



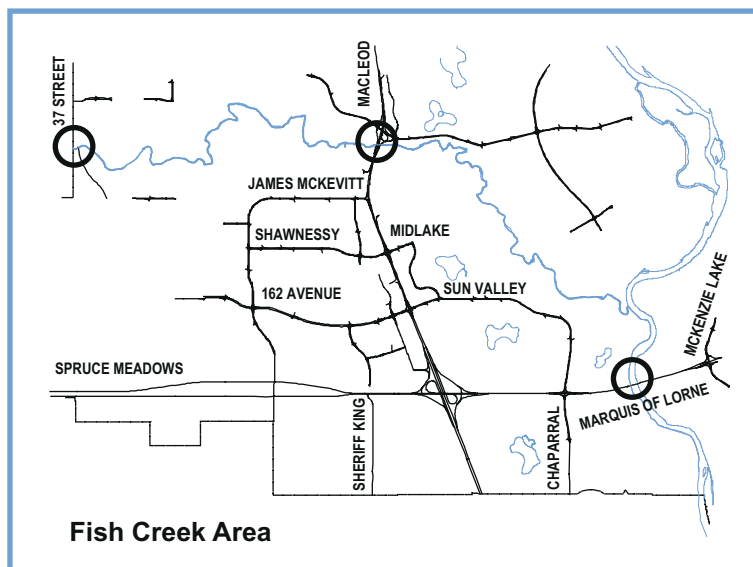
TRENDS IN TRAFFIC VOLUMES IN THE FISH CREEK AREA

The area south of Fish Creek has been growing rapidly and this has affected traffic in the area. This *Mobility Monitor* looks at the long-term changes in traffic volumes in the area south of Fish Creek and west of the Bow River.

KEY FINDING

The population in the Fish Creek area has been growing faster than the volume of traffic entering and leaving the area using 37 Street S.W., Macleod Trail South and the Marquis of Lorne Trail S.E.

- Between 1991 and 2001 the population in the Fish Creek area grew by 24,378 people, an increase of 91%. During the same period the volume of traffic entering and leaving the Fish Creek area via 37 Street, Macleod Trail and Marquis of Lorne Trail grew by 23,300 vehicles, an increase of 70%. The number of vehicles entering and leaving the area dropped by 0.14 vehicles per person, a decrease of 11%. Some traffic enters and leaves this area from outside the city limits and some of this traffic passes through the area, so not all of the traffic crossing Fish Creek comes from this area.



Volume of Traffic Entering and Leaving the Fish Creek Area using 37 Street S.W., Macleod Trail South and the Marquis of Lorne Trail S.E. between 1991 to 2003

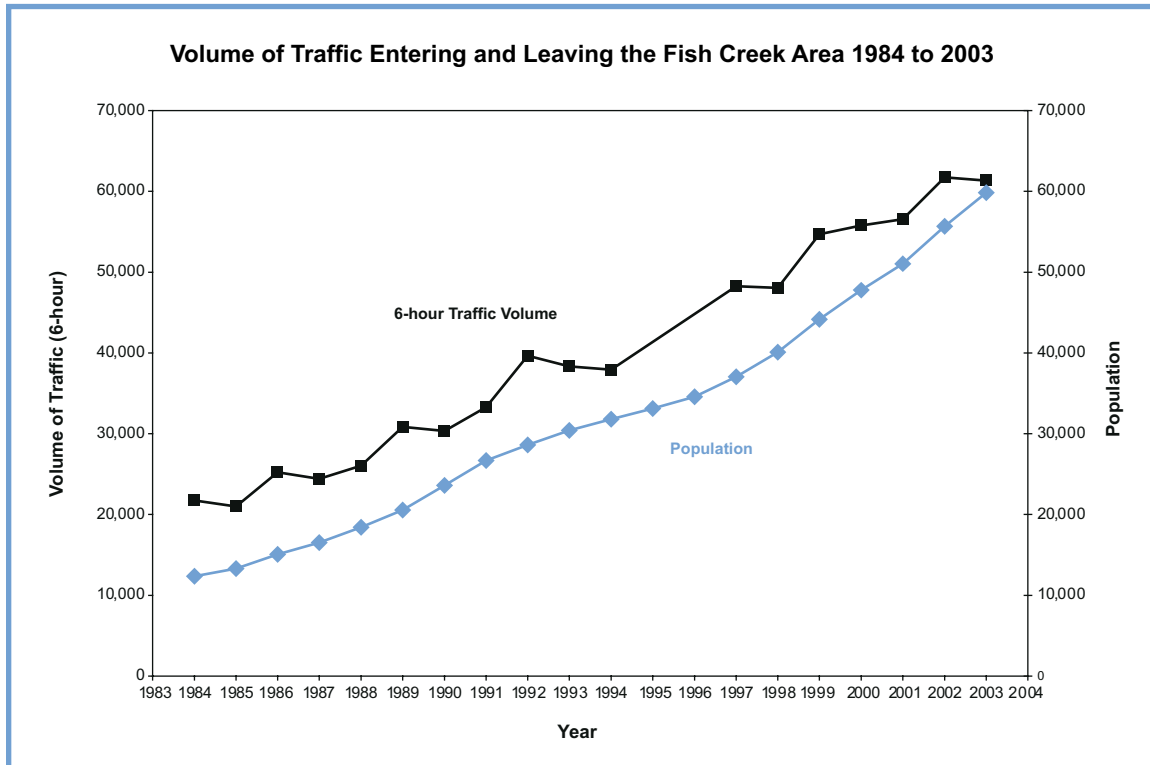
Year	Vehicles (6-hour)	Population South of Fish Creek	Vehicles per Person
1991	33,300	26,688	1.25
2001	56,600	51,066	1.11
2003	61,300	59,873	1.02

