keep three lanes going NB and SB Deerfoot over bridge - why would a major roadway ever narrow to two lanes??
Two lanes on a bridge that sees more traffic then it was designed for is a problem at all times of the day.
Ivor Strong Bridge needs to be 3 lanes north and southbound.
The northbound bridge should be wider by one more lane.
Need more then 2 lanes to go over bridge on Deerfoot northbound. Back up happens from people merging back on from Deerfoot from Anderson.
2 lanes over a small bridge in a congested area. There is an increase in traffic from the growing south end of Calgary.
Ivor Strong Bridge should be widened to handle the high volume of traffic coming into the core from the deep SE.
Ivor strong bridge
2 lane bridge = slow. merging between south land/Anderson/Deerfoot in all directions much too small of distance to do so safely.
Ivor Strong needs at least one more lane in either direction, with better exit ramps from NB Deerfoot to WB Anderson and Southland.
<b>Collector distributor roads</b>
Where space allows use service roads (like Hwy 40 in Mtl) to eliminate congestion at on/off ramps.
Big interchanges such as Deerfoot and Anderson need feeder exit lanes so people aren't trying to change from the far left to right lanes.
<b>Close access</b>
Why Lafarge can't get another route out of their pit (at their own cost) is beyond me their traffic vs the 1000's a day.
Either buy or expropriate the Lafarge site. Build a separate bridge for Anderson/Bow Bottom to SB Deerfoot over the Bow.
Gravel pit should not have their own lane on the bridge, this should be part of Deerfoot Trail solution.
Need to open the Lafarge lane to cross the bridge northbound.
Remove Lafarge onramp, repurpose the lane for NB Deerfoot or for WB. Anderson.
Please open up Lafarge ramp. People getting off on Anderson/Bow Bottom could use the extra lane since it hardly used. North Bound.
CLOSE SOUTLAND INTERCHANGE Its too close to Anderson Exit.
Utilize the old Lafarge access road as additional capacity for getting traffic onto Anderson.
Now that Lafarge is no longer moving concrete on this access, can this be incorporated into public use?



Close the northbound Southland Drive interchange to improve merging of Deerfoot and Anderson.
Eliminate Southland exit from NB Deerfoot. Move Bow Bottom Trail merge after Southland overpass. Only one merge lane from Bow Bottom.
Eliminate Southland exit. Move golf course, run Blackfoot to Anderson. use Glenmore or Anderson to Deerfoot to eliminate the bottleneck.
Traffic coming from too many areas. Douglasdale, Douglas Glen and off Bow.
<b>Collisions &amp; clean up</b>
Deerfoot Trail North - Anderson/Bow Bottom turn off. Accidents/construction - more lanes?
ONE accident/stall on this bridge and we're stuck in traffic for an hour... backed up to Mackenzie Lake.
Frequent location of accidents. Dangerous design.
I've seen so many accidents here... three lanes of Anderson merging into two lanes of Deerfoot and Deerfoot trying to get onto Southland!!!!
<b>Congestion</b>
This area becomes very clustered for no reason, I believe it to be the signs. They need to be further up the road to better prepare drivers
Bottleneck at Bow Bottom to Glenmore. Both directions.
A complete stop at any point south of Glenmore trail until over the Ivor Strong bridge is just not acceptable & yet happens regularly.
The Anderson/Southland interchanges are very congested, especially when exiting from northbound Deerfoot onto Anderson road/Bow Bottom.
Very congested.
Fix Congestion at Anderson and Deerfoot interchange both directions.
Traffic is very slow before the bridge and backs it up for like 30 minutes.
Congestion through here is so bad. The road changes from 3 to two lanes in both directions right around Anderson causing bottlenecks.
This area from the bridge up to Southland Drive is a huge bottleneck.
Need to manage the congestion. This is one of the worse congestion on Deerfoot. Let's expand the lanes for better flow through.
Anytime traffic comes to a dead stop on a high speed highway, everyone is sitting ducks.
This congestion causes such huge issues it is absolutely ridiculous. Deerfoot needs to be wider to accommodate the people of this city.
Heavy congestion here every day!
Horrible congestion at Ivor Strong bridge. Way too much traffic for existing lanes. And south is still growing!
Same as everyone says? Huge bottle neck and city continues to develop in the SE quadrant.

Congestion over the Ivor strong bridge routinely backs traffic up to barlow every morning.
Always congested merging in from Anderson Rd. to NB Deerfoot. With NB Deerfoot and Anderson Traffic trying to merge and cross each other.
Traffic flow from Deerfoot nb to Anderson is brutal with long waits and incidents from people trying to cut in.
congestion between Southland and Anderson backs up southbound traffic. Inefficient merge flow b/w DF to Anderson and Southland to Deerfoot.
High congestion @ peak times: Anderson to N Deerfoot merge + from N Deerfoot to Southland. Dangerous & time consuming.
Congestion. Shared on and off lane/ramps don't work.
Lots of congestion merging onto Deerfoot trail north from 24th St. SE.
Backups here.
I watch traffic come to a COMPLETE standstill, between here & Deerfoot Meadows, then the Calf Robe Bridge, & then 32nd St, every. day.
<b>Driver behaviour – merging</b>
Two many things going at the same time, people insist on getting over to early to get to Glenmore doesn't allow for merging.
The congestion from Bow B. to DF probably wouldn't be so bad if everyone didn't use the right lane(s) to cut everyone who was waiting off.
No one knows how to merge before Anderson exit & everyone slows down to 90 because the bridge is narrow.
people cannot figure out how to merge.
Drivers merging from Anderson / Bow Bottom going to anywhere north of Glenmore don't need to merge over as soon as they get onto Deerfoot.
As many Calgarians struggle with how merging works, add a sign to explain what merging is.
There is always an accident here because people don't know how to merge.
Zipper lanes are also dangerous as no one seems to know how to properly merge in/out.
Aggressive drivers use merge lane to get ahead in line and cut others off, leads to slamming on breaks, rear end collisions and traffic jams.
People merging from Anderson merge too slow, cutting of traffic on Deerfoot. Suggest "Merge at Speed" signs.
1) Traveling north on Deerfoot in the mornings, people from Anderson feel they need to move left to the centre lane.
Driver behaviors are the problem. If you truly want to know what the problems are, allow for more than 140 characters for comments. Poor!
Southland to Anderson/Bow Bottom intersection on Deerfoot. Big problem is people merging and cutting in.

Slow moving Anderson merging traffic has tendencies to lane change into high speed traffic. 70k into 100k+ traffic. very dangerous.
This area is bad for jerk drivers merging late to skip lineups.
<b>Driver behaviour – too slow in left lane</b>
In Europe, even the middle lanes move right if the car behind is moving faster.
I was in the left lane behind a Large cattle truck that had a large space in front because.
Slow moving traffic from Anderson heading NB Deerfoot should not be changing lanes into fastmoving Deerfoot traffic.
Put in concrete barrier to prevent east bound slow merging traffic from changing lane into fast moving traffic until they come up to speed.
<b>Driver behaviour - weaving</b>
Drivers merging from Anderson / Bow Bottom and wanting exit on to Glenmore West should remain in second lane from the right curb.
Drivers merging from Anderson / Bow Bottom on to Southland should remain in far right lane.
It's not the tight turn, it's the idiots that cut in the lane at the last chance from the middle to the right lane to make this exit.
<b>Education</b>
Educate people to merge where the right lane ends (rather than having 5-10 earlier merge points). Add signage.
<b>General</b>
Deerfoot and Douglasdale.
Pam.
I doubt I could say anything different than the hundreds of other commenters.
Northbound at Ivor strong bridge to Southland ex.
Found Douglasdale put in another pin.
Southland.
F.
Douglasdale and Glenmore are the worst.
Na.
Before Anderson to Southland.
The stakeholders deserve an honest response as to why nothing happened between 2009 (Calgary Transport Plan) and now.
Your timeline for improvements provide clarity as to the lack of priority on this project. Shame!!!
My comments go together as a system of changes and are not standalone band-aids. Maybe someone can tie them together.

Both northbound and southbound.
South bound and north bound.
<b>Green space / climate change</b>
While vehicles are stopped awaiting to get through multiple bottlenecks the province and city have zero credibility talking climate change.
<b>Improve barrier</b>
Physically separated lane for traffic from BB/Anderson onto Southland to eliminate two-lane weaving.
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
Add a rail to separate the exit lane from thru traffic after the I.S. Bridge. Force ppl to get in the queue at the back.
Southland to SB Deerfoot needs to NOT be allowed to merge over 4 left lanes. 2 right lanes should free flow to transition to And/BB smoothly.
<b>Interchange design</b>
SB due to SL, DF, & BB interchange. Redesign SB Ramp for 2 Ins 1) fly over DF merge after ISB. 2) barrier prevent cars cutting across DF.
The Anderson and Bow Bottom interchanges are horrible. This could be greatly improved with some careful thought.
Needs An overpass for Deerfoot north drivers to get over to Southland to easy congestion. Same with southbound.
ALL interchanges are awful. Back-to-back on/off ramps, a nightmare of cars trying to cross paths, & bad drivers can't merge beyond 80km/h.
Suggest a Basket weave exit for Southland over Anderson roads both NB and SB as this will reduce congestion on and off the Deerfoot.
Use over/under method used for on-ramp from Seton onto NB Deerfoot where less space available.
There needs to be a flyover and safer merge and exit lanes as well as a minimum of three lanes of high speed traffic each way.
Fix the Anderson NB and SB as first priority - this should be a simple fix.
This entire Anderson / Bow Bottom interchange needs to be revisited, such terrible design to have a major thorough fare function like this.
Since Lafarge is leaving, make an overpass (over Anderson) for Deerfoot to get onto Southland!!
And'sn interchange cause of traffic jam both directions. Lane reduction at bridge narrows to only 2 lanes and shld be expanded.
I'm a local and still can't wrap my head around what's happening at this interchange.
Anderson and Deerfoot needs a different feeder set up.

The interchange at Southland drive needs updating.
The Anderson/Deerfoot/Southland interchange causes daily backups.
This portion of Deerfoot should be upgraded into a Basket Weave Interchange to accommodate traffic from Anderson Trail and Bow Bottom Trail.
NB Deerfoot over/under Anderson/BB to WB Southland. Removes switch lanes over short distance.
This is one of the worst intersections in the city. Something needs to be fixed with this interchange. Especially southbound.
Purchase this land to expand interchange.
Overpass system at Southland/Anderson/Bow Bottom 24th street interchange FREE FLOW System traffic bottlenecks in both directions.
The Anderson interchange needs to be fixed. DF goes down to only 2 lanes N bound which causes big delays.
"The Basket Weave" - criss-crossing merging traffic is very tricky during busy times, especially when tempers are high.
Should have fly over from Deerfoot trail north to Anderson west.
Design does not allow for fluid flow of traffic merging from Anderson.
Split NB lanes, 1 east lane to Southland and 2 left into one for NB Deerfoot. Add 1 flyover/under lane for Anderson/Bow Bottom to Southland.
Elevate one northbound lane to eliminate weaving to exit at Southland. Morning backups here cause congestion all the way to Barlow Trail.
Better interchange for Anderson and Southland exit would alleviate a lot of the issues over Ivor strong bridge.
Stop asking for public input and do not take 2 years to share recommendations, pay engineers and implement now.
Need a proper interchange for NB Deerfoot to Anderson/Bow Bottom and to Southland Dr.
Between the Ivor strong bridge and south land trail there needs to be better system for entering and exiting the Deerfoot.
North Deerfoot to Southland and plus Southland to south Deerfoot/ Bow-bottom; both requires fly-overs. during rush hours.
This was all done before the? Diamond? obsession. Nice. Except Deerfoot needs to be widened to 3 lanes each direction.
Northbound ramp over Deerfoot to Anderson west so traffic can flow and not bottle neck via slow turn going under df.
Hairpin needs to be replaced with a flyover from east of the Strong bridge to WB Anderson. It causes all congestion NB over the bridge.
Add an overpass and bridge for Quarry park to Anderson.
Turn off from Deerfoot to Anderson should be an elevated road going over the Deerfoot to connect to Anderson + Bow Bot. 140 limit foolish.

Do something with this interchange it sucks.
The entire interchange was poorly conceived and needs to be re-imagined.
Very worrying interchange for not only me, but my kids to navigate get to High School from Deerfoot South to Southland.
A fly-over for North bound Deerfoot traffic to Southland drive would eliminate the need to merge right two lanes.
DouglasGlen Lane go over Bow and Anderson on ramp & use lane to exit onto Southland crossover DouglasGlen, Anderson & Southland & NB Traffic.
<b>Lane reduction issues</b>
Development south of Ivor Strong must be capped until 2 lane bottlenecks are gone. how can you responsibly plan to add 1000s more?
3 lanes plus merging traffic from 24th shrinks down to 2 - then added volume from Bow Bottom.
If there are 3 lanes on the bridge then why END one and FORCE CONGESTION?
It doesn't take a 2-year study to understand reducing a free flow two lanes will cause major headaches.
4-lane to 3 lanes with a merge to two lanes back to a merge nightmare at Anderson.
Where Deerfoot goes down to two lanes should be widened. Need better transition to Southland Drive.
Anderson merge is problematic with 2 lanes trying to get on/off, and Ivor strong is choked to 2 lanes, should be three the whole way through.
Down to two lanes. Complete bottleneck.
High congestion btw Douglasdale & Southland. Deerfoot narrows to 2 lanes & is a constant bottle neck. Should be 3 lanes all the way through.
Traffic coming from Southland trying to merge over for Deerfoot combined with the two lane squeeze always makes for terrible backups.
Deerfoot goes down to two lanes which causes congestion especially getting home heading south at the end of the day.
Northbound- too few lanes with people slowing down to merge on/ off Deerfoot to Blackfoot/Glenmore. Need additional "through lane.
No way a freeway should be 2 lanes. There is lots of room to make it 3.
Goes from 3 lanes to 2 in both direction on the Ivor Strong bridge. This is no longer acceptable given the size of the city.
Everyone is saying what I'm saying regarding this area.
When 3 lanes turn into 2.
Dropping down to two lanes is totally ridiculous! There should be four lanes in both directions at least all the way through the city.



Why does it go down to two lanes? There is enough space to do three even four lanes each way.
Why do 3 lanes exit and only 2 remain on Deerfoot? Doesn't make sense to me.
When Deerfoot goes down to two lanes and three lanes split off to Bow Bottom. Bad planning.
Deerfoot goes down to 2 lanes and there are too many lanes exiting/ending in too short a space. It's a death trap.
Not enough lanes (2) for southbound traffic on the bridge for the amount of traffic that comes through.
Backup of traffic trying to get to Glenmore Trail because of one lane. Needs to expand to two lanes, no traffic lights.
5 lanes merging into 2. Only two lanes over bridge bottlenecks it. Crossover of traffic from Anderson to Deerfoot, Deerfoot to Southland.
Southbound and Northbound - the loss of two lanes to off ramps is a bottleneck.
This part of Deerfoot both North and Southbound is brutal. Going from 4 lanes, down to 2, then back to 4.
Reduction to 2 lanes on Northbound traffic.
Southbound lane turning from 4 lanes into 2 lanes. need to widen the Ivor strong bridge.
So many communities south of the Ivor Strong bridge (more being developed) going from 3 to 2 lanes with traffic merging in from Quarry Park.
Three lanes becoming two, plus erratic lane changes with Southland entrance/exit.
Traffic entering from Anderson; exiting to Southland and Deerfoot only carrying 2 lanes all create a jam.
Reducing lanes to make room for an interchange does not work!
Going from 3 lanes to two in a disorderly fashion, terrible congestion.
Once again Deerfoot drops down lanes, and over bridges...s.m.r.t.
The road narrows from 4 lanes down to 2, with a heavily trafficked on ramp from Anderson/off ramp to Southland within a short lane.
Drops to two lanes at Anderson and it's mayhem with meeting traffic from Quarry Park.
Deerfoot down to 2 lanes.
Deerfoot needs more than 2 lanes here. It would be nice if there was more than 3 but there needs to be more than 2 for sure.
Douglasdale at the bridge that goes over the Bow. The bridge narrows in both ways from 4 lanes to two.
2 lane squeeze at Anderson and then Glenmore.
3 lanes along with the merge lane. Squeezed into 2 lanes over Anderson is the problem. Deerfoot should be 4 lanes.

