

Executive Summary

In 2016, the Deputy Minister of Alberta Transportation (AT) requested that The City of Calgary, City of Airdrie and Rocky View County meet, discuss and articulate transportation network priorities in the north Calgary region. By developing a consistent set of network priorities that reflect planned land use and growth, the resulting study was intended to serve as an example of how infrastructure priorities could be determined for the region as a whole over time, and to help AT identify funding priorities in its next three-year capital planning cycle, consistent with its own long-term provincial network plans.

In response to this request, the three municipalities undertook a number of steps through 2016 and 2017 to jointly secure grant funding and develop terms of reference for a North Calgary Regional Transportation Study (NCRTS). It was determined that significant additional value could be gained by taking a more integrated approach for the north Calgary region as a whole, hence the City of Chestermere and Town of Cochrane were also engaged to participate in the study. Together with AT, the five municipalities collectively formed the North Calgary Regional Committee (NCRC) to cooperatively advance the study. By integrating and reflecting approved land use plans in each of the participating municipalities, the study provides a common baseline for assessment of the regional transportation network that will be needed to support planned growth of more than 650,000 new residents in the north Calgary region over the next 20 years. The Calgary Metropolitan Region Board (CMRB), formed in January 2018, also participated in the study as an observer, and is expected to reference the study as a baseline for preparation of long-term regional servicing plans in the coming years.

Through an intensive network development process that included analysis with the Calgary Regional Transportation Model (RTM) and evaluation with a range of qualitative and quantitative criteria, comprehensive network plans have been recommended that reflect a mix of primary transit, corridor and interchange projects that can support the planned growth at the 10- and 20-year horizons. The Evaluation Framework used for the study was developed by consensus of the NCRC through a series of three workshops, and included 18 criteria grouped and weighted in 5 categories, as follows.

Table ES-1 Evaluation Categories

Category	Weighting
Regional Growth / Economy	30%
Performance / Efficiency	30%
User Service / Connectivity / Choice	25%
Environmental	10%
Financial	5%

Analysis and evaluation were also completed for major north-south routes in the Calgary-Airdrie area, particularly comparing options to either widen Deerfoot Trail and QEII between Stoney Trail and Airdrie, or develop a new East Airdrie Bypass. On balance, the evaluation found that there is significant region- and province-wide benefit to be gained in development of this new provincial highway corridor, though it is not quite warranted at the 20-year horizon. Key recommendations from this review included:

- Prioritize near-term investment in the existing QEII corridor, completing long-established plans for 8-laning of the highway from Stoney Trail to Airdrie
- Complete a corridor identification and functional planning study for the East Airdrie Bypass at the earliest possible opportunity, to ensure long-term protection of this valuable transportation corridor
- Review and evaluate the final recommendations of the Deerfoot Trail Corridor Study (currently underway by Alberta Transportation and The City of Calgary) in the regional context, when completed

Final network recommendations for transit and roadways are shown on Exhibits ES-1 and ES-2, respectively.