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

- Between 2001 and 2003 the population in the Fish Creek area grew by 8,807 people, an increase of 17%. During the same period the volume of traffic entering and leaving the Fish Creek area grew by 4,700 vehicles, an increase of 8%. The number of vehicles entering and leaving the area dropped by 0.08 vehicles per person, which was a decrease of 8%.

KEY FINDING

The volume of traffic entering and leaving the Fish Creek area using 37 Street S.W., Macleod Trail South and the Marquis of Lorne Trail S.E. has been growing since at least 1984 with very few periods of decreases.



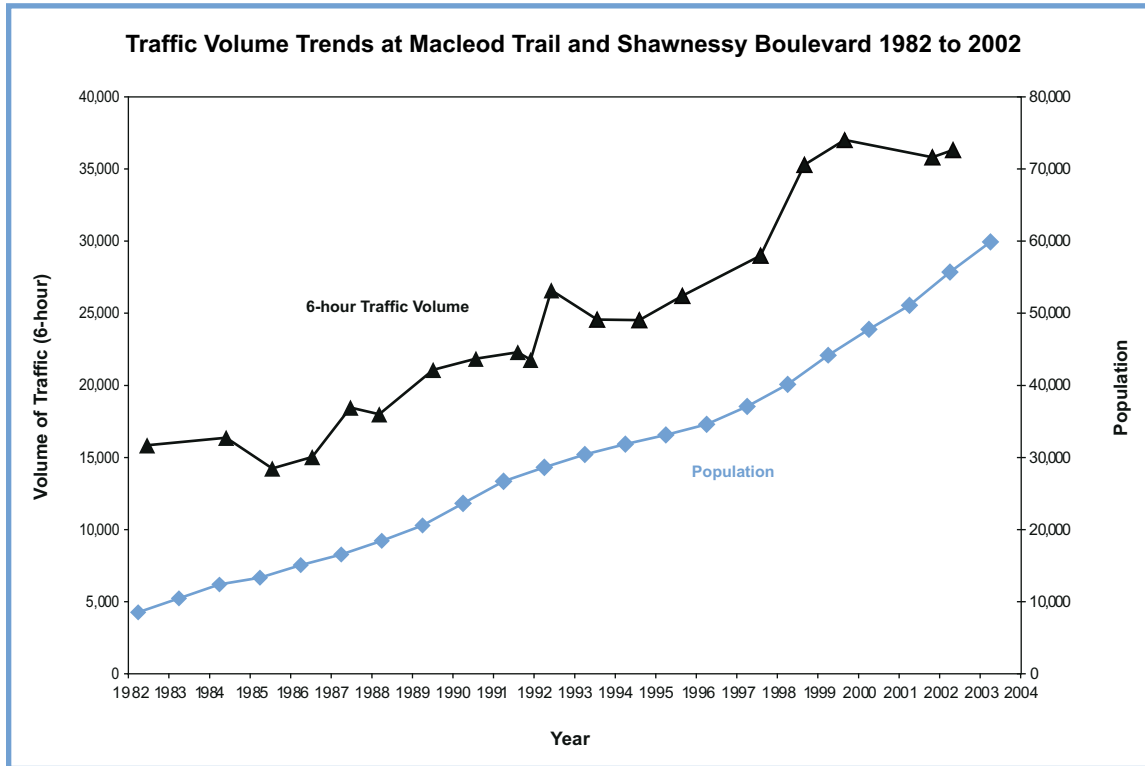
- Between 1984 and 2003 the volume of traffic entering and leaving the Fish Creek Area using 37 Street S.W., Macleod Trail South and the Marquis of Lorne Trail S.E. and the population in the area have both shown high rates of growth. However, the volume of traffic has not been growing as fast as the population.
- The volume of traffic appears to vary much more from the trend than does the population. This is largely because traffic can vary by 10% or more from one day to the next and the values presented here represent single day counts.
- The traffic volume shows a slight drop from 2002 to 2003. This may represent the impact of the extension of the LRT south of Fish Creek.

Sources of Information

The data in this *Mobility Monitor* comes from several sources, including screen line classification counts, 6-hour intersection counts and 24-hour automatic counts. At some locations for some years where counts were not available, values were interpolated or extrapolated from available counts. Traffic volumes can vary from one season to another, but the values were not changed to take this into account.