24th/Douglasdale to Glenmore. The areas with the four lanes going down to 2 with on ramps coming on as merges.
5 lanes bottle neck into 2 going southbound and 4 lanes into 2 and then back to 4 northbound.
Should not drop to 2 lanes. causes traffic past Barlow. need to add another lane.
The bottleneck around Glenmore Trail and Anderson Road is by far the worst section of Deerfoot Trail.
Narrowing to 2 lanes plus the traffic entering from Anderson and Bow Bottom has made that interchange so congested.
Deerfoot restricts down to two lanes from three and insufficient signage.
Lanes are squeezed at Anderson trail north bound and people merging on and off really cause a bottleneck.
Hate the two lanes of Deerfoot near Anderson. We need at least 3 lanes the entirety of Deerfoot! Duh.
Deerfoot in both directions (north and south) pinches down to two lanes which is the tightest bottleneck anywhere on Deerfoot.
Goes from three lanes to two at Anderson.
Ivor strong bridge and Anderson Rd pinch. Deerfoot flow obstructed by slow exit to Anderson and reduction in through lanes.
Bottleneck at Anderson, happens in both directions.
Multiple lanes merging to two lanes in both directions. A third lane northbound would greatly ease congestion.
Why does the right lane end here? Move the lamp post back 5 ft and make the lane go right through. Cost is practically nothing.
Too many lanes going into only 2 lanes over the Ivor Strong bridge.
In the south, the Deerfoot goes from 3 lanes to 2 lanes just before Southland. That spot is always congested - make it 3 lanes all the way!
There are too many lanes that merge together around the bridge near Anderson. Perhaps a few extra lanes on this bridge might help.
Four lanes reduced to two lanes is absurd, dangerous, and slows EVERYTHING down!
Deerfoot should never drop down to two lanes. This causes major congestion and higher cause of collision.
The squeeze at Anderson is horrible.
Its bad enough when our major artery goes down to only 3 lanes, but going down to 2 lanes is a major barrier to getting around the city.
This bridge is the entire issue with Deerfoot, if it wasn't going from 4 to 2 it easily wouldn't cause the delays it does.
The problem is that The lanes are reducing over the bow, going north.

Lane removal, traffic weaving causes major delays.
Deerfoot north and southbound are always congested at Anderson. 2 lanes?! Should be 6+.
This whole stretch of SE Deerfoot is terrible with daily congestion. Two lanes?! Should be 6+ lanes.
Mind numbingly terrible squeeze down to two lanes going northbound.
Major bottleneck. Significantly worse than Glenmore trail bottleneck. Adds 30+ minutes to your commute each day.
100% of the slow-downs on Deerfoot are related to areas where 3 lanes are reduced to 2 and cause a bottleneck.
Bottleneck needs fixing.
Going from 4 lanes to 2 creates a bottleneck for all the SE (plus ppl trying to merge onto Deerfoot from Anderson).
The bottleneck created by dropping one lane NB after the Bow Bottom/Anderson exit creates major back up.
Should not go from 3/4 lanes down to 2 for high volume routes.
Deerfoot shouldn't narrow to two lanes before junction with Anderson road. Three or more lanes needed to avoid bottlenecking in traffic.
Reduction in lanes from 3 to 2 SB Deerfoot at Anderson causes bottleneck.
Bottleneck as lanes reduce from 3 to 2 heading northbound. This is a further reduction from as many as 4 lanes further south.
Lanes reduced here again. It was 5 lanes 6 km ago...now down to 2!!!
Not enough lanes across the river.
This absolutely can not drop to two lanes anymore. This is what causes traffic to back up to Barlow Trail.
4 lanes to 2 is silly. well one once you guys add a bike lane.
Daily congestion where the Ivor Strong bridge narrow. Absolutely needs to be widened.
Three lanes down to two prior to Anderson/Bow Bottom merge. Added to it, traffic merging from 24 <sup>th</sup> .
Near Anderson both northbound and southbound because it narrows to two lanes.
Anderson /Bow Bottom tr. the exit combined with Southland access to Deerfoot which immediately changes to 2 lanes from bottleneck.
Deerfoot Northbound narrows from 3 lanes to 2 @ Anderson, bottle neck delays can be extensive during rush hour particularly.
Dropping to 2 lanes going Southbound at Anderson causes congestion.
Deerfoot south turns into 2 lanes while people are coming off Southland and towards Anderson so there is a lot of congestion.
Bottle neck of lanes from SE Calgary communities into 3 lanes over the bridge. Inefficient transit from these new communities to help.

3 Lanes Deerfoot to become 2 lanes after Anderson. Should be 3 lanes of free flow the length of Deerfoot.
Narrowing 3 lanes to 2.
Dropping Deerfoot to two lanes is not good for traffic flow.
Deerfoot goes from 3 lanes to 2, and the onramps from Anderson/Bow Bottom and the off ramp to Southland are too close together.
Between here and Macleod, any stretch that takes Deerfoot down to 2 lanes in either direction bottlenecks horribly every time.
It is absolutely ridiculous that Deerfoot goes down to two lanes in both directions. Why this is not three both ways is puzzling.
Southbound Deerfoot, forks off with Anderson, reduction in lanes.
Reduction in lanes.
Backs up from the bridge since it goes down to 2 lanes right after and there is a large weave zone with traffic coming from Bow Bottom.
3 lanes down to 2, as simple as that.
Three southbound lanes merging into two.
This lane ending makes no sense. It is primarily poor driving habits but this gets plugged up during morning and evening rush hours.
On a 5-lane road, going down to 2 lanes for SB Deerfoot contributes to congestion; considering majority of using Deerfoot.
The 3 lanes bottleneck to 2 but also adds multiple lanes of community traffic merging.
Lane drop on NB Dft causes delay issue, keep 2 core lanes with barrier, and 1 exit to Southland. Merging traffic can enter Dft after barrier.
3 lanes to 2 lanes.... Everywhere it goes 3 to 2 is a problem North and south.
Shouldn't go down to 2 lanes here.
3 lanes to 2 causes huge amounts of congestion Deerfoot should be 3 lanes minimum but ideally 4 the entire length.
3 lanes to 2 lanes causes huge congestion during rush hour should be 3 or even 4 lanes the entire length of Deerfoot.
Large pop S of Ivor w/ limit other options to cross to the north and down town - only 2 thru lanes w/ two major on/off ramps within a few km.
It should be three lanes both ways! Narrowing to 2 lanes is killing it.
I am amazed that Deerfoot Trail south bound narrows to 2 lanes at Glenmore trail and also at Anderson road. This is a major freeway.
Why do we go from 3-lane in each direction to 2 lanes??? It's wide enough to have 3 lanes in each direction.
Too many feeders into 2 lanes.
Goes from three lanes into two. No separate exit lane for Anderson.

Goes from 3 lanes to 2 lanes NB, near turn off for Anderson. And then after Anderson, the turn for Southland is almost immediate.
Having a free flow freeway reduce to two lanes needs to be fixed.
2 Lanes?! Are you kidding me?
Having multiple exits leading up to Bow Bottom while it also narrows to two lanes. not taking away the third lane would help.
This bridge causes problems in both directions as a lane disappears either right before or right after the bridge.
Deerfoot and Douglas dale going down to two lanes to continue on Deerfoot.
The third (right hand) lane comes to a screeching halt with the terrible, tight, slow off-ramp to Anderson.
3 lanes to 2 with Douglasdale joining. Anderson & Bow Bottom joining, everyone switching lanes to get onto Deerfoot or off at Southland.
Going over bridge, merging with NB traffic from Anderson.
Lane reduction at Anderson off ramp northbound.
Bottleneck is atrocious.
Bringing 4 lanes of traffic down to two at the Anderson exit creates a lot of congestion northbound.
This area is extremely congested due to the reduction to two lanes...
Lane reduction causes severe backups.
You have essentially 5 lanes of traffic narrowing down to two. then adding 2 from Bow Bottom.
Bottleneck from Southland to Anderson on Deerfoot needs to be fixed.
Pinch points are the Donald Trump of traffic. Deerfoot has too many!
Three lanes turn off to Bow, and only 2 on Deerfoot? Surely this was designed by someone suffering from a high fever?
Lanes go from 3 to 2. Deerfoot should have at least 3 lanes everywhere and stay consistent.
4 to 2 lanes is crazy Ivor Strong bridge should be widened to at least 4 lanes.
The right lane NB Deerfoot being exit only onto Anderson/Bow Bottom creates bottleneck.
Stretch down to 2 lanes at Anderson, merging traffic, 3 entries in a short time and back down to 2 lanes at Glenmore.
Drops to two lanes. Too much congestion during peak hours.
This whole area is a disaster: going down to 2 lanes from 3 in both directions is just balls awful.
SB Deerfoot drops to 2 lanes at Anderson. Not enough lanes.
NB Deerfoot goes from 4 lanes to 2. Simply not enough lanes.
Narrowing to 2 lanes with narrow lanes across bridge is unsafe and a bottleneck.

The narrowing of the lanes slows traffic plus you go from 2 lanes to 3 NB causes a bottleneck with widely varying speeds across the lanes.
Southbound congestion between mergers from lane loss between Southland drive and exit to Anderson/Bow Bottom.
Lane reduction combined with short weave distance with the Anderson/Southland traffic causes insane backups. Comically ridiculous backups.
Dropping to two lanes traveling northbound and southbound causes major backups and creates safety concerns.
Congestion as Deerfoot is condensed to two lanes over the bridge.
Bottleneck both north and southbound.
Also Northbound every time we go from three to two lanes! Can we please go three lanes all the way?
Having 3 lanes go through instead of narrowing to 2 would ease a lot of congestion.
The issue in this area is simple 3 lanes down to 2 create a bottleneck everyday, rain or shine.
Put simply, Anderson needs to not go down to two lanes. I travel all of Deerfoot a lot and this is by far the worst area.
Lane reduction causes large backup.
DF narrows to 2 lanes twice, both in the south. Too many major arteries flowing onto/from DF in a short distance. Need dedicated bridges/lanes.
Drops down to 2 lanes.
Why reduce the number of lanes to create bottlenecks? Worst part of the Deerfoot!!!
The reduction of 3 to 2 lanes and the proximity of the Anderson merge and Southland exit are just close at 100km speeds.
At no point should Deerfoot be squeezed down to 2 lanes per direction of traffic, like it is at both Glenmore and the Anderson interchange.
Huge mess coming off the bridge - two lanes traffic trying to merge over from both lanes AHHHH!
Crowded b/c goes down to two lanes - same problem Deerfoot southbound at Glenmore and southbound Deerfoot at Anderson.
My 8-year-old realizes this is dumb. 4 lanes wide in Mackenzie, 2 lanes here. Why do they do that, Dad?
There are too many bottlenecks on Deerfoot, and Anderson interchange (both sides) is the worse of it in my commune.
The pinch point over the Ivor Strong bridge and Anderson/Bow Bottom Trail is terrible. The addition of 1 or 2 lanes would increase the flow.
Armstrong Bridge reduces two lanes and caused traffic congestion during rush hours. Suggest to add another bridge to solve the issue.
Too much traffic merging into not enough lanes between Douglasdale and the Southland exit. That whole area needs to be designed better.



Deerfoot goes down to 2 lanes from 4 lanes and does so right where there is a high traffic merge.
The split off is always backed up. Going into 2 lanes as well as having an on ramp from Southland in such proximity is just terrible.
Right lane shouldn't end - widen Deerfoot trail at Anderson.
The 2 lanes exiting at Bow Bottom trail right after the Southland Dr on ramp is my most hated spo.
Deerfoot narrows to two lanes. Absolutely ridiculous. The planning department new McKenzie Town was planed back in 1980 that's 35 years ago.
Pinching to two lanes after adding multiple lanes off Bow Bottom, Glenmore etc. is poor design...
No need for northbound to narrow to 2 lanes here. The merge from Anderson does not need 2 free flow lanes.
Merge lanes from and to Deerfoot trail very dangerous as the lanes go from three to two.
Reduction to only 2 lanes of traffic across the bridge.
This is the worst spot for congestion in the city. 4 lanes down to 2. Change the right lane to a through lane to help ease traffic.
The lane ending at the end the Anderson/Bow Bottom exit & immediate merging of two arteries causes extreme delays during morning rush hr.
4 lanes going into 2 lanes then 2 more lanes merging. A wish is that a long overpass to merge on to Southland so you don't have to cross over.
Only 2 lanes on bridge over the Bow River southbound Deerfoot.
Traffic bottlenecks on both sides due to the cut from 4 lanes to 2 on either side.
Funnel effect of two lanes directly after the Anderson turn off during morning commute.
Four lanes quickly turn into two lanes. Huge bottleneck here. On worse days backs up all the way to Peigan Trail. Should be redesigned.
I don't understand the purpose of this choke point going north in morning rush hour. I don't work downtown and still have to go through this.
Everywhere the Freeway narrows to 2 lanes causes heavy congestion.
Funneling down to two lanes is restrictive and causes extreme congestion.
Close to Glenmore and also from Ivor Stone bridge highway is down to two lanes. = backups to south of Barlow even to 130th.
Deerfoot narrows to 2 lanes northbound and southbound, a major bottleneck. Traffic backs up for KMs because of this pinch point.
T=Traffic is a nightmare because there are only 2 lanes continuing to Deerfoot at this part.
The reduction to two lanes plus cars merging in.
Taking 5 lanes down to two with two additional merges means serious congestion at all times.
Bottleneck create congestion and safety concerns.

Reducing to two lanes north and south bound creates congestion daily during both rush hours. Reducing lanes should never happen on a highway.
2 lanes is insane on Deerfoot.
2 lanes N here 1 should be for vehicles going N past South. or Glen. Vehicles cut everyone off 2 cross all lanes to exit on South. or Glen!
Deerfoot down to 2 lanes from 3 lanes causes congestion.
Busiest road in the city and we have lanes go from 3 to 2 lanes. Need full 3 lanes.
Choke point of doom. Southland / Blackfoot interchange could use some love too.
Major choke point.
Bottleneck from 3 lanes to 2 then to 3 to 2 again between here and Glenmore Trail.
It would help congestion ease up a lot if the Deerfoot didn't go down to 2 lanes by the Anderson/Bow Bottom exit ramp.
Reducing sb Deerfoot to 2 lanes is inefficient.
Right hand lane ends, for no reason.
This needs to be widened to 3 lanes. At no point should Deerfoot go down to 2 lanes.
Road contracts from 3 lanes to 2. Far too many abrupt stops. Speed limit too high during rush hour.
Bottleneck where the busiest road in Calgary narrows to 2 lanes over the Ivor strong. that road should be at least 4 lanes.
Narrowing to two lanes, on a bridge, leading to an off -ramp, this needs to be rectified to maintain three lanes of through traffic flow.
Extremely bottlenecked.
Two lanes going southbound is not enough lanes create major backups during rush hour very poor planning.
Lane reduction to 2 lanes affects traffic back into McKenzie and through Douglasdale.
Deerfoot N goes down to 2 lanes, Anderson merges in and Southland merges out. Too much turbulence within a few hundred m!
At Anderson and again at Glenmore the road narrows to 2 lanes. Both reductions cause backup.
Deerfoot should never go down to 2 lanes - anywhere!
Northbound traffic routinely backs up to Barlow train because of the narrowing to two lanes from three.
AM-NB has 4 lanes but only 2 go straight through at the NB Southland merge -chaos in morning. PM-SB at Southland merge is chaos in evening.
What kills the traffic flow is dropping Deerfoot from 3 lanes to 2. There should be 3 lanes minimum.
What kills the traffic flow is dropping Deerfoot from 3 lanes to 2. There should be 3 lanes minimum.

Going north the road drops from a total of 6 (six) lanes entering and merging down to 2 (two) . Widen bridge or???
The narrowing of Deerfoot here seems to be a choke point and backs up traffic to McKenzie Lake/Towne during peak hours.
Get rid of the bottle neck at Glenmore trail and at the Ivor strong bridge.
NB Dfoot drops to 2 lanes right after Ivor Strong Slow downs are being caused by drivers on the right having to merge into the middle lane.
The narrowing of NB Deerfoot to two lanes creates traffic backup for all communities south of this area.
DUH!!! Three lanes down to two!!! Could this be the cause? I think so!!!
Massive bottleneck due to lane narrowing.
The bottleneck at the bridge impacts traffic all the way south to McKenzie Town in the mornings - add additional lanes northbound.
This bottleneck is the worst part of DF trail, having at least three lanes consistently should be a no brainer for any kind major road.
Bottleneck at Bow Bottom.
4 lanes of traffic merging into 2 in a short length of road, then 2 lane feeder another short distance away! Chaos!
The decrease in lanes here greatly affects to flow of traffic both ways. This bridge needs to be expanded.
Reduced lane from 3 to 2.
Deerfoot should never drop down to 2 lanes. A 3rd "straight through" lane in both directions to cross the Ivor Strong bridge is essential.
Should not narrow to 2 lanes. Better flow if opened to 3 lanes.
4 lanes down to 2 across the bridge on SB Deerfoot. Recipe for disaster.
3 lanes down to 2 then up to 4 then down to 3 then down to 2 on NB Deerfoot. Ridiculous.
After Anderson exit narrows to two lanes then immediately after widens to 4 then back to 3 then to 4 then to 2.
Going from 3 lanes to 2 over Ivor Strong is a nightmare. It affects both North and Southbound traffic. That area needs to be widened.
Terrible choke point. Needs to be redesigned.
Issue is bottlenecks at Anderson area. Reducing to only two lanes both heading Northbound and Southbound in this region.
Cutting to two lanes North and South makes a huge chokepoint. Extremely frustrating area.
Deerfoot being only 2 lanes here causes major back ups. It should be 4 lanes wide as this is a very busy interchange.
This bridge bottlenecks major rush hour traffic, any accidents ensure the bottleneck worsen. There's a terrible merge from Douglasdale.