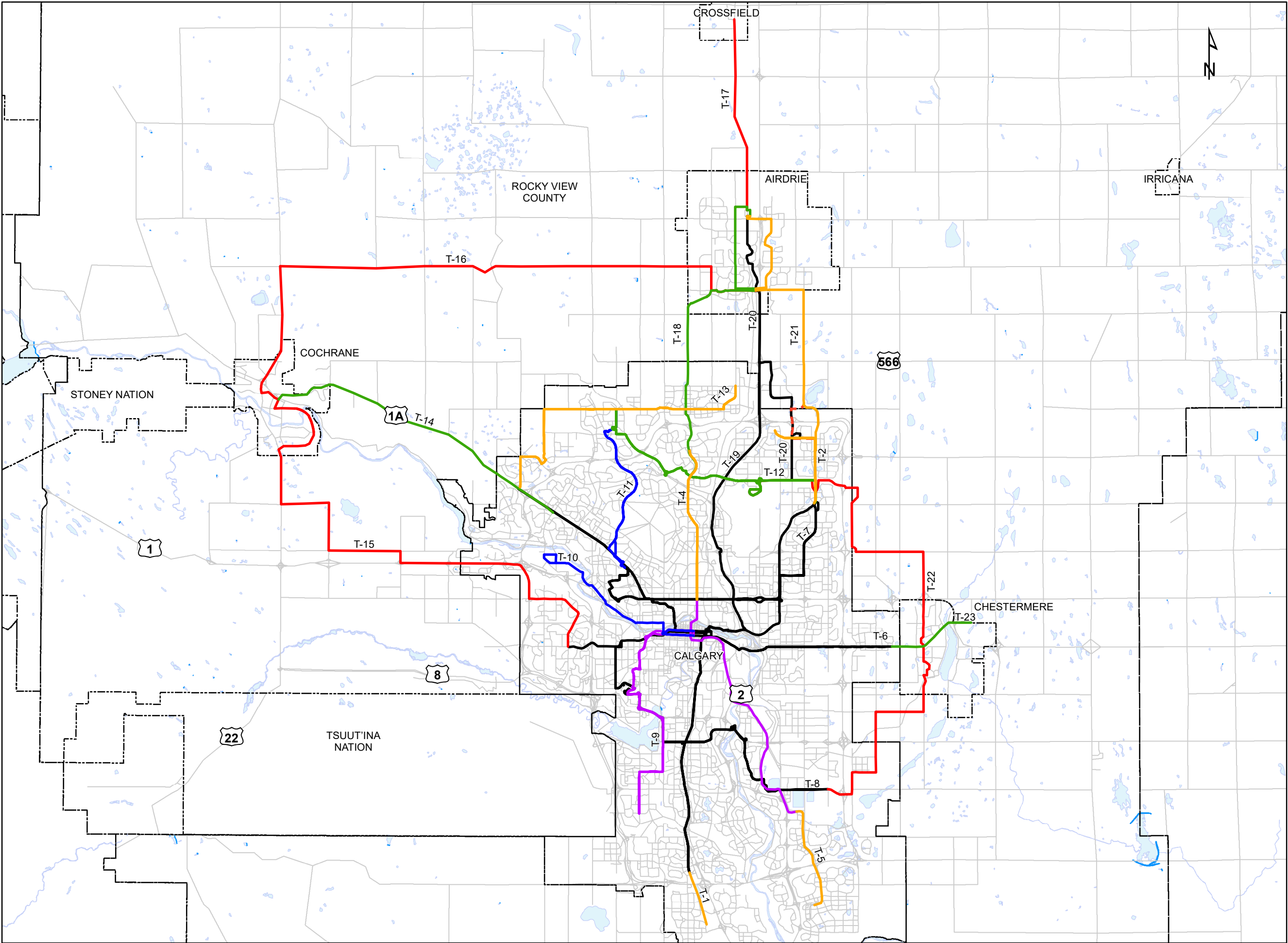
Transit recommendations built from the extensive work already completed by Calgary Transit through the Route Ahead planning process, which among other priorities will see development of the Green Line LRT Phase 1 by the 10-year horizon and the recommendation of additional LRT system extensions and BRT corridors by the 20-year horizon. Key additional transit projects recommended at the 10-year horizon included three new regional BRT lines serving Cochrane via the Red Line LRT, Chestermere via the MAX Purple BRT, and Airdrie via the Green Line LRT, as well the YYC Airport Transit Connection, providing enhanced regional access to this major intermodal hub and employment centre.

Prioritization and ranking of regional projects within the recommended networks were completed by the NCRC using the Evaluation Framework. The 10 highest-priority regional corridor and interchange projects were as follows.

Table ES-2 Highest Priority Regional Corridor and Interchange Projects

Ranking	Code	Project	Score
1	C-12	11 St / RR 11 / 8 St (144 Ave NE to 40 Avenue) – 4 lanes	84.00
2	I-17	40 Ave / QEII Interchange	68.17
3	C-72	Hwy 1A (Hwy 22 to Gleneagles Dr) – 4 lanes	64.49
4	C-68	QEII (Stoney Tr to Yankee Valley Blvd) – 8 lanes	63.33
5	I-37	Stoney Tr / 11 St Interchange	61.33
6	I-35	Crowchild Tr / 12 Mile Coulee Rd Interchange	60.49
7	I-23	Stoney Tr / Airport Tr Interchange	59.83
8	I-11	Hwy 566 / QEII Interchange	59.17
9	I-38	Hwy 1 / Garden Rd Interchange	59.00
10	I-40	Hwy 1A / Hwy 22 Interchange	57.50

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Legend

Transit Projects

- Beyond 2039
- 2039 Regional
- 2028 Regional
- 2028 Non-Regional
- Underway
- Existing

