

Deerfoot Trail study calls for traffic cameras, better signs

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Better signs, traffic cameras and reducing speed in some stretches are among the recommendations in a new report on improving safety on Deerfoot Trail.

A Calgary council committee endorsed the report on Wednesday, even though the city's busiest road is under provincial jurisdiction and only the provincial government can accept, implement and pay for the recommendations.

The suggestions in the report include: better signage, more photo radar cameras, on-ramp traffic lights, reduced speeds in some areas, and establishing Deerfoot Trails's "reputation as a continuously enforced corridor."

The report says the quick fixes, like better signage, would cost about \$500,000, while longer term fixes, like on-ramp signals, would raise that bill to \$7 million.

An increasing number of serious collisions led city council to green-light the study in May 2007. About 220,000 vehicles travel the north-south route through east Calgary every day with Memorial Drive identified as the busiest interchange.

Ald. Dianne Colley-Urquhart, who convinced council to request the safety report two years ago, said she is optimistic the province will follow up on the recommendations for more traffic cameras, which currently aren't allowed on provincial highways.

"They have been part and parcel of this report and working with the city on these recommendations, so I still think the door is open and I will lobby hard to have them consider this," she said.

City staff will now work out the details on possible costs and implementation schedules in conjunction with Alberta Transportation.

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[Rocky Rambler](#) wrote: Posted 2009/03/18

at 5:46 PM ET Has anyone ever figured out who designed that wonderful stretch of road where you go from being in the lefthand lane to being in the rightmost exit lane in half a mile without changing lanes? Marvellous.

And who in their right minds thought that 16th Avenue was such a fine interchange that we had to replicate it up in the NW on Crowchild?

They're probably the descendants of the ingenious ones that designed Montreal's Metropolitan where you have the joy of merging on to the highway from the left. Oops, maybe I shouldn't give our planners any more ideas.

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