KEY FINDING

The traffic volume at the Macleod Trail and Shawnessy Boulevard intersection grew rapidly from 1982 until 1998. Since 1998 there has been little growth in traffic, likely because the intersection has reached capacity. In 2003 this intersection was converted into an interchange.



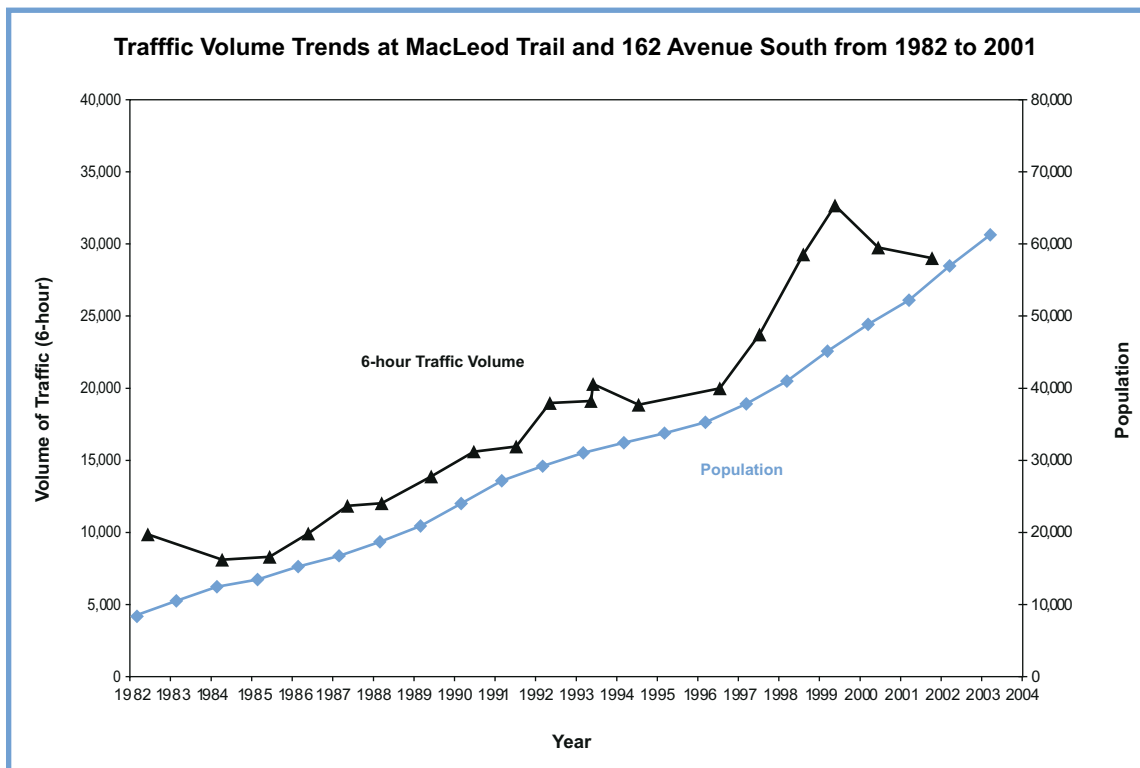
- The 6-hour traffic volume at the Macleod Trail and Shawnessy Boulevard grew by about 66% between 1991 and 2001. This is a lower rate than the population growth rate in the Fish Creek area, which grew by 91% during the same period.
- From 1997 to 1998 the volume of traffic at this intersection grew by 22%. Since 1998 there was little growth in traffic. This lack of growth suggests that the intersection was at or near capacity.
- The traffic volumes in 1982, 1984, 1987 and 1992 seem unusually high compared to other years. All of these counts were done in May or June, so this may be the result of seasonal variation in traffic. Without a permanent traffic monitoring station in this area it is not possible to be sure that the pattern is the result of seasonal variation. A permanent traffic monitoring station is planned for Macleod Trail just north of this intersection.

6-hour Intersection Counts

The 6-hour intersection traffic count is widely used by the City's Transportation department for both operations and planning. Traffic in an intersection is counted from 7 a.m. to 9 a.m. then from 11 a.m. to 1 p.m. and then from 4 p.m. to 6 p.m. For this *Mobility Monitor* all the traffic in the intersection was added together. Normally it is separated by the direction of travel.

KEY FINDING

Traffic volumes at the Macleod Trail and 162 Avenue intersection grew rapidly until 1999, but decreased in 2000 and 2001. The decrease may be the result of drivers avoiding this route because of delays caused by traffic congestion.



- The 6-hour traffic volume at the Macleod Trail and 162 Avenue grew by about 80% between 1991 and 2001. This is a lower rate than the population growth rate in the Fish Creek area, which grew by 91% during the same period. The growth rate at this intersection is higher than the growth rate at the Macleod Trail and Shawnessy Boulevard intersection.
- The growth of traffic at this location was remarkably steady until 1996. There was a much higher growth rate from 1996 to 1999, likely because of the development of the Somerset community. Traffic volumes dropped in 2000 and 2001. This may be a result of traffic delays because of the higher traffic volumes further north on Macleod Trail.

How Accurate and Reliable is this Data?

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