Contents

Project Overview 1
Engagement Overview 2
Phase 1 Engagement Activities 2
Key Themes at a Glance 3
Next Steps 4
Detailed What We Heard Findings 4
Verbatim Responses 13

This report summarizes feedback received during Phase 1 engagement for the Airdrie Bypass Functional Planning Study. It provides an overview of engagement activities conducted between September 8 and 29, 2026, and highlights feedback shared by participants.

The feedback collected during this phase will help inform the development and evaluation of bypass concept options that will be shared with interested Albertans, adjacent landowners, businesses, and community groups in Phase 2 engagement in December 2026.

Project Overview

Highway 2 is Alberta's primary north-south transportation corridor, linking Edmonton and Calgary while connecting to the United States at the Coutts-Sweetgrass border crossing and to British Columbia via Highway 43. As part of both the National Highway System and the CANAMEX North-South Trade Corridor, Highway 2 serves as a vital route for the movement of people and goods.

Highway 2, also known as the Queen Elizabeth II (QEII) Highway, between Calgary and Airdrie is currently a 6-lane divided freeway and is expected to reach capacity in the next 20 to 30 years. Plans are in place to expand the highway in this area to up to 10 lanes.

The study will:

- determine the best route for the future bypass
- identify where it should connect to local roads
- find the best location for a new Vehicle Inspection Station
- support municipal development
- get plans ready for right-of-way acquisition

The study is anticipated to be completed in late 2027.

A proposed bypass would ultimately serve as an alternative route around the congested areas on Highway 2 and provide a more convenient connection for trucks traveling between Highway 2 (north) and Highway 1 (east). Design and construction of the proposed improvements is not on the current 3-year Provincial Construction Program and remains contingent on future funding approval.

Engagement Overview

Engagement for the functional planning study is organized into three phases – each tied to key milestones in the development of the functional plan.

- **Phase 1: Data collection and review – Summer-early fall 2026**
  - Data collection, environmental analysis, geotechnical evaluation, traffic forecasting and needs assessment: Mid to late 2026.
  - Public Open House #1 (September 15, 2026): Introduce the project and gather feedback on key considerations.

- **Phase 2: Option development and assessment - Early to late fall 2026**
  - Development of concept options: Early to late Fall 2026.
  - Public Open House #2 (December 2026): Concept options are shared for public review and feedback.
- **Phase 3: Recommended Alternative - Early to mid-2027**
  - Evaluate and refine options and develop recommended plan: Early to mid-2027.
  - Public Open House #3 (June 2027): A recommended plan is presented for final feedback.
  - Finalize recommended plan (end of 2027).

The timeline for preliminary and detailed design and construction of the bypass is not yet known. It will be established after the Functional Planning Study is complete and is contingent on funding approval for design and construction.

Phase 1 Engagement Activities

The project team invited interested Albertans, adjacent landowners, businesses, and community groups to learn about the Airdrie Bypass Functional Planning Study and share feedback.

Engagement at a glance:

- **182 participants** attended the public information session.
- **A total of 239 surveys** were received during the engagement period.
- Feedback was collected through in-person and online opportunities**.**

Engagement activities included:

- **A drop-in public information session** on September 15, 2026, at the Balzac Community Hall.
- **An online survey** available from September 8 to 29, 2026.
- **Project display boards** available both online and at the public information session.
- **Hard-copy surveys** available at the public information session.

Participants reviewed project information, spoke with project team members, asked questions, and shared feedback to help inform the development and evaluation of concept options for the future Airdrie Bypass.

Key Themes at a Glance

Between September 8 and 29, 2026, participants provided feedback through a public information session, hard copy surveys, and an online survey. Participants were asked to share their thoughts on the proposed future bypass corridor and any additional comments they wished to provide to the project team. A total of 239 survey responses were received from online and hard copy survey submissions.

Several broad themes emerged from participant feedback. While perspectives varied on where the future bypass should be located and whether a future bypass is the best solution, there was widespread agreement that transportation challenges in the Calgary-Airdrie corridor need to be addressed as the region continues to grow.