NB - Having to go from 3 lanes to 2 after the Ivor Strong, creates a huge slowdown and backlog. It goes back up to 3 and traffic eases.
There are cars coming from Anderson and Bow Bottom, at the same time 1 lane of Deerfoot ends past Ivor Strong Bridge.
<b>Limited access</b>
Access from south land is poor. Deerfoot needs an express lane to SE!!!
Why isn't there a feeder lane from Quarry Park onto Deerfoot?
<b>Longer merge lane</b>
Extending the lane that comes onto North bound Deerfoot from south bound 24th street to the Anderson exit might help this!
Very short space to merge from Deerfoot NB to Southland exit.
Deerfoot north has too short of a merging distance for Anderson/Deerfoot/Southland. Everyone slows down to merge and backs up traffic.
There is only one lane for merging onto Deerfoot from Anderson/Bow Bottom and for merging off onto Southland all in 300m. Stupid!
Not enough merge lane for 100 kph speeds of oncoming traffic.
Underpass exit ramp cripples traffic as there is not sufficient feeder capacity.
Very short merge lane coming onto Bow Bottom.
Merge from Ddale to Drft is too shrt. Merge from Dft to Sthld and Sthld to Drft is unsfe clster of cars cut each other off (N/S bound).
Very short merge from Bow Bottom to access on ramp while oncoming traffic coming from Anderson. Poor visibility.
On Ramp isn't able to reach speed limit before lane merges into Deerfoot.
Poor flow by Southland ramps. Need longer access for vehicles not exiting onto Southland, better indication of lanes to get onto Glenmore.
<b>Merging causes issues</b>
The merging traffic from Southland causes a discontinuity in the traffic flow leading to backups.
This is a terrible spot and always run into issues with merging traffic.
From NB Deerfoot to Anderson Rd - if there is a truck coming from Burnside can be difficult to merge - tight corner bad visibility.
Crossing river and merging with Anderson/Bow Bottom is ridiculous currently.
Merging from Anderson onto Deerfoot causing congestion, and NB Deerfoot merging to Southland Dr.
DF is a major HW and vehicles should not yield to vehicles coming off main roads. DF should be 3 lanes all the way through.
The Merge of traffic north and south improvement is a must.

There are too many merges in too short a distance between Douglasdale Blvd. and Glenmore Trail.
NB Deerfoot continually congested in peak hours due to merging from Douglasdale/Douglasglen. Extra lanes would help on roadway & bridge.
Merger Douglasdale, Douglas Glen, Anderson Rd, with north of Stoney Trail and McKenzie Towne. Crosses the exit onto Southland Dr.
Anderson merge.
Merging here is always backed up during rush hour.
The Anderson merge combined with Southland's "exit only" lane are always a cause for long merge times.
NB traffic flow over Ivor Strong needs major improvement for merging traffic to reduce the congestion.
This merge lane does not work because the bridge ahead only has two lanes. Backed up every day at evening rush hour.
The merge from Bow Bottom Trail is the major cause of NB Deerfoot slowdowns which cause traffic to backup all the way to 130th Ave SE.
Slowdowns as people merge. This might be helped if the right lane was not lost just after the Anderson exit.
Merging of Anderson traffic onto Deerfoot North is very poorly designed. Constant accidents in this area.
Congestion with two lanes of traffic trying to merge onto Deerfoot from DouglasDale.
Merging lanes southbound introduce incredible congestion due to the short distance available to cross lanes if they wish to stay on Deerfoot.
Merging lanes.
<b>Move access</b>
Believe strongly for years, that Barlow Trail in the south should really be where the Deerfoot runs, right through.
Consider an exit here for Southland with separate bridge over Bow. Then block access to Southland after Anderson merges.
Don't allow traffic from Deerfoot to access Southland at this location. Create wall. Move access either north or south.
Traffic on NB Deerfoot destined for Southland drive needs to exit before the Anderson/Bow Bottom traffic enters.
move access to west bnd Anderson to before Southland go under Southland to Anderson, merge lane from Southland.
A new Southland Dr exit ramp that starts on the E side of the Bow River and goes over it NB to the right of Anderson Rd on-ramp to NB Dfoot.
There should be a desperate lane for traffic from Bow Bottom to south land and Deerfoot lanes should be on the right of the Bow Bottom lanes.

Build a raised 2-lane road along existing SB lanes from Southland to DF that crosses the Bow along west side of Ivor Strong bridge.
<b>No development</b>
The land where Lafarge was should never have been sold to a private developer, it's needed for Deerfoot interchanges.
Allowing a condo development where the old Lafarge plant was is not too bright - this land needs to be expropriated.
Annex the Lafarge land. Build another bridge over the river for northbound traffic. Use Ivor Strong for southbound traffic.
<b>No LRT / lack of transit</b>
Since we don't have c-train coming up from SE, there should be a car pool lane all the way up Deerfoot.
<b>On / off ramps</b>
Shared merges and exits...retarded as always on the Deerfoot.
Add a new exit lane to go to Anderson.
Issue is the on and off ramps for Southland & Anderson - 2 much traffic not enough capacity 2 handle this transition area during rush hour.
Anderson & Southland exits must not coincide with merging lanes from both & should be provided by flyovers incl Glenmore W exit.
It's obvious isn't it? Northbound Anderson exit and do something about the weaving lanes between Southland and Anderson going south. Duhh...
The exit ramp is too sharp causing everyone to break and back up the rest of traffic.
On-ramp from Southland conflicts with exit ramp to Anderson/Bow Bottom.
On ramp from Anderson conflicts with off ramp to Southland on NB Deerfoot. Drivers must be skilled Snowbird pilots to pull off this stunt.
The Douglasdale, Anderson, south land interchanges together create massive congestion.
The Exit onto Southland Drive when driving on Northbound Deerfoot.
Just slight traffic ends up in congestion and speeds slow from 100 to 60. It's such a poorly arranged the interchange.
This merge lane to exiting the Anderson bow trail area, causes significant backups daily and major accident prone area.
Southland exit to SB Deerfoot causes major backups during the evening rush hour.
Ramp radius too small causing traffic to back up in evening rush hour since they cannot exit fast enough onto Anderson/Bow Bottom.
The exit onto Anderson/Bow Bottom, both NB and SB.
Please fix issues re Northbound: Southland drive exit ramp/Bow Bottom trail on ramp - always causes congestion during morning commute.



Both Anderson east and Deerfoot north should have Southland trail exit separate before they merge with Deerfoot trail all at once.
Off ramp onto Anderson from north board Deerfoot is too slow - causes all traffic to slowdown in rush hour onto Deerfoot.
Short weaving distances between successive ramps are a large part of the congestion problem in the south and north.
The interchange should be 2 lanes merging into Anderson road And underpass should be built to go under all roads.
Short merging distance exiting traffic slows down to exit while traffic entering is accelerating at exactly the same place.
Southbound with on/off ramp at Southland and reduced to 2 lanes at Anderson creates a bottleneck and makes it likely for accidents.
Anderson Road/Bow Bottom Trail traffic entering Deerfoot Trail backs up Deerfoot Trail traffic over the river.
Traffic trying to use Anderson Road/Bow Bottom Trail exit.
On and off ramps in same location.
Accel and deceleration in same lane won't work. Existing traffic in flow lanes slows to allow entry from on/off lanes. Sad poor design!
This tight turning exit ramp causes huge back ups down north bound Deerfoot in the right lane, needs a solution to not slow exiting traffic.
Make the Anderson turn off 2 lanes! The Lafarge turn is rarely ever used, removing the barricade makes it two lanes.
Traffic exiting northbound onto Anderson cause back-ups to Douglasdale and as far back as Barlow. Need a total redo of this interchange.
Ramp congestion causes significant delays here daily.
Deerfoot Northbound to turn onto Southland at same location that Anderson connects with Deerfoot causes delays in lane change.
On ramp congestion.
It is so difficult to exit onto Southland from Deerfoot due to meeting Anderson. this slows down traffic so much.
Exit to Douglasdale south bound Deerfoot having to merge too close to exit with slow free flow lane.
The mere from Southland onto DF at the same place as the merge onto Anderson is a major issue.
Increase distance between on ramps and off ramps.
Southland and Anderson are too close causing merging nightmares all hours of the day. 2 lane Ivor strong bridge needs expansion.
Distance to Southland off ramp is too close to the three lanes entering from Anderson. Weaves are not a good idea in this city.

Glenmore Tr to Anderson Rd. 3 major on/off ramp areas that are just too close together & Deerfoot Tr going from 4 lanes to 2 quickly.
<b>Outside study area</b>
Extend Bow Bottom Trail over or under Fish Creek Park to connect with Stoney Trail at Chaparral.
<b>Pedestrian / cyclist infrastructure</b>
No pedestrian bridge under Ivor Strong...could one be suspended underneath?
<b>Police</b>
How many times have police pulled over a slower moving vehicle for not moving right?
<b>Poor road design</b>
Why de we nee140 another 2 year study, ridiculous! Just go out there any day rush hour and you can see the issues.
Really bad design. It is creating problems for the whole south area.
Poor lane design trying to merge too much traffic all at once.
Too much confusion for people trying to get on and off Deerfoot, too much shopping centre traffic merging.
That section just desperately needs a massive overhaul. No small or quick fixes.
Northbound and south bound. this entire area needs to be revamped.
Poor lane design. conflict between A) people merging onto n-bound Deerfoot from 24 Av B) People exiting n-bound Deerfoot onto Anderson.
It's like a summer student designed this area. Why it hasn't been widened yet is beyond me. Get it together city of Calgary.
Merge at Southland and Anderson is brutal. Hope someone can get a refund for their Engineering Degree.
Between Douglasdale and Southland dr was poorly designed many years ago. By far the area in need of immediate improvements.
Horrible planning / engineering.
This horribleness from Douglasdale to Southland needs to be fixed.
This is literally the worst place in the city for traffic. Burn it all to the ground and start over!
Poor design and merge issues; limited space (and poor drivers as well).
Please stop dithering and studying something you know how to fix. FIX IT NOW!!!
Complete engineering disaster. Not enough lanes. Exit lane too slow. Too many exits and entries in small space.
Poorly designed ramp from Anderson to NB Deerfoot and lack of lanes causes significant bottleneck for SE Community commuters heading NB.
This has been a train wreck for 35 years. Seeing as Lafarge is gone, do the right thing and fix this mess up. **ck Remington.

What a nightmare.
Anderson road exit is obviously a HUGE mess!!! Can we not come up with a better way to organize Deerfoot at Anderson? Such a huge backlog!
Ridiculous.
Deer Run northbound access to Deerfoot poorly designed.
Poorly design merge in and out causes congestion and safety concerns.
I have nothing to add. Just dropping my pin to help make absolutely sure everyone knows this is the worst traffic spot in the city.
Huge bottleneck - one of the worst in the city, surely this could be designed to carry 3 lanes of Deerfoot traffic over the bridge.
Obviously in need of attention.
The grade and sharp turn immediately before merging onto SB Deerfoot from Anderson make it difficult for drivers to get up to speed.
Get rid of all the ridiculous curves in the road. Making the road more straight is safer and more cost effective.
This area alone costs Calgary business MILLIONS each year in wasted time. Planners responsible for this should be held accountable!
Omg please fix this piece of Deerfoot.
This stretch north past Glenmore and south bound past the Ivor bridge is so poorly designed I'm amazed planners are even asking for input.
Complicated merge pattern - people merging in and out at the same time.
Terrible merge design.
<b>Problem with application / maps</b>
140 characters, are you kidding me, how do you expect to get real feedback? If you want real feed back contact me at bbailey@hopewell.com.
Do you think it is effective to limit feedback to 140 characters at a time??? Are you really interested in feedback??
I could solve all the problems for the north bound traffic here if they didn't have a stupid 140 character limit.
<b>Road work / construction</b>
Always congested especially with construction. We really need more lanes.
Current bridge construction obviously. Regularly, traffic having to move across multiple lanes to take Deerfoot or Bow Bottom.
Currently construction, but always the design of the road and off-ramp to Anderson Road creates major congestion.
Hopefully the construction of the bridge will be done as soon as possible that causes the congestion.

Daily stop/start at Ivor Strong is frustrating. Been using Deerfoot for almost 7 yrs, with significant long-term const. delays every yr.
<b>Safety concern</b>
Douglasdale onramp to Deerfoot northbound, make it a better merge, the divider makes it dangerous.
This area is very dangerous in both north and south directions. Too much weaving traffic moving on/off Southland Drive.
This poses a traffic hazard as traffic tried desperately to get around it.
Poor visibility from Anderson to Deerfoot south going under overpass.
<b>Signals / signs need changed</b>
Signage from NB Deerfoot to Anderson (right lane) / Bow Bottom (left lane) is lacking. Just one sign on an overpass at the last minute.
There are signs saying to do so, and they are white, which I understand means it is the law.
This brings me to 4) More signage/education on 'slower traffic keeping right' is necessary. Yesterday (~4:00 pm).
Through lane becomes exit lane for Glenmore Trail with no signage delaying 2 of 3 lanes.
Better warning of this splitting movement.
Poor signage for lane to Lafarge confuses drivers as they think this is a lane to Deerfoot and dead ends to cement plant.
<b>Speed</b>
Bow Bottom/Anderson eastbound 50km/h traffic too slow to merge with Deerfoot Tr southbound. Always a slowdown.
SB the merging traffic is moving a lot slower compared to highway traffic which is also dangerous and becomes a bottleneck.
People slow down in this section of Deerfoot for no reason causing un-needed congestion.
Just after crossing over the Ivor Strong Bridge heading north, as the road begins to curve north is often the slowest.
It could not keep up to the traffic reducing the flow of Deerfoot.
3) People are slow to get up to speed once they change lanes leaving gaps that could otherwise hold more vehicles and move more traffic.
A speeders haven, up to this point, 80, but from NB lanes constant mix of cars doing 60-70 to 100-120+ ... Enforce or allow higher speeds?
<b>Volume of traffic - overall</b>
This is the worst spot on the whole Deerfoot IMO. Unless you're on the 1st bus through - it can take up to 30mins to get through some days!
Southbound traffic backs up considerably between the exits to Bow Bottom and Anderson and approximately Glenmore Trail.

The bottleneck and congestion is so bad from all the people in the S.E leaving there homes and headed up north and downtown.
Fix this NB Deerfoot and SB Deerfoot intersection, awful traffic.
People merging onto Deerfoot from Bow Bottom/Anderson and the people going north on Deerfoot exiting onto Southland makes it very congested.
Always congested due to funneling to 2 lanes.
This bridge, Anderson to Southland section is always backed up and difficult to exit/merge in both directions. Always a problem area.
To much traffic from Douglasdale trying to merge in and that you need to slow down to 60-80 to exit onto Anderson/Bow Bottom.
Daily backups here.
Volume.
Too much traffic entering the location from too many entrance points.
Congestion through this area before, during (ridiculous amounts) and after peak times.
Horrific traffic every day. The whole interchange in this area is some of the worst I've ever seen.
Lane congestion key choke point.
Drove for engineering conference while at Transit. Their comments, Calgary small town thinker, 10-20 years. Result is what we have.
3 lanes is not enough for the amount of volume this road sees. Additionally the reduction to 2 lanes causes congestion during off peak times.
Poor weaving distance in both directions, volumes too high for weaving.
Even before rush hour has really gotten started there is backed up traffic heading South around Southland Trail.
Too many vehicles trying to cross to and from Southland. Need a flyover or something.
There needs to something done from 130 to the Southland exit heading north. It can get congested there almost anytime of the day!!
2) Heading south, congestion is caused in part by volume of Southland and Deerfoot merging. However, in both instances...
The development of the communities in the SE plus DeWinton and Okotoks creates huge volumes of traffic.
Both northbound and southbound between Anderson and Southland is consistently backed up.
Large volume of traffic all exchanging lanes in between two to three close exits.
<b>Volume of traffic – peak hours</b>
The Anderson exit is so slow that it backs up onto the bridge and causes congestion back to McKenzie Towne during morning rush hour.