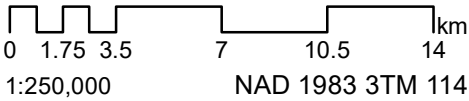
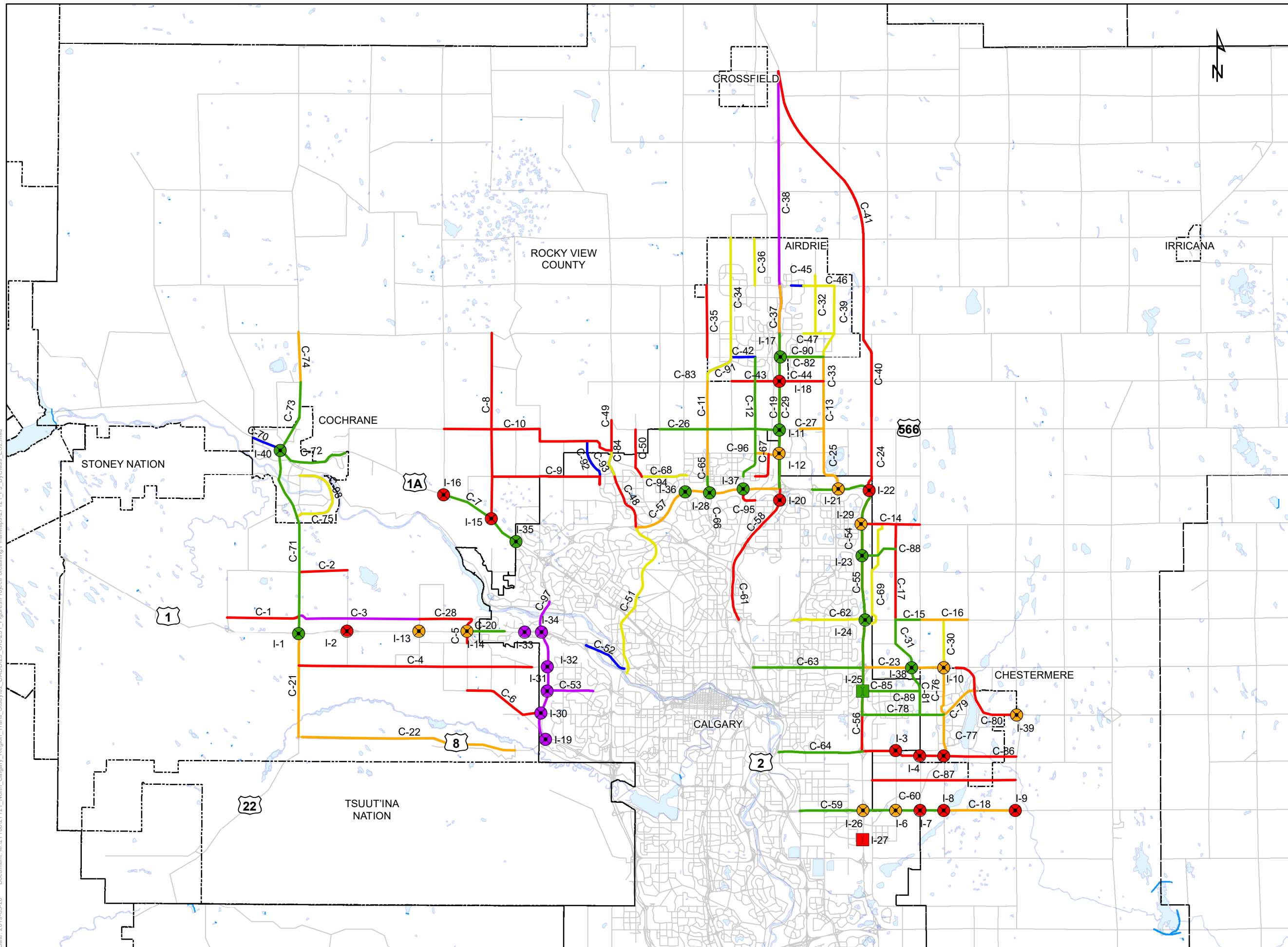


EXHIBIT ES-1
TRANSIT PROJECT
RECOMMENDATIONS

NORTH CALGARY REGIONAL
TRANSPORTATION STUDY



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Legend

— Base Road Network

Interchange Type

- Flyover
- Interchange

Interchange Classification

- Beyond 2039
- 2039 Regional
- 2039 Non-Regional
- 2028 Regional
- 2028 Non-Regional
- Underway

Corridor Classification

- Beyond 2039
- 2039 Regional
- 2039 Non-Regional
- 2028 Regional
- 2028 Non-Regional
- Underway

0 1.75 3.5 7 10.5 14 km
1:250,000 NAD 1983 3TM 114

EXHIBIT ES-2
CORRIDOR AND INTERCHANGE
PROJECT RECOMMENDATIONS

NORTH CALGARY REGIONAL
TRANSPORTATION STUDY



Data Credits: Rocky View County, The City of Calgary, The City of Airdrie, The Town of Cochrane, The Town of Chestermere