Key themes included:

- **Congestion, safety, and travel reliability** were top current concerns. Participants frequently described their current concerns about congestion, bottlenecks, delays, collisions, and limited alternative routes along Highway 2/QEII and surrounding roadways.
- **Regional growth and future transportation needs** were widely discussed. Many participants raised the concern that transportation infrastructure was not keeping pace with population growth, economic activity, freight movement, and ongoing development in the region.
- **Route location and corridor alternatives** generated significant discussion. Participants shared a range of views on potential bypass alignments, the use of existing transportation corridors, and alternatives such as Highway 791, Highway 9, regional transit, and passenger rail investments to minimize the land impacts for the bypass.
- **Agricultural land, farming operations, and rural community impacts** were among the most strongly expressed concerns. Participants highlighted the importance of protecting productive farmland, maintaining farm viability, preserving rural access, and minimizing impacts on agricultural operations when planning the bypass route.
- **Property, quality of life, and community impacts** were important considerations for many participants. Concerns about the bypass included property acquisition, noise, light, proximity to homes, rural character, and the long-term effects on established communities and family properties.
- **Economic activity, freight movement, and truck traffic** were recurring topics. Participants discussed the role of the bypass in supporting goods movement and regional growth and development, while also raising concerns about heavy truck traffic, vehicle inspection station operations, and freight-related safety issues in rural communities.
- **Project information and transparency** were important to many participants. Several participants indicated they wanted additional information about potential bypass alignments, property impacts, landowner compensation, land acquisition, and evaluation criteria before forming a final opinion on the project.

While many participants comments focused on congestion, safety, growth, and future transportation needs, others emphasized the importance of protecting homes, farms, agricultural operations, rural character, and community identity. Overall, participants expressed a strong interest in ensuring future transportation planning balances mobility, safety, economic development, agricultural viability, environmental stewardship, and the interests of affected landowners and communities.
For a detailed summary of the feedback that was provided, please see the **Summary of Input** section.
For a verbatim listing of all the feedback that was provided, please see the **Verbatim Responses** section.

Next Steps

In Phase 1 of the project, concept options and a recommended plan have not yet been developed for the Airdrie Bypass. Concept options for the Airdrie Bypass will be shared with landowners, businesses, residents, the public, and interested other parties in Phase 2 of the project in December 2026. Feedback received through Phase 1 of engagement, together with technical studies, transportation analysis, land use considerations, environmental assessments, policy requirements, and budget considerations, will be used to help develop and refine future concept options.

The project team will continue to evaluate opportunities, constraints, and feedback provided by landowners, residents, businesses, Indigenous communities, stakeholders, and the public as the study progresses.

Participants will have additional opportunities to review information and provide feedback during future phases of engagement before a recommended plan is finalized.

Upcoming Engagement Opportunities

Public Open House #2 – December 2026

- Shortlisted concept options will be presented.
- Stakeholders, landowners, Indigenous communities, and the public will have an opportunity to review the shortlisted options and provide feedback on potential opportunities, constraints, and considerations.

Public Open House #3 – June 2027

- A recommended plan will be presented.
- Stakeholders, landowners, Indigenous communities, and the public will have an opportunity to review the recommended plan and provide final feedback before the study is completed.

Additional information about future engagement opportunities will be shared as details are confirmed. For more information about the project, visit : www.alberta.ca/highway-2-airdrie-bypass-functional-planning-study

Detailed What We Heard Findings

Below is a high-level summary of what we heard from participants at the public open house, comment forms and online survey responses from September 8 to 29, 2026.

Participants were asked the following open-ended questions:

- **Question 1:** *Do you have any feedback or information to share about the future bypass from the northeast corner of Stoney Trail, east of Airdrie, to Highway 2 near Carstairs?*

- **Question 2:** *Do you have anything else to share with the project team? If so, please briefly summarize.*

Questions 1 and 2 invited participants to provide open-ended feedback about the proposed future bypass corridor and share any additional comments with the project team. A total of 239 survey responses were

received from online and hard copy survey submissions. Responses to both questions covered many of the same topics and frequently reinforced similar concerns, opportunities, and suggestions. As a result, feedback from both questions was reviewed and analyzed together, and the key themes identified through the combined responses are summarized below.

Transportation Congestion and Network Performance

Transportation congestion was one of the most frequently discussed topics. Many participants:

- Described recurring congestion and delays on Highway 2 between Calgary and Airdrie
- Identified bottlenecks around the Stoney Trail/Highway 2 interchange
- Highlighted congestion on Highway 2 around Balzac and CrossIron Mills
- Noted increasing volumes of commuter, commercial, and freight traffic
- Expressed frustration with longer and less reliable travel times
- Raised concerns about limited alternative routes between Calgary and Airdrie during collisions, road closures, and winter incidents.

Many participants shared that a bypass could reduce pressure on Highway 2/QEII, separate commuter and through-traffic, and provide an additional north-south route to improve travel reliability. Other participants questioned whether similar benefits could be achieved through widening Highway 2/QEII, improving existing interchanges, or upgrading other existing transportation corridors in the region.