Amount of traffic merging from Anderson onto Deerfoot & from Deerfoot trying to merge onto Southland is a nightmare in the morning.
Backs up to Barlow every morning.
Always busy at rush hour.
Douglasdale and Deerfoot in the morning and Anderson/Deerfoot in evening.
NB Deerfoot in the AM bottleneck from all traffic from south combining with Anderson. Too many lanes being restricted too quickly.
The section of Deerfoot between Barlow and Southland is a complete standstill and makes the morning commute from the Deep South unbearable.
Very congested. Deerfoot backs to Barlow and some mornings to 130th. Deerfoot goes from 3 lanes to 2, so frustrating.
Anderson-Southland both northbound and southbound Is such a cluster of fun during rush hour... Not.
I avoid the Glenmore to Anderson SB portion between 2 and 7 whenever possible.
Deerfoot backs up here every morning. It needs to be at least three lanes flowing all the way through in both directions.
Backups S.bound starting 330pm btwn Southland & Anderson; am starting 715am N.bound btwn Barlow & Anderson (notwithstanding construction).
Bow Bottom/Anderson/Southland 745 am traffic was backed up in the northbound lane from Bow Bottom exit south to McKenzie Lake-nearly 8 KM!
Bottleneck in the afternoon, Anderson drive exit. Merger of people criss crossing exits at Southland.
PM commute: folks merging from Southland to Deerfoot while Deerfoot getting ready to exit at Bow Bottom.
In AM: folks merging left from Bow Bottom and Anderson onto Deerfoot, while Deerfoot folks are trying to merge right to get to Southland.
Anderson and Deerfoot is always busy during the rush hours. We need more lanes at this intersection for both directions.
Backs up here in the AM, poor visibility for drivers to realize traffic is stopped/slow due to turn through the underpass.
Morning rush hour.. create a far left flow through lane to get through Anderson/Southland intersections.
Going south here in evening rush hour is gross. Build an expensive bridge from south land to skip this section.
Usually get stuck going north over the bridge between 4-6 PM.
Morning congestion is unbelievable with the Northbound traffic cutting across lanes to access Southland Drive.
Inefficient use of NB exit to Anderson at eve. rush. Vehicle sep > 4 seconds. Change road environment to encourage closer following?



Anderson Southland stretch is 75% of my drive am and pm.
Morning and afternoon in this area are always awful.
Deerfoot lanes to 2 holds up traffic to Glenmore from 3:30 on everyday.
Back up North bound in AM rush hour due to people slowing down to go over Bridge and lane switching to get off on Southland.
Both North and South traffic is congested on a daily basis between 6am-8am and 3pm-6pm. Not enough lanes for all traffic.
Both NB and SB between Southland and Anderson are daily grinds at peak hours. Only made worse during lane restrictions.
This is a problem in both directions in the morning and afternoon commutes. It will only get worse as Quarry Park expands.
Coming SB on a weekday afternoon: always heavy traffic and merging. Deerfoot reducing to two lanes really slows things down.
<b>Wants express lanes</b>
The Anderson interchange is designed to cause accidents and congestion. There needs to be an express way through it with connector lanes.
<b>Weaving</b>
Issue is that Anderson is trying to merge w/Deerfoot and Deerfoot is trying to get on Southland. Need separate exits for both.
Sbnd lanes back up from ppl merging on from Southland, and everybody else trying to get to Anderson/bow. Plus bridge is 2 lanes only.
24th st SE ramp trying to merge onto Deerfoot north same location traffic travelling north Deerfoot are trying to exit onto Anderson ramp.
If I want to exit onto WB Glenmore from NB Deerfoot then I have to get over 4 lanes in less than 1 km. Way too dangerous to do in rush hour.
Too much cross over of merging traffic from Southland to Deerfoot south and Deerfoot south to Bow Bottom Trail in a VERY short span.
Traffic merging needs to crisscross with traffic exiting onto Bow Bottom.
Anderson and Bow Bottom traffic merge left and Deerfoot traffic exits right at same spot.
Traffic coming out of Deerfoot Meadows, Southland merging over to get past Bow Bottom/Anderson PLUS lane reduction over Ivor Strong Bridge.
Cars from Southland clash with cars exiting Deerfoot going to Anderson/Bow Bottom. Deerfoot going to only 2 lanes.
Bow Bttm, Andrsn & Drft traffic converge, complicated by vehicles trying to get all the way right to access Sthlnd Dr exit ramp.
Too many merge and criss crossing traffic patterns. Merge lanes are too short for the congestion.
Crisscrossing traffic on a narrowed bridge, several merge lanes converging onto a major exit. It bottlenecks both the exit and Deerfoot.

Remove zipper merges on Deerfoot. They are dangerous and cause congestion. Use ramps and single use exits, entrances.
Northbound Deerfoot has a big weaving problem here.
Merging lanes after Ivor strong bridge are the real problem.
Traffic merging on to Deerfoot, high traffic volumes exiting on to Anderson, and then the reduction of one lane after the Anderson exit.
Too many lanes criss-crossing at Anderson from Deerfoot southbound. Causes real slow downs. Backs up all the way to Glenmore.
There is too much crossing traffic here. There should be more lanes in this area.
Dear God this is the worst interchange ever! Splits into two, everyone on the right wants the left lane, the left wants the right lane!
So much weaving in the section - high collision area.
Too many people changing lanes into this small of an area between Anderson/Bow Bottom - Deerfoot - Southland. This is a MESS.
Hazardous merging & exiting conditions from NB Deerfoot to Southland. Our school buses are not safe in the morning doing this route.
This entire section of Deerfoot needs redone, the merging lanes with exits causes considerable bottlenecks during rush hour.
Have to cross 2 lanes of traffic from the Anderson squeeze to Southland to get Blackfoot north (or to the dog park). Rt lane too fast in am.
Traffic trying to cross 4 lanes from s-land to dfoot in a short space, others trying to exit Ander lane choke after gmore merge 2 lanes end.
Anderson / Bow Bottom zipper merge to SB Deerfoot is bad even on a good day.
Drivers on the left want to go right, drivers in the right lane don't ACTUALLY have to change lanes there, they just think they do.
Anderson area is messy and has weave zones (north or south bound) that cause congestion, also lanes cutting down to two!
Congestion in this area due to too many people switching lanes in eachother's way, needs some kind of basket-weave.
There is a problem with drivers changing places with each other to get into the lane in order to take Anderson or Deerfoot.
Many drivers merging onto Deerfoot from Anderson and merging onto Southland from Deerfoot causing constant congestion.
Basket weaves here would really ease congestion from merging traffic entering and exiting Deerfoot.
Cars crossing each other trying to merge from Southland Dr to south bound Deerfoot and from south bound Deerfoot to Anderson or Bow Bottom.
Multiple lane merges from Southland and to Anderson. Need to cross two lanes of traffic to get on or off Deerfoot. South bnd and North bnd.

People coming on trying to get over 2 lanes left and some people already on are trying to go 1 or 2 lanes right (to get onto Anderson).
Too many people trying to merge.
Too many lanes merging.
Having traffic merge while trying to exit the off ramp at Southland/Anderson interchange also causes major traffic delays.
EB Southland to SB Deerfoot. Keep exist exit, Anderson/BB. Add left merge SB Deerfoot Reduce lane switch over short distance high speed.
The issue is Deerfoot traffic needing to exit to Southland but merging into incoming Anderson Rd traffic also trying to merge.
SB issue: too many lane changes need to happen in too short of a distance causing slowing traffic. Too many options in travel direction.
Too many lane changes to SB.
Too many lane changes happening in a short space of time if you want to exit to Southland going North.
too much crossing traffic causes delays here, needs to be easier to get from Anderson to Deerfoot and Deerfoot to Southland.
South - dash of vehicles merging from Southland on to Deerfoot. God help them if they need to take Deerfoot South.
Too many different things happening in too short of a distance.
north bound, 243 exit. Problem: ppl merging in from Southland drive mix with ppl Taking 243 exit, causing jam.
Everybody changes lanes at the 1.1 km sign afraid not to miss the exit. Creates a jam with drivers trying to get to the left or right lanes.
get rid of weave zones and make Deerfoot continue on with a MINIMUM of 3 lanes each way over the bridge.
Coming north on Bow Bottom and merging to Deerfoot North requires too many lane changes before Glenmore Trail.
Terrible transition for people trying to get onto Deerfoot and people trying to get onto Southland. 2 lanes both it worse.
People coming on and off at the same point plus lanes go from 4 to 2. entrance and exit should be separated to avoid so much congestion.
Traffic on Deerfoot north and from Anderson west causes congestion for those who exit on Southland trail. too much traffic lane change.
Everyone from Blackfoot is trying to change lanes left while Deerfoot traffic is trying to exit right
Area is brutal with people trying to exit to Southland and merge from Bow Bottom. There is not reason for cars to be stopped at 7:15 a.m.
You have SB Southland Dr having to cross 2 lanes to get onto southbound Deerfoot.

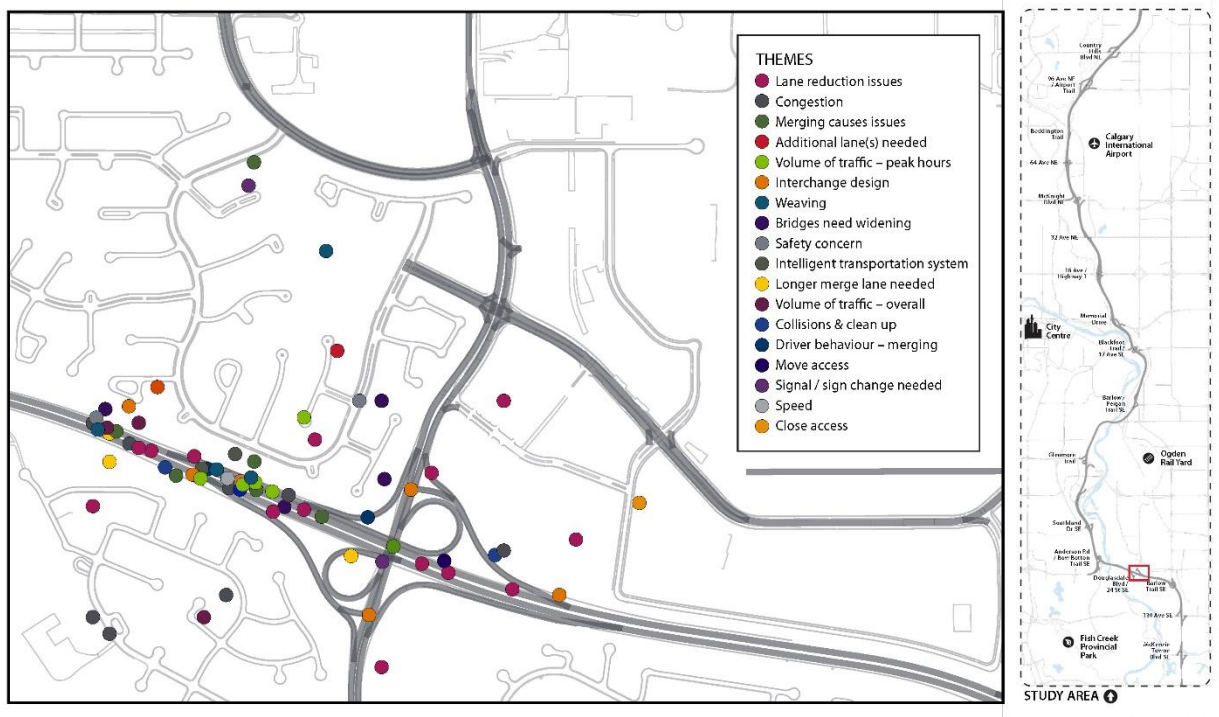
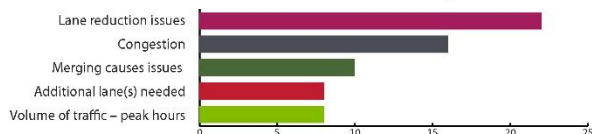
To many car conflict points between Southland traffic that needs to use Deerfoot SB, and Deerfoot traffic that needs Anderson/Bow Bottom.
Merging onto Southland, and cars merging off of Southland causes a lot of delays. The bridge needs to be at least 3 lanes.
People heading north move right in anticipation of exiting on Glenmore (only a portion actually exit at Southland), causing slow downs.
To much traffic weaving into lane and also trying to merge onto Deerfoot.
Weave lanes to/from Southland to/from Deerfoot are difficult and dangerous.
Cars trying to cross over to the right hand lanes while cars from Anderson and Bow Bottom are trying to merge on to Deerfoot NB.
Fix the Southbound cross-over off of Southland drive.
Crazy all Deerfoot the lanes for people exiting cross at the same point as people entering Deerfoot!! All are accidents waiting to happen.
Anderson/Bow Bottom merging with Deerfoot traffic & Deerfoot drivers getting to Southland exit) bottlenecking northbound.
Terrible coming off Southland trying to get in to the southbound Deerfoot lanes or from Deerfoot trying to get to Anderson/Bow Bottom.
Bow Bottom traffic merging onto Deerfoot along with Deerfoot traffic trying to exit onto south land causes back up.
Southbound becomes problematic with traffic exiting from Southland to Deerfoot and funneling traffic to keep south or exit to Anderson.
Weave zone for NB Deerfoot to WB Southland too short. Drivers are too hesitant to maintain traffic flow.
Just a horrible criss-crossing jam packed approach to the bridge from Glenmore to here.
Traffic from Southland merging to go S on Deerfoot & others merging right for Anderson/BowB. Shared on & off ramps don't work for high volume.
We need dedicated entry and exit off the Deerfoot without crossing over other traffic eg Southland/Anderson Rd and Memorial DR/17th Avenue.
Dangerous cross traffic for merging across to Deerfoot south while merging traffic crosses to Anderson/Bow Bottom. Major bottleneck.
There is too much lane changing while heading south at this location. This ends up effecting all southbound traffic.

# Douglasdale Boulevard S.E.

## Douglasdale Boulevard / 24 Street S.E. Intersection Comments by Theme

A total of 77 comments were pinned around the Douglasdale Boulevard / 24 Street S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at Douglasdale Boulevard / 24 Street S.E.



### Additional lane(s) needed

Add lanes to Glenmore & Ivor Strong bridges. Too few lanes and too many exits/access points between Glenmore and Anderson.

Not enough lanes, both on Deerfoot or on the Anderson /bow bottom exit. Always an accident on the bridge or a stalled vehicle in the exit.

Widen the road at Anderson and Southland!

### Bridges need widening

Ivor strong bridge needs to be wider and need to continue 3 lanes all the way down Deerfoot north and south.

Too small of a bridge.

There needs to be another lane across the Ivor Strong Bridge in both directions.

The Ivor strong Bridge needs to have another lane added in both directions.

### Collisions & clean up

There needs to be more exits to get OFF of Deerfoot in the event of an accident or tie-up of traffic.

<b>Congestion</b>
Congestion on Southbound Deerfoot from Deerfoot Meadows to Anderson Road during the evening rush hour is insane.
Please fix the bottle neck!!! Southland drive!!!
Terrible congestion north bound at bow bottom / Anderson exit everyday. The back up as cars slowdown to exit causes a high collision rate.
DF NB backs up because of the significant reduction in speed it takes to get off DF NB to make the corner to get on Anderson/Bow Bottom.
Every morning I find it very congested at Douglasdale going north. It's usually backed up to Barlow and doesn't let up until after Anderson.
Northbound approaching Ivor Strong Bridge. Traffic from Douglasdale backs up every afternoon. Need another lane northbound over the river.
24th St off-ramp to Deerfoot North between 4-6 PM, but the issue is driven from further north, particularly between Anderson & Southland.
Every morning at 6:45 am and experience congestion every morning at this spot that gets worse if I leave any later in the morning.
Congestion in right lane from 130th Ave to Anderson/Bow Bottom Exit.
slow down happen at Douglasdale, however it's based on the bridge congestion.
Extreme congestion. congestion caused by people merging from Deerfoot onto Southland exit and merging from Southland onto Deerfoot.
<b>Driver behaviour - merging</b>
The merging of cars causes congestion when those who are just going northbound on Deerfoot don't move to the left hand lane.
The cars exiting off Douglasdale exit N. Bound & merging before being forced onto Anderson is dangerous. Not enough space to merge safely.
<b>General</b>
Deerfoot Trail NB at Ivor Strong Bridge.
<b>Improve barrier</b>
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lanes.
solid line on bow bottom trail merge to Deerfoot southbound on Ivor strong bridge.. to many people trying to merge into fast moving traffic.
<b>Interchange design</b>
Douglasdale overpass is always crazy.
Traffic Circle.
Traffic Circle.
Anderson interchange.



Why does the city like lights on overpasses? Design correctly to eliminate them.
Build flyover for Southland & Blackfoot cars to SB Deerfoot.
<b>Intelligent transport system</b>
Consider variable speed limits for high traffic times. M25 around London drops to 40mph in rush hour.
NB @ Ivor Strong need metered merging from 24 ST & adjustable speed on DF to allow safe merge from 24 ST & to Anderson/BB during high volume.
<b>Lack of consistency</b>
No uniformity of any interchange on Deerfoot. Left turn merges in North end (McKnight), right lane exits in South end.
<b>Lane reduction issues</b>
The lanes go from 3 lanes to 2 lanes in this area.
two lanes heading north after Ivor Strong bridge is ridiculous and getting across 2 lanes to head south from Southland is distressing.
Goes down to 2 lanes on the Ivor-Strong bridge. A problem with all the new houses south of this bridge who all funnel through this area.
Deerfoot south of Anderson, goes into two lanes from three - should be three lanes all the way.
3 lanes down to 2 along Deerfoot and Anderson as well as at Deerfoot and Glenmore. Commuting nightmare spots!
Bottleneck on northbound Deerfoot just before Ivor Strong bridge leading to Anderson Road off ramp.
Ivor strong bridge reduction to 2 lanes and the merge of Anderson and bow bottom.
The trail is reduced to two lanes (Anderson and Glenmore) we have been dealing with this for over 34 years now! Pathetic!
4 lanes down to 2 lanes is silly.
Bottleneck to cross the river down to 2 lanes and traffic merging onto Deerfoot. Huge backlogs of traffic daily.
The merge btw Deerfoot Douglasdale up to southland exit NB is a squeeze Widening to provide 3 driving lanes everywhere will improve flow.
Anderson Road is bizarre. Deerfoot narrows and there is crazy congestion all along here.
Dropping the road to 2 lanes at Anderson and again to 2 lanes at Glenmore causes significant bottlenecks.
Deerfoot is 2 lanes after the bridge. Also after the bridge we have 4 lanes that crisscross to either get on Deerfoot or one to southland.
Lane reduction.
3 roads merging into 1, and the right lane is always moving slow because of the tight turn off to get to Anderson.

Traffic from 24th meeting Deerfoot traffic already slowed by being funneled to 2 lanes after Anderson in the morning.
Three moving lanes all the way. No bottle necking down to two anywhere on Deerfoot The same goes for Stoney Trail by 17 Ave SE.
Northbound cars are coming off Barlow and 24th St. The cars coming from 24th first have to all merge into one lane, then merge onto Deerfoot.
<b>Longer merge lane needed</b>
Too short lane change length between Anderson and southland (both ways).
The merge lane coming out of Douglasdale and Douglasglen at the same time is dangerous, unsafe, and too short.
Not enough time to exit on Southland and not enough lanes Northbound in morning.
<b>Merging causes issues</b>
Very hard to merge onto NB Deerfoot from Douglasdale Blvd/and 24th street as NB is backed up to exit at Anderson. 2-3 merges are required.
The merging of Southbound Southland/Blackfoot traffic onto Deerfoot. As well the narrowing of Deerfoot to 2 lanes.
Douglasdale, Douglasglen, Anderson and Southland are all merging in more or less the same place.
Merging from southbound 18th street to northbound Deerfoot.
<b>Move access</b>
Bottlenecked 5X over...BBT, Anderson, gmore, Sland, Ddale, Dglen all within 1km.TERRIBLE planning. Relocate Anderson and BBT.
Make the exit to Anderson here and have it a closed lane all the way to the cloverleaf.
<b>On / off ramps</b>
Traffic backing up due to entry from douglasdale/glen and exit of Anderson, along with reduction of lanes.
<b>Police</b>
AND enforce variable speed limits with traffic cameras.
<b>Poor road design</b>
Ah, little old Calgary with the same small town thinking of the 1960's. FIX THIS FREEWAY. Ludicrous and embarrassing. PLAN for traffic.
<b>Road work / construction</b>
Construction.
<b>Safety concern</b>
Douglasglen/24th exit onto nb Deerfoot, then to Anderson bow bottom exit VERY dangerous!!
Southland Drive and Deerfoot makes no sense at all. Dangerous pulling off Southland onto Deerfoot.

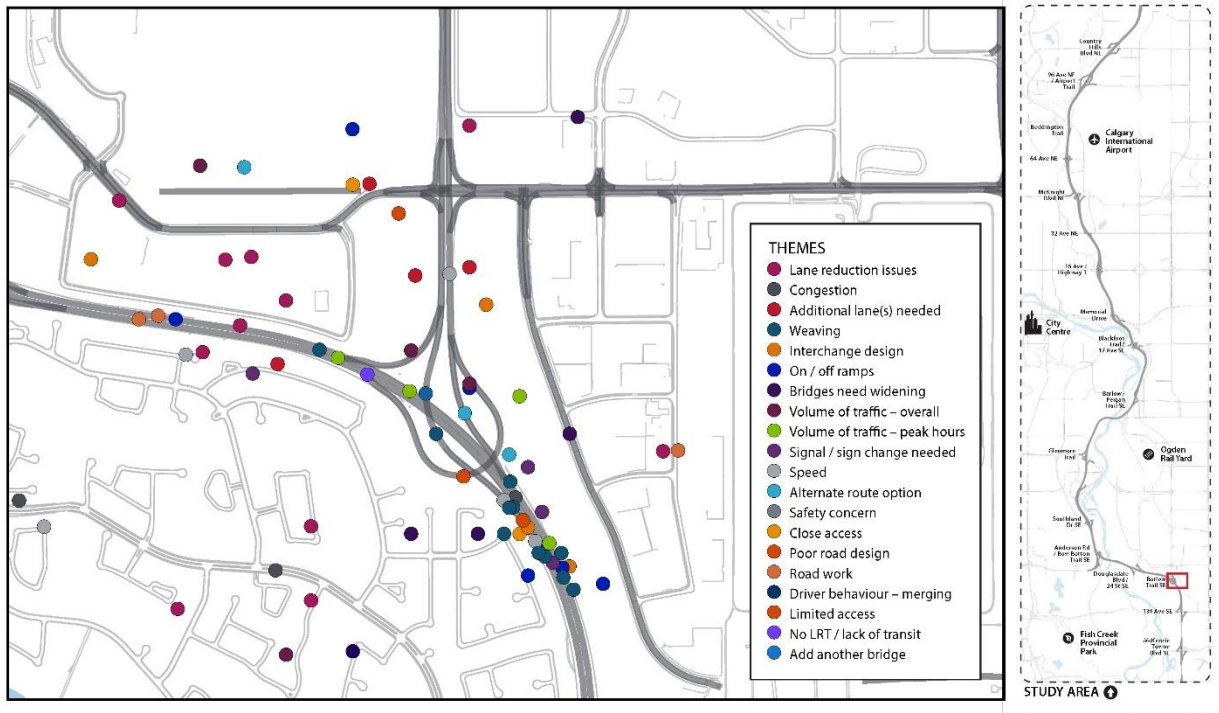
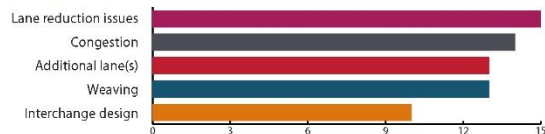
<b>Signals / signs need changed</b>
Need BIG signs for names of bridges, and which river they go over. Traffic reports not helpful if you don't know these.
<b>Volume of traffic – overall</b>
office traffic from Quarry Park joins line of Deerfoot traffic exiting to Anderson/Bow Bottom, merging into 100km/h traffic from a dead stop.
This backs up around the clock. Stop the madness!
<b>Volume of traffic – peak hours</b>
Between Glenmore and Anderson is the worst after 4 pm.
causes 75%+ of the back up in the morning commute.
The traffic is usually backed up from 8-9am, which is the rush hour.
One- right after Douglasdale exit where it bottlenecks there is always congestion during rush hour.
<b>Weaving</b>
Lots of drivers changing lanes and slowing flow approaching and between (northbound) Douglasdale and Anderson turnoff.
The bottleneck just south of Heritage Drive is downright dangerous. One has a hard time moving to the inside lanes to avoid having to exit.
Traffic crossing lanes between merge and exit causes very rapid change in speed and confusion.

# Barlow Trail S.E.

## Barlow Trail S.E. Intersection Comments by Theme

A total of 79 comments were pinned around the Barlow Trail S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at Barlow Trail S.E.



### Additional lane(s) needed

Deerfoot Trail should have three lanes from Stoney Trail NW to SE-the SE has grown exponentially and dependant on Deerfoot and Stoney.

The entirety of Deerfoot, not just here, needs an absolute minimum of 3 lanes each way with separate on/off ramps.

Please add one more lane near Anderson.

D-Trail should be 3 fully flowing lanes both N/S no brainer! Also get more better/bigger digital info signs that r readable in sunlight!!

Deerfoot at southland/Anderson is the worst. I thought about a dedicated northbound Deerfoot lane that comes from Anderson and goes from

Please add another lane near Anderson Road exit. And there never should be less than three lanes on any section of Deerfoot.

### Alternate route option

The first priority should be to complete the ring road and raise it's speed to 110 km/h

Make Barlow trail "The Deerfoot" as in...Get rid of all the stop lights and turn them into under/over passes.. No more river crossings.
If you want to take Barlow as an alternate route, it is backlogged with traffic coming from 130th trying to get into Deerfoot.
<b>Bridges need widening</b>
2/DylComuteDrfootTr:StoneyTrSth&- BrlwTr.AMCngstn@IvrStrngBrBacksUpSthOfBrlwTrOffrmp.WidenIvrStrng&UpgrdDrfootTr/Sth landDrl/CRMMyTopPriorities
The bridge between Barlow and Anderson is a bottleneck for traffic in either direction.
Extra lane across Ivor Str. brdg N bound needed to let people out of Douglasdale-glen, Qu PK & Ind Pk onto Deerfoot & off onto Anderson.
Expand Ivor Strong Bridge to 4 S/B and 4 N/B lanes. Also, Expand D/foot Trail to 4 lanes in between Glenmore Trail and the Calf Robe Bridge.
Northbound bottleneck at Ivor Strong bridge - need 3 lanes continuously. Also at Deerfoot and Glenmore NB.
<b>Close access</b>
Make drivers using southbound exit to southland turn right or left - no traffic allowed straight through back onto Deerfoot.
Consider blocking access in rush hour to Southland drive from Deerfoot.
<b>Congestion</b>
Ivor Bridge congestion backs up all the way to Barlow.
Everyday it bottles up here...can't wait till the LRT is built.
Congested on Deerfoot Tr. North weekday mornings @ 7:45 am starting at Barlow Tr exit. The real issue is the bottle neck @ Ivor strong.
When Deerfoot is backed up past McKenzie blvd, Douglasdale blvd becomes a parking lot for people shortcutting through this community.
Total slow/stop down at Douglasdale most of the time.
<b>General</b>
Between DouglasGlen and Southland.
Anderson and Deerfoot
<b>HOV</b>
Designate left lane NB & SB for passenger vehicles only.
<b>Improve barrier</b>
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lane.
<b>Interchange design</b>
Barlow exit must be provided by flyover to not to interrupt merging from 130 Ave.

A basket weave design should be put into place, as drivers merging onto Deerfoot get cut off by drivers trying to make the exist for 130th.
Bow Bottom should merge directly onto Blackfoot instead of Deerfoot. avoiding all of Anderson and Bow Bottom merging onto two lanes.
Build flyover Deerfoot northbound over bow river to Southland Dr and Deerfoot Meadows bypassing 4 lane changes.
Overpasses and NO stop lights this is the 21 century, show initiative Get rid of the driving range cement plant access off ramp to Lafarge
Glenmore - Douglasdale needs an overhaul work MUST be done on a 24 hr basis speak with a US city to see how it is done.
<b>Lane reduction issues</b>
The congestion caused by the Ivor strong bridge area decrease in lanes causes traffic to back up to 130th or further on a daily basis.
Going down to 2 lanes b/t Southland-Anderson inevitably leads to congestion. Not acceptable along the only N-S route in city of 1000000+.
Far too few lanes between Anderson and Southland exits; the traffic is always horrendous.
Too few lanes between the Anderson and the Southland exits on Deerfoot southbound.
Deerfoot narrows from 4 lanes to 2 over bow and Anderson. New bridge over river for southland/ Anderson and 3 lanes for Deerfoot.
Anderson past the Ivor Strong to Douglasdale heading south and from Douglasdale north over the Ivor Strong pas Anderson.
Narrowing of the roadway to two lanes causes delays.
Three lanes to two at Glenmore and Anderson/Bow Bottom exit....eek!
Armstrong Bridge reduced lanes and caused traffic jam. suggest to add another parallel bridge to solve the issue.
Where NB Deerfoot goes from 3 lanes to 2 lanes just after the Douglasdale area. This whole freeway should be 4 lanes...
going from 3 lanes to 2 lanes on the major highway in the city where drivers cannot merge auto congests - at the Anderson exit.
Why does the city always converge three lanes into two thus creating unneeded congestion, put in three lane bridges !
<b>Limited access</b>
An exit from the Barlow exit to go back on DF south for a 130 Ave exit only?
<b>Alternate route option</b>
We call Douglasdale Blvd mini Deerfoot - whenever there's an incident on Deerfoot everyone cuts through the residential speeding and killing.
<b>No LRT / lack of transit</b>



The SE section of the city needs LRT - we have the biggest industrial park and the area has grown exponentially without proper roadways.
<b>On / off ramps</b>
On-ramp from Barlow conflicts with off-ramp to 130th on SB Deerfoot.
Merge lane too slow, then ends. Interchanges too close together. European motorway interchanges are at least 2 mi apart.
Why does Douglasdale and Douglasglen merge together to merge onto Deerfoot, each should have their own merging lane - get rid of the barrier
Exit of Southland and entrance from Bow Bottom and Anderson so close together heading North as people merge on and exit off (changing lanes).
Ramp from Blackfoot (via Southland Dr) onto Deerfoot needs to be changed. Too much traffic weaving in & out to get onto LH lanes of Deerft.
The interchange between Anderson, bow bottom and southland onto Deerfoot north is to narrow and to short.
<b>Poor road design</b>
This Ivor Strong bridge combine with the Southland exit is a real mess - backups every single morning - a real design nightmare.
The slow down for traffic going North past Douglasdale to get onto Anderson is always a bad spot on Deerfoot.. needs review.
OK, again... whoever OK'ed this mess should be shot with a ball of their own shit. I hope they die a terrible death ...see note R2D2.
<b>Road conditions</b>
Ramp really bumpy and uneven.
<b>Road work / construction</b>
These cones should not be blocking the far right exit lane. It is causing more back up on Deerfoot and there is not reason for them.
The far right lane to get into Douglasglen has been blocked off by cones that have no need being there other than to slow down traffic.
<b>Signals / signs need changed</b>
"Slower Traffic Keep Right" sign... add flashing lights, blinking arrows, glitter, balloons, ANYTHING to get people to move over!!!
Exit sign for Barlow lanes is posted too late, always see vehicles that doesn't realize they are about to exit and have to merge late.
<b>Speed</b>
Cars coming off Barlow onto SB Deerfoot don't speed up to 100km/h. The right Deerfoot lane breaks very hard when Barlow cars are merging.
Two left lanes travelling at 100+km/hr versus the shared merge lane where traffic sometimes comes to a stand still is dangerous.