Participants commonly agreed that existing transportation challenges on Highway 2 between Calgary and Airdrie need to be addressed. While many felt a bypass could improve traffic flow, reliability, and network resilience, others preferred widening Highway 2/QEII or improving existing regional corridors and Highway 2 interchanges. Perspectives differed on the best solution, but there was broad agreement that transportation infrastructure is not currently keeping pace with growing travel demand and improvements are needed.

Safety

Safety along Highway 2 was another frequently discussed theme. Many participants identified:

- Merging conflicts at busy interchanges and on-ramps
- Interactions between passenger vehicles and heavy trucks
- Collisions, near-misses, and congestion-related delays
- Poor winter driving conditions and incident-related road closures
- Driver frustration and risky driving behaviour
- Safety concerns associated with truck traffic and vehicle inspection station operations

Many participants noted that a bypass could improve safety by separating commuter and through-truck traffic, reducing congestion-related conflicts, and providing an alternative route during incidents. Other participants emphasized that safety improvements are also needed on existing highways, interchanges, rural roads, and merging areas.

Regional Growth, Project Timing, and Long-Term Planning

Participants frequently discussed whether transportation infrastructure is keeping pace with regional growth. Many participants referenced:

- Population growth in Airdrie and surrounding communities

- Continued residential development and urban expansion
- Increasing commuter and freight traffic
- The need to anticipate future demand rather than respond after congestion becomes severe

Many participants raised their concern that transportation improvements are already overdue and called for the bypass or other transportation improvements to provide more capacity be advanced sooner. Some questioned whether lengthy planning and delivery timelines could result in infrastructure that no longer reflects regional conditions by the time it is built. Other participants emphasized that the desire to advance transportation improvements should be balanced with appropriate study of route options, impacts, and alternatives.

Bypass Route Location and Corridor Alternatives

Bypass route location was one of the most frequently discussed and strongly expressed topics. Participants discussed:

- Alignment options around Airdrie on the east and west of Highway 2
- Using or expanding the Highway 791 corridor as the bypass
- Using or expanding Highway 9 and other established routes as the bypass
- Following existing transportation or utility corridors
- Bypass connection to Highway 2 at Crossfield versus Carstairs
- Maintaining adequate separation from homes and future residential development
- Locating the bypass route close enough to efficiently serve Airdrie, employment areas, and industrial lands
- Avoiding unnecessary impacts to farmland, homes, and rural communities.

Some participants preferred a route closer to Airdrie because it could offer more direct travel and better access to employment areas. Others preferred a route farther east or along an existing transportation corridors to reduce impacts on existing homes and properties. Several participants questioned whether a bypass on the west side of Airdrie and Highway 2 should also be considered.

Participants expressed different preferences for bypass alignments, but consistently emphasized that route selection should carefully balance transportation performance, travel distance, future growth, and property, agricultural, and community impacts.

Agricultural Land, Farming Operations, and Rural Access

Agricultural impacts were among the most frequently raised concerns raised. Many participants expressed concerns about:

- Permanent loss of productive and food-producing farmland
- Fragmentation of farms and agricultural parcels
- Irregular field shapes and additional non-productive land
- Moving farm equipment, livestock, and agricultural products across the corridor
- Maintaining access between fields and properties
- Longer travel times during seeding and harvest
- Safe crossings, field approaches, and local road connections
- Drainage, irrigation, and noxious weed management

Some participants expressed that existing transportation corridors should be expanded or upgraded before constructing a new bypass route through productive agricultural land. Others focused on the need for practical design measures, such as farm crossings, field access, local road connections, and equipment movement, to allow agricultural operations to continue safely and efficiently if a new bypass corridor proceeds. Participants emphasized that protecting productive farmland, maintaining farm viability, and minimizing impacts on agricultural operations should be important considerations during route identification, evaluation and design.

Homes, Property, Compensation, and Quality of Life

Potential effects on homes and private property were among the most frequently and strongly expressed concerns. Many participants raised concerns about:

- Potential property acquisition or expropriation
- Uncertainty about future route locations and land requirements
- Reduced property values and resale opportunities
- Living next to a major highway after acquisition of only part of a property
- Noise, light, traffic, and other impacts to property enjoyment
- Restrictions on future property use or development
- Continued access to homes, farms, and businesses
- The timing of land acquisition and compensation

Some participants asked how compensation would be determined, whether future land value would be considered, and how impacts on properties adjacent to the corridor would be addressed. Several indicated that they could not form a final opinion until potential alignments and property impacts were better understood. Participants requested early, clear, and property-specific information about potential alignments, acquisition, compensation, access, and mitigation measures.