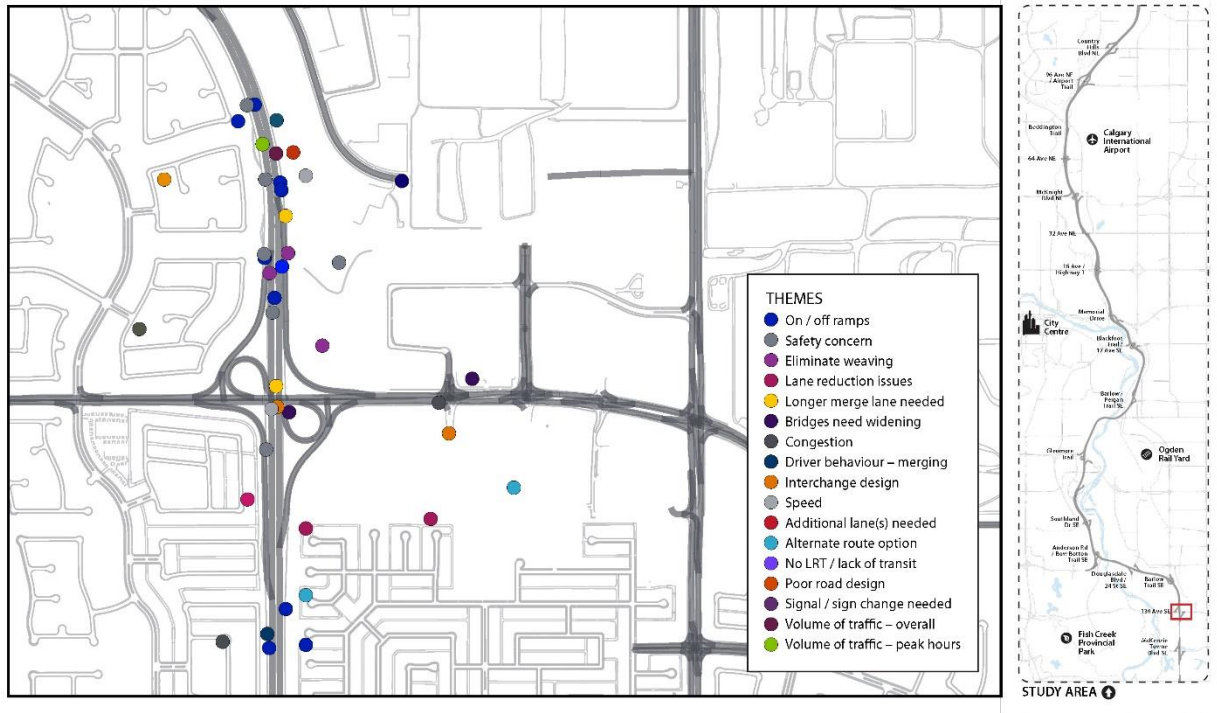
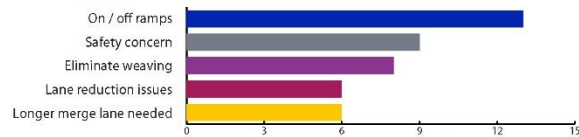
Why is this section of Barlow Tr. between Deerfoot & 114th only 60?
Revise the speed limit on Deerfoot to 80 km/h because all the ramps onto and off are not designed to handle the 100 km limit.
<b>Volume of traffic – overall</b>
The Anderson/Southland/Bow Bottom/Deerfoot Interchange is not designed to handle the traffic it now sees.
<b>Volume of traffic – peak hours</b>
The bottle up leaving McKenzie Towne on Deerfoot usually starts here during morning rush hour.
130th Ave traffic enters Deerfoot and have to merge into Deerfoot while Barlow traffic tries to exit Deerfoot. Congested during rush hr.
Congestion during rush hour unbearable.
NB Deerfoot is a parking lot in the morning, and instead of doing a "study", you should be out there fixing it right now.
Seems to always be a slow down here in the morning. Could be from 130 Ave on ramp and Barlow Trail off ramp being so close to one another.
<b>Weaving</b>
Too many people coming off Barlow Trail crossing over to Deerfoot and Deerfoot people trying to get off onto 130th Ave.
This is a terrible spot with the merging traffic from Barlow and the people wanting to merge off onto 130th.
Barlow to Southland is painful. 2 km of road doubles my commute. The weave zone past Anderson is very dangerous!
Big semi trucks coming off of Barlow on to Deerfoot then you have suburban moms trying to exit on 130th. #nightmare
Left lane congestion due to the number of people trying to merge onto Deerfoot (from Barlow) as travellers are trying to exit to 130 Ave.
Note R2D2 - Southbound Barlow onto Deerfoot should not mix with bad drivers trying to get off on 130 Avenue.
Merging on/off traffic. Criss-crossing with changing lanes. One lane merging on takes up three lanes of traffic.
Traffic backs up on Barlow to get on to Deerfoot, people are also trying to get on to 130th and traffic ends up slowing down on Deerfoot.
Have to merge over 2 lanes in not much time when heading NB on Deerfoot from westbound 130th Ave.

# 130 Avenue S.E.

## 130 Avenue S.E. Intersection Comments by Theme

A total of 44 comments were pinned around the 130 Avenue S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

### Top 5 Themes at 130 Avenue S.E.



### Additional lane(s) needed

Not enough lanes and no room for lane expansion would be nice to have express lanes

### Alternate route option

I would drive Stoney Trail, take the long way... before driving Deerfoot. Saying that, there are times I have to take Deerfoot. :/

### Bridges need widening

Widen bridge to prevent bottle neck Nb passing Anderson also sb widen road before Bow Bottom to prevent that bottle neck.

Between Douglasdale Blvd and Southland. Widen the Ivor Strong bridge and eliminate weaving with Anderson / Bow Bottom traffic.

### Congestion

The extreme backlog starts here.

Awful traffic congestion at the intersection of London Drugs and The Keg. It causes back ups trying to get on to Deerfoot.

### Driver behaviour - merging

Merging on and off traffic, dangerous and slow. junction too short. Deerfoot tailbacks at peak times SB.
Failing to properly merge. They are either travelling too slow or speeding or they don't change lanes quick enough to remain on Deerfoot.
A solid white line between the middle and inside lane would benefit drivers merging on from 130 Ave, when other drivers cut from the middle.
Traffic merging on to Deerfoot and those exiting at 130th cause big slow downs and dangerous driving.
<b>Driver behaviour - weaving</b>
Merge lane from 130th to NB Deerfoot doesn't work. Is current used as an extra lane to exit onto Barlow and skip the line.
<b>HOV</b>
Encourage people to car pool, take alternative route, create bus route on Deerfoot at congestion area.
<b>Interchange design</b>
No need for lights. Proper design, such as 4 leaf clover negates the need for them.
<b>Intelligent transport system</b>
Adjustable speed limits during high congestion with staggered entry/merging. Proven and cost effective.
<b>Lane reduction issues</b>
Northbound traffic backs up all the way to this area all because Deerfoot becomes two lanes at Anderson. Even on average days.
Merging 5 lanes to 2 at the Ivor Strong Bridge is potential for many accidents especially with the high volume of traffic. Needs to change!
Utilize the deserted lane used by Lafarge and make Ivor strong North 3 lanes!!
Why is there a short 2 lane piece after the Ivor strong Bridge going north, that's what snarls traffic in the morning!!
Constant back ups, seem to originate from Anderson/Deerfoot interchange. the reduction from 3 northbound lanes to 2 is a major factor.
<b>Longer merge lane needed</b>
Not much space to merge (from 130th to NB Deerfoot), have been forced to exit on Barlow.
Merge lanes in Deerfoot are too short not enough distance for safe exit.
Need longer merge lane which ideally goes into 130th, if desired.
<b>On / off ramps</b>
Barlow merging onto Deerfoot, people from Deerfoot trying to get to 130th. Congestion is awful; I'm surprised there aren't more accidents.
The on ramp here is actually too long and creates a too short of a stretch to get across several lanes to avoid Barlow.

The merge from SB Barlow to SB Deerfoot is shared with the off ramp from SB Deerfoot to 130 Ave SE. The shared ramp causes congestion.
On-ramp from 130th conflicts with off-ramp to McKenzie on SB Deerfoot.
On-ramp from McKenzie conflicts with off-ramp to 130th on NB Deerfoot.
Weave lane between Barlow entry and 130th exit is too short, making people slow way down. It's dangerous with the large variations in speed.
Barlow ramp after bridge should loop around backside (north) then back under bridge to allow more room to merge before 130 Ave.
Deerfoot have so many exits that are too close to each other it causes big traffic during rush hours.
Merge lane from 130th conflicts with exit ramp to Barlow.
<b>Poor road design</b>
Connect 40th St with 40th St or 52nd (126th Ave SE) for another route out of 130th to Barlow etc...130th, another epic design failure.
<b>Safety concern</b>
Merging & Exiting Deerfoot. Poor design, creates major congestion, unsafe. Cars crossing multiple lanes to get to exit.
Southbound exit from Southland onto Deerfoot is dangerous. Through Traffic is coming across all the lanes to exit onto Anderson.
This area is very dangerous to navigate with cars merging onto Deerfoot and cars trying to exit on 130th resulting in mass chaos.
130th Merge is so dangerous. Always backed up from Barlow.
<b>Signals / signs need changed</b>
Get rid of this stop sign and make it a dual right turn only coming off of 130th Ave.
<b>Tolls</b>
The transportation planning is completely backwards: transit should be free and roads should be tolled to fix all the problems.
<b>Trucks</b>
We need a fancy over/under here. 130th Ave cars getting onto Deerfoot N. should not interact with Trucks heading to Barlow.
<b>Weaving</b>
Hard to get over two lanes so you're not forced onto Barlow.
Weave lanes SB Deerfoot combined with Barlow trail to 130 Ave downright dangerous.
Enable merging traffic to enter sooner. They are forced to ride that long lane right to Barlow, then do two lane changes right away.
<b>Random</b>
AC

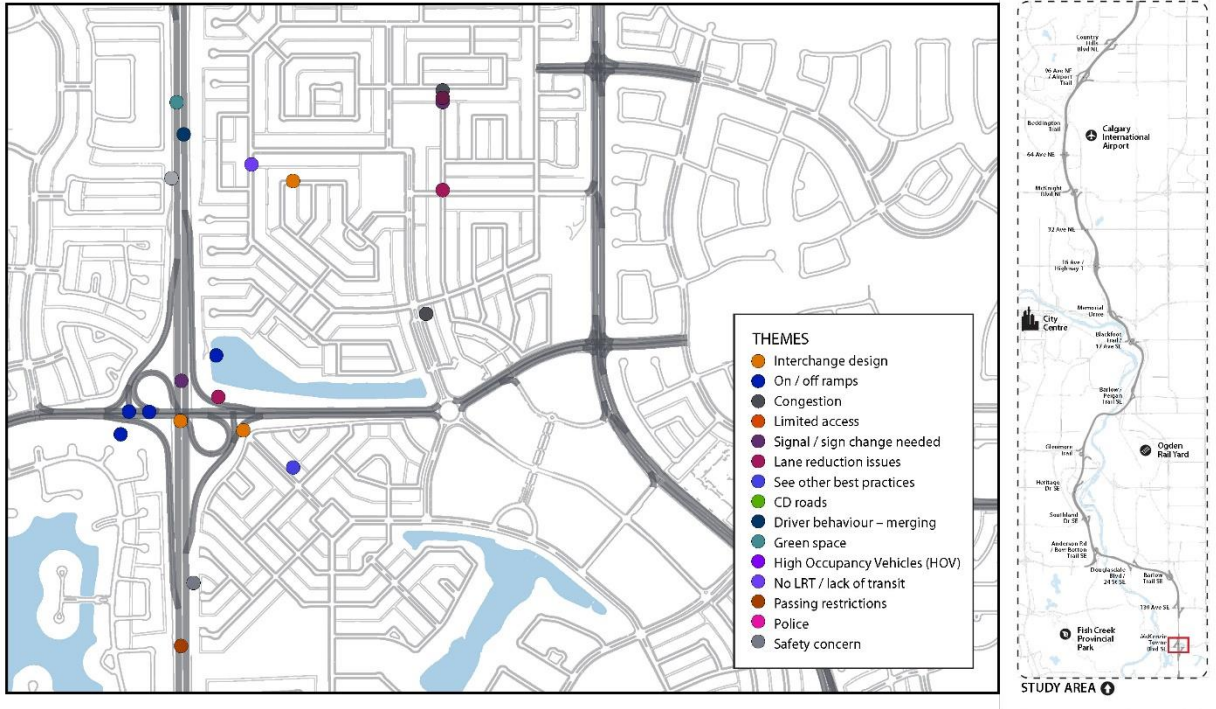
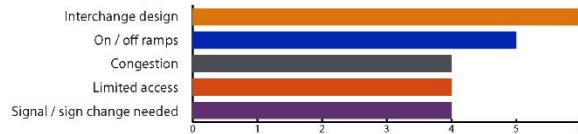
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## McKenzie Towne Boulevard S.E.

### McKenzie Towne Boulevard S.E. Intersection Comments by Theme

A total of 23 comments were pinned around the McKenzie Towne Boulevard S.E. interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

#### Top 5 Themes at McKenzie Towne Boulevard S.E.



#### Collector distributor roads

Where the ROW allows, building service roads (parallel to the highway) connecting between the interchanges ramps and the main highway.

#### Congestion

Deerfoot and 24th is always slow, and backs up.

Deerfoot North and Southland/Anderson interchanges Just horrible constant congestions.

#### Driver behaviour - merging

Good for the most part - other then people coming across the outside to inside lane -- at 80 km/h.

#### Green space

More trees and greenery at sides of highway.

#### HOV

In partnership with





Having a managed HOV lane.
<b>Interchange design</b>
Flyover between Anderson to Southland, are far south or far North they can take a fly over pass.
Why are there lights on overpass/interchanges? Proper design does not require them.
<b>Lane reduction issues</b>
I live in the SE, the Glenmore Squeeze, then the Southland Squeeze are a major issue for me.
Having northbound reduced to 2 lanes between Anderson and Southland even for a short distance backs up traffic terribly.
<b>Limited access</b>
POOR ACCESS FOR DDALE AND DGLEN. NEED TRAFFIC LIGHTS IN TO RELIEVE CONGESTION. NEED INTERCHANGE WHERE ANDERSON JOINS DEERFOOT.
Add in access ramp to McKenzie Lake from Stoney like we used to have or improve overpass at Deerfoot / McKenzie.
Ridiculous that McKenzie/Cranston exit only goes to NB Deerfoot here. Simple crossover lane would provide access to SB Deerfoot.
<b>No LRT / lack of transit</b>
Before any \$ is spent upgrading Deerfoot, green line LRT needs to be accelerated and finished. This is the best way to reduce congestion.
<b>On / off ramps</b>
2 straight thru lanes into Mck lake plus the lane coming off of Deerfoot would be helpful, this gets badly backed up during busy times.
Traffic comes to a stop after coming off Deerfoot and it will back up as the community grows.
McKenzie Towne northbound exit onto Deerfoot get backed up all the way around traffic circle in the winter.
Extend McKenzie Boulevard exit lane back 500 m to reduce slowdowns in the fast lanes of Deerfoot as people try to exit.
<b>Police</b>
The left lane should ONLY be used for passing, violators should be penalized otherwise. Passing on the right is unsafe and should be illegal.
<b>Safety concern</b>
Install Glare Screens on the concrete median between N and Sbound lanes to avoid distraction and secondary accidents in the opposite lane.
<b>See other best practices</b>
Maybe visit Phoenix and get on the 60 east to Mesa, this is a well built freeway that moves a lot of cars well...

Why stop flowing traffic? Look at Winnipeg's 4-leaf-clover overpasses! Keep traffic moving NOT by putting in traffic lights.

### Speed

I happily speed along at dangerously careless speeds on this overbuilt section all the time!

### Volume of traffic - overall

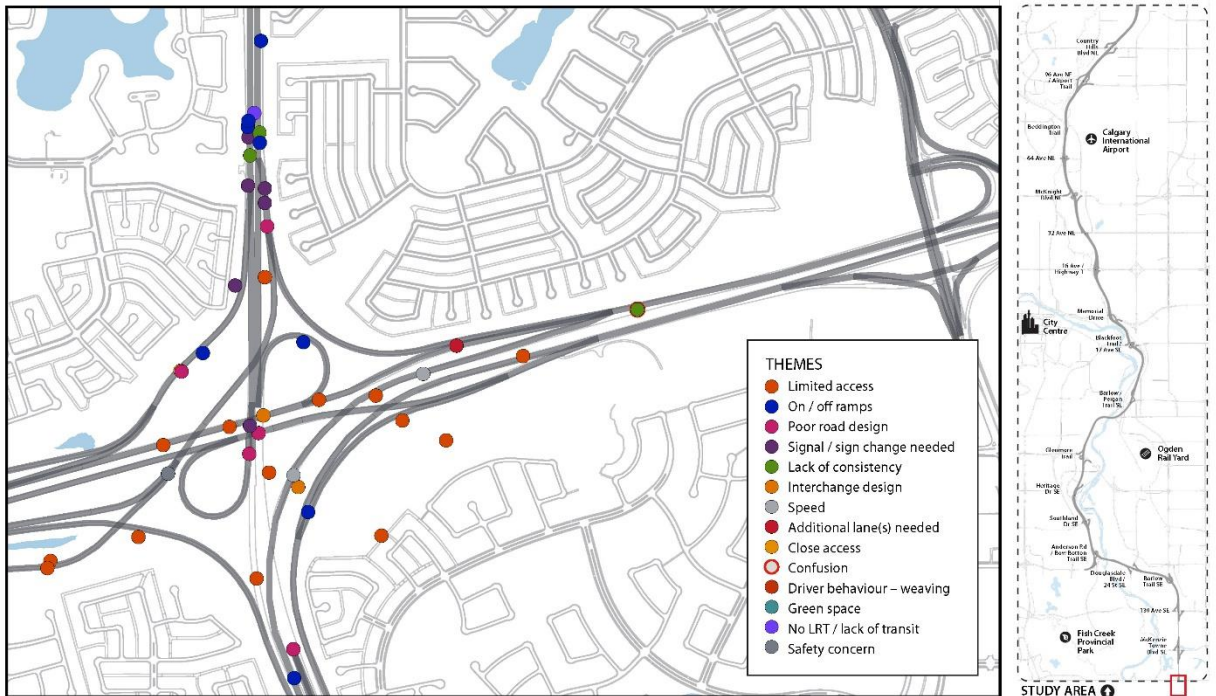
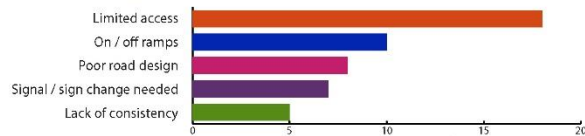
The mall at 130 Ave has terrible traffic flow. this creates back up all the way onto Deerfoot Trail...at every time of day.

## Stoney Trail South

### Stoney Trail South Intersection Comments by Theme

A total of 43 comments were pinned around the Stoney Trail South interchange. The comments were themed and plotted at the location they were originally dropped on the online map.

#### Top 5 Themes at Stoney Trail South



### Additional lane(s) needed

Deerfoot should be 3 lanes all the way to the North.

### Close access

Forced exit to McKenzie Lake area is contrary to freeway best practices. Sufficient access already exists from Deerfoot / WB Stoney.

### Interchange design

This whole monstrosity can be simplified, its called a "Clover Leaf" and it works wonders!

Remove all traffic signals at all interchanges. Coverleaf them.
<b>Lack of consistency</b>
Four lane traffic for Northbound Deerfoot Trail starts here.
Four lane traffic for Southbound Deerfoot Trail ends here.
Left-hand entrance makes all Deerfoot lanes "disappear". If entrance came on the proper right-side, could also add off ramp to Cranston.
Left-hand exit to Deerfoot from Stoney is very confusing. Creates dropped-lanes, which will be a big problem in future.
<b>Limited access</b>
Give Cranston and McKenzie back access to Deerfoot South at this point.
There was plenty of land to have made an access to Deerfoot south, now have to go north to then go south (or rat run through Cranston).
Worst interchange and waste of concrete in all of Calgary. Can't get into Cranston, Riverstone, or MacKenzie Lake or hospital from east.
There should be a way to go from Stoney Trail to Deerfoot Trail and exit to Auburn Bay or Cranston!
Can't go Stoney Trail W to Deerfoot S and get into Auburn Bay, Cranston, or Seton. Needs to be designed so this is possible!
New ST built cant go DF S from Cranston/Mackenz exit. Now all traffic goes thru School zones. should have off ramp where it was before.
Access to southbound Deerfoot can be easily accommodated, which will help reduce traffic through school/playground zones in Cranston.
No access to SB Deerfoot or EB Stoney Tr @ S McKenzie Lk or N Cranston. Traffic is forced thru those communities thru playground zones.
No access to Deerfoot south from the south side of McKenzie. Inconvenient to drive through Cranston or do a loop through McKenzie.
No access to McKenzie from Westbound Stoney, this should of been designed into the intersection.
Why no access to Cranston or McKenzie Lake from Stoney westbound? Stoney is useless to me where I live in Cranston.
No access to McKenzie or Cranston from West bound Stoney Trail is a surprising oversight in design.
Why is there no access from the front of Cranston and the back of McKenzie lake to Stoney trail?
<b>No LRT / lack of transit</b>
- studying Transit routes and connectivity along Deerfoot (enhancing Rapid bus transit services serving Deerfoot users could be an option).
<b>On / off ramps</b>

2 ramps that go to the same place? Get rid if one of them.
On-ramp from Stoney conflicts with off-ramp to McKenzie on NB Deerfoot.
On-ramp from McKenzie conflicts with off-ramp to Stoney on SB Deerfoot.
Merge lane from WB Stoney onto NB Deerfoot is too small.
Not congestion, but having two lane exit that suddenly becomes 1 otherwise you end up in a neighbourhood.
On Ramp onto SB Deerfoot from McKenzie is too short and sometime very difficult to get over before you are forced onto W Stony Tr. off ramp.
Ultra-short merge forces abrupt lane changes, and brake slams when cars come hurtling sideways into the main flow like meteors.
Gigantic off ramps everywhere except this tight cloverleaf? Madness!
<b>Poor road design</b>
Whoever planned this needs to be fired! No access to Cranston, McKenzie Lake, or Auburn Bay. No access from Cranston NB to Deerfoot SB.
A Modern Engineering Failure. Colossal land waste, decreased speed limits? Tax collectors dream!
The contractor that built this road did a TERRIBLE job. Frost heaves and vertical shifts happen every couple of months. Especially northbound.
Getting off McKenzie Blvd onto Deerfoot to head south while Deerfoot traffic is trying to get onto Stony trail is a disaster.
Another giant abortion I'll chock this one up to stupid. Planners and Retarded Drivers.
Who's the **cking retard in planning that let this happen?? REALLY?? I need to get to the hospital from 22x E. you send me down 52nd street.
Fix Stoney and Deerfoot south to go to Cranston. whomever designed this ruined my day.. Everyday.
<b>Signals / signs need changed</b>
There should be proper signage stating that this exit is for Cranston/McKenzie BEFORE the actual exit.
Replace "SLOWER TRAFFIC KEEP RIGHT" signs with "KEEP RIGHT EXCEPT TO PASS" signs.
Improve signage so people don't think they have to move over to avoid getting sucked into Stoney when all 3 lanes continue south.
Improve signage to make it clear all 3 lanes continue as Deerfoot. People panic and jump across lanes to avoid an non-existent worry.
Please fix the signage going south, it suggests the right lane is exit only to EB Stoney in fact 3 lanes continue SB past Seaton Blvd.
<b>Speed</b>

Why is the speed limit posted as 70 km/hr. The speed limit is 100 before & after the flyover. It is not that tight of curve?

#### **Trucks**

Add "trucks over 6.5m not allowed in left lane" signs.

## West of Deerfoot Trail

#### **Additional lane(s) needed**

4 LANE DEERFOOT. Allowing thru lanes to stay left and merging traffic on the right.

Congestion due to too few lanes and exits so close together between Southland Dr and Anderson Road on Deerfoot Southbound.

Make the road at least 3 lanes wide in either direction, Please add a lane as you exit northbound from McKnight Blvd to Beddington Tr.

Use the 3rd lane exiting onto Glenmore from Deerfoot, as a through lane for southbound Deerfoot.

#### **Collector distributor roads**

If you opened the gates on Bow Bottom trail from Deer Run, it would be an immediate and no cost way to take out congestion on Deerfoot.

#### **Close access**

shut down Blackfoot south divert traffic to 11th st s for access to Deerfoot south (duel turn from black foot south to heritage east.

#### **Confusion**

Way 2 many near accidents with drivers for nb & sb Deerfoot exiting beside each other. People in sb lane cut over to nb lane @ the entrance.

#### **Congestion**

Always congested.

Bottlenecks at crossing of Deerfoot and Anderson, even when traffic is light.

Glenmore exit heading west off of Deerfoot south is brutal, constantly backed up to Peigan adds an extra 10-15 minutes to my commute.

traffic light at Edmonton tr backs up traffic onto Deerfoot.

If you work south of 10th Ave and take Deerfoot home there is no good way to get on Deerfoot, too many choke points.

#### **Driver behaviour - merging**

North Southland exit bottleneck, stopping to change into right lane to exit! left lane express lane please!

Having cars que into the right lane of E bound Memorial for N/S bound Deerwood is foiled by those driving up to the lights and cutting in.

Memorial to Deerfoot North. Lane backs up, tons of cutting in after the light. Remove lights to get on to a major thoroughfair.

Merging is not a strength of Calgary drivers; the merge lane design that doesn't have a long parallel ramp exacerbates the poor abilities.
<b>Force laneage</b>
Simple solution restrict the right hand lane during the hrs of 4:00-5:30 to vehicles merging in or off the Deerfoot. Controlled by cameras.
<b>Improve barrier / paint for maintaining lanes</b>
Have clear markings or curb barriers so that people who are waiting to go on Deerfoot wait in line with no cutting.
<b>Interchange design</b>
Upgrading this intersection into a Roundabout/Traffic Circle could help reduce the congestion on Deerfoot Trail and McKnight Boulevard.
Why have an overpass with 2 sets of lights instead of an clover leaf? Who designs this stuff?
96th ave EXT was a waste of money. Should have upgraded Beddington trail with interchanges and make systems intch. @ DFT. What a joke!!!
Ridiculous design at Beddington!!! Need ramp from and to the north. Please fix it!!!
<b>Lack of consistency</b>
Every interchange exits differently - hot mess.
<b>Lane reduction issues</b>
All of Deerfoot should be at least 3 lanes. The constant dropping from 3 to 2 and then back to 3 is frustrating and causes congestion.
Why can't a highway be made that keeps the number of lanes consistent to avoid the bottleneck+
The narrowing of Deerfoot at the Ivor Strong Bridge and then again at Glenmore Trail must be fixed.
McKenzie Towne to Anderson goes from 5 lanes to 2 creating bottle necks. Widen the bridge to add lanes. Would help with merges also.
Pin is to be located at Anderson. The issue is caused by a narrowing of traffic lanes due to bridge crossings.
Four lane too two lane creates a horrible backup going westbound Glenmore. Biggest bottleneck on our roadway in the city.
<b>Limited access</b>
No access from W. Stoney or N. Deerfoot to Mknz or Cranston! No access from Mknz or Cranston to Deerfoot S. or Stoney E.!!
No way to go eastbound on Deerfoot from Cranston or McKenzie Lake? Which crazy person designed this?
Deerfoot needs to be treated like an American style freeway. Limited access points, multiple lanes (add more), a High Occupancy Vehicle lane.



Why can't I go from Cranston to Deerfoot S or Stoney E? Now I need to go through playground zones to get to Deerfoot S or Stoney E. Not safe.
Access to eastbound stoney trail will not only reduce traffic flow to deerfoot, will also reduce traffic flow through Cranston/McKenzie Lake.
Crazy how you can miss both Deerfoot Trail South onramp and Stoney Trail east onramp from the communities of Cranston and Mckenzie Lake!
There is no access to east bound Stoney from Cranston. It forces you to take North bound Deerfoot.
Why not access to Stoney eastbound or Deerfoot southbound? Did a 2 year old design this crap?
And no access to east bound Stoney!
<b>Merging causes issues</b>
Improvement required to facilitate traffic flow , esp. S /SE bound. Backup caused further east of 17 AV SE and Deerfoot merging in.
Deerfoot & Glenmore and Deerfoot Meadows to merge onto Anderson road.
<b>Move access</b>
Eliminate N&S bound exit to Deerfoot together, separate exits needed, increase on-ramps to dual lanes. (see Okotoks hwy 2A exit to Hwy 2 N)
<b>No LRT / lack of transit</b>
BRT route 301 is capable of handling commutes to downtown. Thus, I don't think connecting Centre St. to Harvest Hills Blvd. is necessary.
Please connect Centre Street and Harvest Hills Boulevard or build the North LRT line to reduce Deerfoot Trail congestion.
<b>On / off ramps</b>
Fix the weaving problem by having dedicated on and off ramp lanes that don't overlap. Increase number of lanes.
The merge lane to get onto Glenmore from SB Deerfoot is ridiculously lined up at almost all times of the day.
on/off ramps too close together.
Southbound Deerfoot should have a two lane exit onto Westbound Glenmore.
City Managers cannot figure out that one of the busiest interchanges needs more than 2 lanes?!!!! (Glenmore & Deerfoot) FIRE THEM ALL
Have a longer merge lane from McKnight to 64th Ave.
This merge works great, need same thing at Deerfoot ( <i>Blackfoot southbound to Glenmore eastbound</i> )
WHY IS THERE NOT A PROPER EXIT ONTO GLENMORE FROM DEERFOOT SOUTH????? That makes NO sense.
Build a ramp that uses 2 lanes to go onto Deerfoot North.

On-off ramp northbound at McKnight and 64th always backed up. Merge-on/merge-off lanes are a disaster - traffic comes to a complete stop.
Southland exit proceeding south on Deerfoot to short of an exit ramp when you are proceeding south towards Douglasdale.
<b>Outside study area</b>
Stoney trail should all be at least 3 lanes. Look at the road infrastructure in Toronto. All major highway are at least 3 lanes.
In.
Need a way to go EB Stoney from McKenzie Lake.
Give Cranston and McKenzie full access to Stoney east and west for both on and off ramps.
Please give Cranston and McKenzie back their access at this point.
It would be greatly appreciated if the Southwest section of the ring road is completed.
This Bus Trap should be eliminated so that Centre street actually connects to centre street N.
Logical connection of Canyon Meadows Drive to 130 Avenue, reducing local trips to/from Deerfoot Trail.
Have you considered the expense needed to upgrade Crowchild Trail? It will be an expensive proposition to demolish the surrounding area.
Upgrading this portion of Crowchild Trail into an expressway would create an alternative route to Deerfoot Trail.
This is the new Deerfoot. The SB left hand lane is not a merge onto the flyover. Pincott is pro-bike so he doesn't care about traffic ( <i>Crowchild at Glenmore</i> )
How did the city not build the Ring Road while we had the room in the city limits regarding the natives?
60KM an hour going East off Harvest Hills, no distance always YEILD get rid of merge sign!
Widen McLeod fr dntwn to 42nd (mostly an eyesore stretch anyway), then make 42nd-46th a major corridor to both Blackfoot Tr & Deerfoot Tr.
Why on earth can people leaving their neighborhood not be allowed to turn right? Many people do so regardless esp. with Stoney right there!
Please reinstate the pedestrian hold when the 2nd street light turns green.
Speed limit should be increased to 80kph. Must match the rest of Beddington for free flowing traffic.
There should be no parking along the road when turning onto Eversyde Blvd. Drivers stop in the most inconvenient time.
Terrible intersection. Always get cut off by the drivers in the lane to go straight to Range Road 14. They turn in the wrong lane.
Finish the SW ring road to alleviate traffic on Deerfoot.
East/west lights on Beddington need adjusting in the mornings. Traffic backed up to Stoney Trail constantly.

I suggest a direct lane from adjacent that City utility building on the Southland/ Blackfoot corner direct onto Anderson Rd.
The ring road needs to be completed so that traffic can flow both east and west of the city.
chaparral blvd over pass backs up on top because of the short turn lane that allows you to head east on Stoney tr.
traffic lights cause major delays on Stoney in both directions. Please improve Stoney in SW.
Beddington Trail should be freeflowing from Stoney to Deerfoot. Interchange required at Berkshire Blvd. & Beddington Trail.
Beddington Trail should be freeflowing from Stoney to Deerfoot. Systems interchange required at Country Hills Blvd. & Beddington Trail.
Beddington Trail should be freeflowing from Stoney to Deerfoot - remove access.
Bedding Trail should be freeflowing from Stoney to Deerfoot. Interchange required at Hidden Valley Link & Beddington Trail.
Bedding Trail should be freeflowing from Stoney to Deerfoot. Systems interchange required at Stony Trail & Beddington Trail.
Hey, my old house!!! God I miss when the city ended here, and we could dirt bike in t=what is now Diamond Cove.
Reflective road paint is a must, and fix that protruding barrier under memorial.
Reduce the speed limit to 80 kmph within the city limits and enforce it. Ticket people who don't signal lane changes, and follow too close.
Yo.
Once again, three lanes to two lanes. This makes no common sense. I thought planning was to plan for the future?
there is no way to go east on Stoney from here. why?? <i>(From northbound McKenzie Boulevard)</i>
More speed checks in the Playground zone - to many people speed past my kids school <i>(McKenzie Lake School/Blessed Cardinal School)</i>
Absurd backups, not wide enough for the volume Crowchild trail see's every single day. <i>(Crowchild)</i>
r. hand turn lane should have been lengthened here instead of up westbound Canyon Meadows.
Please work on SW part of Stoney Trail. That will help commuters get to areas they normally take via Deerfoot to Glenmore.
what the fuck m8.
T.
Needs to be easier access to the best fried chicken joint in town.
Finish the other side of Stoney trail.
<b>Pedestrian / cyclist infrastructure</b>

NO MORE BIKE LANES IN THE CITY, SOMEONE WILL GET KILLED, ONLY A MATTER OF TIME, CITY HALL NEEDS THE POLICE CHARGES NOT THE DRIVER.
Make Law Bicycles YIELD to all cars, slower bicycle let faster vehicle by, bicycles need a licence like a car!
When a bicycle is killed on 10th ST charge ward alderman for a bad idea, bicycles safety hazard on roads!
Make Law Bicycles YIELD to all cars, slower bicycle lets faster vehicle by, bicycles need a licence like a car!
Bicycles not allowed on Deerfoot. Bicycles are wrecking our streets; we need to stop catering to their slow safety hazard, NOW!
Agreed Fire them all, no bicycles on the roads, they can't exchange insurance if they get hit.
Bicycles not allowed on Deerfoot. Bicycles are wrecking our streets; we need to stop catering to their slow safety hazard, NOW!
Make Law Bicycles YIELD to all cars, slower bicycle lets faster vehicle by, bicycles need a licence like a car!
When a bicycle is killed on 10th ST charge ward alderman for a bad idea, bicycles safety hazard on roads!
<b>Police</b>
Increase the fine by going over the speed limit. Placing easily detectable speeding camera cars are not going to solve the problem.
Cops who stop someone losing a lane need to be fined for disruption of traffic flow!
I don't feel safe with people going slow in the fast lanes; police focus on slow people, slow is dangerous.
Too many people going 80KM an hour when they can go over 100KM thus makes speeders, fine slow people more dangerous!
<b>Poor road design</b>
This is very poorly designed. Needs onramp to stony trail east bound added and off-ramp from Stoney trail west bound to Cranston Blvd.
Glad people are growing a set and speaking up posting at City Hall where the problem is bad road designs, bad speed choices.
Southbound Bow Bottom/Deerfoot merge has to be the worst traffic planning in North America! It MUST be rectified!!
Access to eastbound Stoney and from Stoney to Cranston .... on the north AND southeast required! Presently very poor access - poor design.
Desperate re design of Southland and Deerfoot is required, or shut down all access to S. Deerfoot from Southland.
<b>Problems with application / website</b>
What a lousy slow website.
<b>Road work / construction</b>