Rural Character, Heritage, and Community Identity

Many participants described the study area as more than open or developable land and noted it includes connections to rural lifestyles, family histories, agricultural traditions, and established communities. Many participants noted that the study area includes:

- Multi-generational and century-old farms and ranches
- Long-established homesteads
- Family investments in homes, farms, trees, and shelterbelts
- Plans for children and future generations to continue farming
- Agricultural heritage and stewardship of the land
- The peace, quiet, and open landscapes associated with rural living
- Concern that rural residents may bear the impacts of growth occurring elsewhere

Several participants expressed concern that a major highway could accelerate urban and industrial development and permanently alter the rural character of the area. Many emphasized that the study area is not simply vacant or undeveloped land, but a place with longstanding family, agricultural, and community connections. Protecting family legacies, agricultural heritage, rural lifestyles, and community identity was an important consideration for many potentially affected participants.

Noise, Lighting, Traffic, and Other Operational Impacts

Potential highway operations were a recurring concern, particularly among rural residents and property owners. Many participants raised concerns about:

- Continuous highway and truck noise
- Light pollution from roadways and interchanges
- Air pollution, emissions, and dust
- Litter along a future corridor
- Construction noise and disruption
- Increased traffic on nearby rural and gravel roads
- Changes to the peace and enjoyment of rural properties

Some participants requested information about possible noise mitigation, setbacks, landscaping, and the anticipated proximity of the corridor to homes. Many participants emphasized that route evaluation should consider both direct property requirements and the wider operational impacts experienced by neighbouring residents and rural communities.

Environmental and Wildlife Considerations

Some participants raised concerns about the potential environmental impacts of a new transportation corridor. Comments included:

- Removal of mature trees and shelterbelts
- Loss or fragmentation of wildlife habitat
- Impacts on natural landscapes and native vegetation
- Impacts to environmentally sensitive lands
- Potential impacts on habitat that has taken decades to establish
- Concern about wildlife movement and habitat used by deer and owls

Environmental concerns were often connected to comments about farmland preservation, rural character impacts, property impacts, and long-term stewardship. Although discussed less frequently than property and agricultural impacts, some participants emphasized the importance of avoiding or minimizing impacts on established vegetation, wildlife habitat, and environmentally sensitive lands.

Economic Development, Goods Movement, and Employment Access

Participants identified both potential economic opportunities and impacts. Some participants felt the bypass could:

- Improve freight movement and travel reliability
- Support industrial, logistics, and warehouse development
- Improve access to employment lands
- Strengthen connections between Airdrie, Balzac, and surrounding business areas
- Enhance business competitiveness
- Support future commercial and industrial investment

Several participants specifically identified East Airdrie, Range Road 285 / 100 Street NE, Highway 567, and the Balzac logistics area as locations that could benefit from improved access. Some cautioned that locating the route too far east could reduce its effectiveness in serving employment areas. Other participants raised concerns about:

- Reduced customer traffic for businesses along the existing Highway 2/QEII corridor.
- Impacts to existing and planned industrial areas.
- Economic activity shifting between municipalities.
- Business continuity during construction.
- Maintaining routes for oversized and specialized industrial loads

Highway Design and Future Capacity

Many participants commented about how transportation infrastructure should be designed if a bypass proceeds. Common suggestions included:

- Providing sufficient capacity for long-term growth
- Considering three or more lanes in each direction
- Using full interchanges instead of at-grade intersections
- Providing free-flow connections between major routes
- Avoiding short merge areas and closely spaced interchanges
- Accommodating heavy trucks and oversized industrial loads
- Providing safe crossings for local traffic and farm equipment
- Maintaining access to surrounding communities and regional highways
- Protecting sufficient right-of-way for future expansion
- Avoiding infrastructure that requires costly reconstruction shortly after completion

Participants commonly emphasized the importance of designing any future infrastructure for long-term safety, capacity, freight movement, local access, and regional connectivity.