The shoulder is GONE in this section. I've reported this several times, for several years. Such a simple fix, but always ignored.
Have night construction crews
<b>Signals / signs need changed</b>
Post signs to access Deerfoot south from here.
Terrible signage to get to DF from Inglewood. Should be an overhead sign.
Only people who drive here regularly know the right lane is Deerfoot exit (and NOT just mall entrance), need signage BEFORE mall.
Signs to teach people how to merge would really help, especially for SB Deerfoot where traffic comes in from Peigan.
Signage is terrible south of Anderson. Glenmore interchange needs to become 3 lanes each way.
Clear signage to show which lanes goes onto Deerfoot N and S should be shown further in advance.
Lights/Turn lights need to be reworked. Very inefficient. Only traffic in one direction at a time!?! Waste of time sitting at a light.
Upgrade to 3 lanes on Anderson for the SWRR will not be enough. Should replace lights with overpasses @ busy intersections - esp. 14th St.
City is safer when all left turns give signal light before pedestrians cross! Not rocket Science!
City is safer when all left turns give signal light before pedestrians cross! Not rocket Science!
Traffic light timing is terrible, southbound traffic is green while North bound is held at the lights - they could be Green as well.
<b>Speed</b>
Reduce speed to 80km. Merge lanes too short considering the high volume, can't leave enough space in order to merge safely at high speeds.
You think speeders are dangerous, grow up people speed because people won't do the proper speed, fine the slow drivers!
Airport Trail needs to be 80Km an hour all the way as cops are greedy and need to be fined fining people for their mistake!
Deerfoot needs to be 110KM an Hour ALL THE WAY; far left lane allowed 130Km an Hour. Cops only fine over 131, or cops get the fine under.
Deerfoot needs to be 110KM an Hour ALL THE WAY; far left lane allowed 130Km an Hour. Cops only fine over 131, or cops get the fine under.
Airport Trail needs to be 80Km an hour all the way as cops are greedy and need to be fined fining people for their mistake!
Airport Trail needs to be 80Km an hour all the way as cops are greedy and need to be fined fining people for their mistake!
Almost 90 percent of drivers drive at over 80 speed limit here. This should be 100 or at least 90km zone.

Reduce the maximum speed limit to 80km.
<b>Unsatisfied with City staff</b>
Did you really think someone would not return to see if their posts were deleted; the question is, is it worth time to expose your lies?
You treat people like idiots, build right the first time, plan we are 2million today be smart, it's only a matter of when.
Our City does not care; if they did would not delete posts for the Airdrie Ring Road planed for 50 Years thinking smart.
You don't want our feedback, you deleted posts, you did not like, and you are caught liars Greenland post deleted!
About time someone spoke the truth and calling it out; but you will ignore the truth for it hurts too much reading comments.
Don't hire anyone not planning for 2 million people today for the future, not worth our time for their mistakes, learn from our lesson.
Population, 1901=4000,1906=12000,1911=44000,1937=87000,1959=22000,1989=680000,2006 1 million, 2016 1.2mill; plan for 2million NOW simple!
I dare you to post all these city hall comments in the newspaper; let's see if the people might agree with a vote regarding them.
Zoomed out all the way, saw a comment posted in Greenland; do your job and read it!
People want you to read and take action, how many ideas will you ignore? When will we plan the roads for 50 years in the future?
Calgary Airport needs to pay road taxes; they make how many billion a year? 300million for Calgary roads a year!
People want you to read and take action, how many ideas will you ignore? When will we plan the roads for 50 years in the future?
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Calgary Airport needs to pay road taxes; they make how many billion a year? 300million for Calgary roads a year!
Expose incompetence of the numerous City Managers.
Start by FIRING most of top level City Managers because they can't figure this out by themselves.



<b>Volume of traffic - overall</b>
True, but this upgrade may add only more traffic to an already congested Deerfoot Trail.
Takes forever to get onto 22X because of ongoing traffic.
<b>Volume of traffic – peak hours</b>
Very busy every morning. Too many people coming off Stoney from all directions trying to get to Deerfoot.
<b>Want express lanes</b>
I take Deerfoot from Stoney Trail in the nw to work off of Canyon Meadows. I would pay for an express way to get me all the way through.

## East of Deerfoot Trail

<b>Additional lane(s) needed</b>
Insufficient Lanes for traffic.
Add more lanes and isolate the inner ones so that through traffic can flow without impediment.
Need more than two lanes and public education plus police enforcement re: tailgating and merging.
Need two more lanes on Deerfoot trail.
Create more lanes north and south bound near Anderson/bow bottom to avoid major bottle neck everyday
<b>Alternate route option</b>
Forcing Auburn Bay and Cranston residents to use this exit is ridiculous. It cost lives and money.
I'd use metis instead of Deerfoot if it was twinned. Re-Open the Metis trail project!
If Metis were fully twinned it would be a more viable alternative to Deerfoot, especially since Barlow doesn't go to the airport anymore.
Upgrading Stoney Trail to be a minimum 3 lanes throughout the entire ring - would help alleviate Deerfoot.
People could take Stoney trail instead of Deerfoot to the airport if Airport Trail were extended.
Interchange here would encourage more people to take 52 St. or Stoney instead of Deerfoot.
Interchange here would encourage more people to take Barlow or Stoney instead of Deerfoot.
Improving capacity on NB Stoney at this location would help promote it as an alternate route.
Increasing capacity on Stoney Trail penetrators such as 16 Ave. would reduce traffic on Deerfoot.
Improve Metis and use it to lessen traffic entering at McKnight.
Build the overpass on Stoney @ 130th and reduce traffic on 52nd St SE/Deerfoot!

Push Airport trail out to Metis, twin Metis, and you can take the load off Deerfoot interchanges further south.
Twin Metis here, make it 80 km/hr, get rid of stoplights, and you'll halve Deerfoot traffic.
32nd should have tied into Stoney Tr. This would have reduced congestion on WB 32nd as well as subsequent NB & SB congestion on Deerfoot Tr.
Complete Airport Trail to Stoney. This will relieve congestion on Deerfoot.
Metis should be a three lane freeway, would take traffic from Deerfoot, and it is easy to expand compared to Deerfoot.
Twin 36 st to ease traffic off McKnight and then onto Deerfoot. If Metis cannot be twinned, do 36 st instead.
There's room here to make Metis an expressway out of the city. It even connects to Stoney! But it bottlenecks at miracle (single lane) mile.
Make Metis into the Freeway it was supposed to be, plans are still on city website. Have a viable alternative to Deerfoot.
Alternatives to Deerfoot like Stoney would be a lot better if the interchanges were improved, not this one lane chokepoint ridiculousness.
Agree to recommendation on Metis.
Twin Metis and make it a freeway. Extend Airport trail to Metis. Relive congestion on Deerfoot. Super Simple Stuff.
<b>Bridges need widening</b>
Widen the bridge over Bow at Anderson for one additional lane each direction.
<b>Congestion</b>
Many bottlenecks all along the Deerfoot proceeding North during peak times.
Northbound approaching Ivor Strong Bridge. Traffic from Douglasdale backs up every afternoon. Need another lane northbound over the river.
Ivor strong bridge congestion!!
<b>Interchange design</b>
Calgary is one of the few city's that when they put in overpasses they didn't cloverleaf them to allow for flow of traffic??
Have a large oblong traffic circle here to include crossroads allowing a smooth flow of traffic onto Deerfoot
<b>Lane reduction issues</b>
REDUCTION OF LANES FROM 3 TO 2 NORTH OF IVOR STRONG BRIDGE NEAR DOUGLASDALE / LAFARGE AREA S.E. HAS BEEN A PROBLEM FOR MANY YEARS!!!!
Please keep number of lanes consistent to avoid bottlenecks. Anderson interchange has to be addressed as it is the biggest irritant NB & SB.
Deerfoot should not narrow to two lanes at Anderson/Bow Bottom.
<b>Likes current state</b>

No Problems really.
<b>Longer merge lane needed</b>
Please extend the merge lane from 32 to 16 ave southbound. so many drivers don't know how to merge.
<b>Merging causes issues</b>
Something has to be done about the merging at the Ivor Strong bridge. It is very slow every single day.
Merging lanes@glenmore, memorial,16thAv 32nd Ave&McNight bottleneck&stop traffic flow-slower speed @rushhour 2handle flow
Douglasdale, Douglasglen, Anderson and Southland are all merging in more or less the same place.
<b>Move access</b>
Remove where Anderson meets Deerfoot. Anderson then merge into Deerfoot while drivers on Deerfoot merge east onto Southland.
<b>No LRT / lack of transit</b>
LRT Station - BRT is too slow since it is in the traffic too.
Extend the C-Train to communities such as Airdrie.
I personally would like to se the LRT to the South Health Campus done first, as the south east needs it more then the up grade to Deerfoot.
Two words: PUBLIC TRANSIT
<b>On / off ramps</b>
Merges on/off of Deerfoot are too close together thus are dangerous leading to massive backups due to un-necessary braking.
Merge lane from 17 ave on to Deerfoot and off to Memorial Dr. too short.
<b>Outside study area</b>
Lanes drop from 3 down to 2 here. Causing a bottleneck and backed up traffic.
turn across traffic to get onto stoney from southbound 52 is silly. room fo r a southbound to eastbound onramp here.
Tslow.
Overpass is needed in the area to unclog 16th avenue when trying to exit the city for the weekend.
The exit on both sides on and off Deerfoot to Memorial and 17Ave are a gong show.
2 lanes.
Why not have an On Ramp to WB Stony here? Forcing everything SB to WB Stony to wait at lights sucks. Off ramp would have been easy.
I was told, 311, this was to be completed prior to any Car Dealership opening on 130th, was to be competed in 2014, well that didn't happen.

change the 52nd street exit to stony to be a cloverleaf - then I would take this instead of Deerfoot (currently 20 min wait to left turn RH)
Connect 96th ave to Stony trail!!!
Worst set of lights ever. They make you sit there to turn left even when the same direction traffic is on green and causes huge delays.
I second the 130th interchange. It's graded and the ultimate should have been built during the first stage.
Waste of space and resources. To complicated. Clover Leaf design is easier and cheaper
In addition, signage should be overhead. Not on inside corner while travelling 110km/h. No one can read a paragraph that quickly.
Simplify the signage i.e. paragraph of access to hospital and Cranston etc. Simple sign could be "Cranston and Hospital next exit only"
Left turn light stops traffic from flowing. Why is there no clover leaf to Stony South since this is recently built?
Why does Glenmore Ebound turn left to take Stony N? Could have built clover leaf when new and zero traffic. Always been irritated by this.
What genius approved stony trail going from 3 lanes to two. Have they never driven Deerfoot???
Drivers heading Westbound on Stoney Trail NEED to have direct access to Cranston without using 52nd St.
I am not sure that an Airport Tunnel for 64th Avenue is possible because it will be very expensive to build.
Too many merging...not enough lanes
HOLY POTHOLE BATMAN!! NEEDS FILLING ASAP!! NB/SB Barlow Tr. between Glenmore Tr. & Deerfoot Tr.
Add a 3rd lane (in both directions) on 201, all the way. Exit lanes should be in addition to the 3 through lanes.
30 plus years of debate, time to build Glenmore interchange.
130th to Anderson in the morning/evening is the worst!! I avoid it all costs need to do something. too many cars entering and exiting.
Why, on earth, is it prohibited to go south on 68 St from Stoney SB to 16 Ave WB???
Increase speed limit on Stoney to 110km/h.
Connect Airport Trail to the Airport tunnel.
Agreed! Third lane would drastically reduce congestion between these intersections.
Need to add 3rd lane between 36 St and 52 St for merge and exit. Will reduce congestion immediately
Worst intersection in the NE. Needs a free flowing cloverleaf overpass with NO lights. 16 ave backs up to Barlow Trail during rush hour.

Ringroad Should be 3 lanes with a fourth coming on and going off at next interchange. This would reduce merging significantly.
Traffic light rotation heading N on 52nd is too short.
16th ave needs to be freeflowing. Interchange required at 68th street and 16th ave.
McKnight Blvd. needs to be a freeflowing expressway. Systems Interchange required at Stoney Trail and McKnight blvd.
McKnight Blvd. needs to be a freeflowing expressway. Interchange required at 68th street and McKnight blvd.
McKnight Blvd. needs to be a freeflowing expressway. Interchange required at 52th street and McKnight blvd.
McKnight Blvd. needs to be a freeflowing expressway - Limit access here.
McKnight Blvd. needs to be a freeflowing expressway. Interchange required at Barlow trail and McKnight blvd.
McKnight Blvd. needs to be a freeflowing expressway. Interchange required at 19th street and McKnight blvd.
Metis trail needs to be a free flowing expressway. System interchange required at Metis tr. & Stoney Trail.
Metis trail needs to be a free flowing expressway. Interchange required at 128th ave and Metis trail.
Metis trail needs to be a free flowing expressway. Interchange required at Country Hills and Metis trail.
Metis trail needs to be a free flowing expressway. Add 104 Ave flyover - Access off country hills or 36th here only.
Need airport trail extension to Metis trail and systems interchange at Metis Trail & Airport Trail.
Need interchange at airport trail & 36th street.
Airport access is an embarrassment. Need interchange at barlow trail & airport trail.
Airport access is an embarrassment. Need interchange at 19th st & airport trail with elevated roadway to airport terminal loop.
Only one left turning lane onto Eastbound Stoney backs up to McIvor Blvd every morning. This is very poor planning to get traffic moving.
Notice how there are no concerns here? Keep this cloverleaf!! Do not add lights that were recommended.
Why is this part of the city constantly neglected by city hall. An overpass over 16 ave along 68st should have been built a decade ago.
Make the newer part of 130 Ave to have 2 lanes for each direction it's going, some people are just so slow.
Connecting 130 Ave to Stoney Trail.
Continue 130 to link to Stoney Trail.

Only two lanes after merge.
<b>Poor road design</b>
Ivor strong bridge.
Just as bad as Beddington Trail not going north, build it right the first time it's cheaper long-term!
This should be such an easy fix!
New underpass at railway tracks, on Deerfoot NB, at Refinery Park. Why do we have a "S" design, for a major highway, above a waterway?
<b>Safety concern</b>
Sharpish bend coming off the Ivor Strong bridge people cannot seem to navigate without slowing down only to hit merge on from Anderson.
<b>Satisfied with project</b>
Why you looking here, this ain't Deerfoot. Thank you for making this study, you are helping every Calgarian :)
<b>Signals / signs need changed</b>
On ramp nb from 17. No speed signs traffic merges on Deer at 40K and slows all traffic on Deer. Continue second lane to Mem from 17.
Signs that identify distance to next 3 exits, like Crowchild. Advance warning on cross streets of which lane to be in to go N or S on Drft.
How come 16th and Barlow is free-flowing but 16th and Deerfoot has a dozen set of lights?
<b>Speed</b>
Reduce speed during rush hours. Model this on a computer! Work with the province to reduce speed on Deerfoot if the model works.
Deerfoot needs to be 110KM an Hour ALL THE WAY; far left lane allowed 130Km an Hour. Cops only fine over 131, or cops get the fine under.
Airport Trail needs to be 80Km an hour all the way as cops are greedy and need to be fined fining people for their mistake!
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Deerfoot is frightening. Speed limits should be decreased to 80 km/h. Would reducing the speed limit not help with traffic flow?
<b>Unsatisfied with City staff</b>
People want you to read and take action, how many ideas will you ignore? When will we plan the roads for 50 years in the future?



Calgary Airport needs to pay road taxes; they make how many billion a year? 300million for Calgary roads a year!
<b>Volume of traffic - overall</b>
Urban sprawl is a major factor in the Deerfoot congestion from the SE corner
Deerfoot gets really crowded.
Too many communities dump onto Deerfoot making commuting a dangerous nightmare.
So many traffic.
<b>Volume of traffic – peak hours</b>
One- right after Douglasdale exit where it bottlenecks there is always congestion during rush hour.