Truck Traffic, Freight Movement, and Vehicle Inspection Station Operations

Heavy truck traffic was a recurring topic across congestion, safety, economic, and design feedback. Many participants discussed:

- Conflicts between trucks and commuter traffic
- Freight-related congestion on Highway 2/QEII
- Truck merging and lane-change movements
- Long-haul and through-traffic that does not need to stop in Airdrie or Calgary
- Separating through-truck traffic from local and commuter traffic
- The potential for a bypass to better accommodate commercial vehicles and goods movement
- The need for effective truck routing and supporting facilities

Several participants identified the existing vehicle inspection station near Balzac as contributing to congestion and safety concerns. Suggestions included:

- Relocating the inspection station farther north
- Considering a future location near Crossfield
- Providing longer acceleration and merge lanes
- Integrating inspection facilities into future bypass planning
- Improving truck entry and exit movements
- Ensuring facilities remain effective for commercial vehicle inspection

Alternative Transportation and Infrastructure Solutions

Some participants encouraged consideration of alternative transportation solutions alongside or instead of a new bypass. Suggestions included:

- Widening Highway 2/QEII
- Improving existing Highway 2/QEII interchanges and bottlenecks
- Upgrading Highway 791
- Upgrading Highway 9, Highway 72, and other regional highways
- Providing express lanes on Highway 2/QEII
- High-speed regional passenger rail between Calgary and Edmonton
- Light rail or bus transit expansion to Airdrie, Balzac, or CrossIron Mills
- Considering future road and rail planning together

Participants generally wanted to understand how alternatives compare in terms of congestion relief, safety, cost, land requirements, environmental impacts, and long-term transportation performance. Some participants questioned whether a new highway corridor should be the only solution considered and encouraged a broader evaluation of road, rail, and transit investments.

Project Information, Transparency, and Ongoing Engagement

Many participants indicated they could not form a final opinion until more information is available about potential bypass alignments, land requirements, property impacts, and access changes. Participants requested clear maps showing bypass options and the recommended plan, transparent evaluation criteria, property-specific information, and continued engagement as route options are developed and refined.

Accessibility and Inclusive Planning

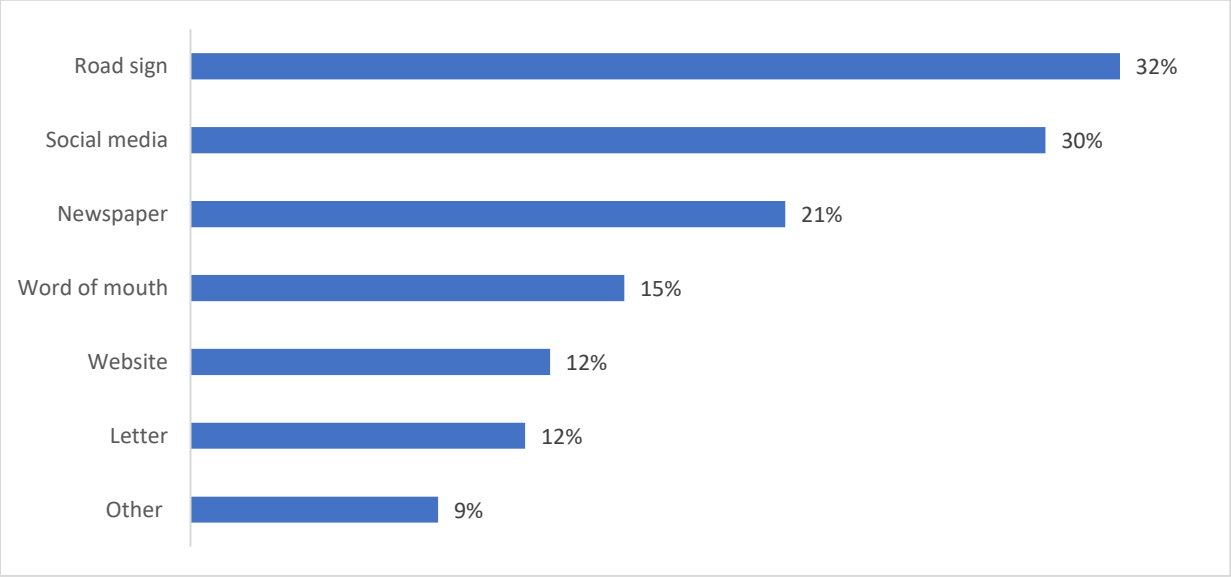
A few participants raised concerns about accessibility related to both project impacts and the engagement process. Feedback included:

- Concerns about potential impacts on purpose-built accessible homes
- Concerns about replacing accessible housing if property acquisition is required
- The need to consider accessibility when supporting affected residents
- Accessible community engagement venues and participation opportunities
- The importance of incorporating a range of mobility and community needs into future planning

Although raised by a small number of participants, accessibility was identified as an important consideration for property planning, mitigation, communication, and future engagement.

Question 3: How did you hear about this information session? Please select all that apply.

The top three ways participants learned about the information session were road signs (32%), social media (30%), and newspaper advertisements (21%).



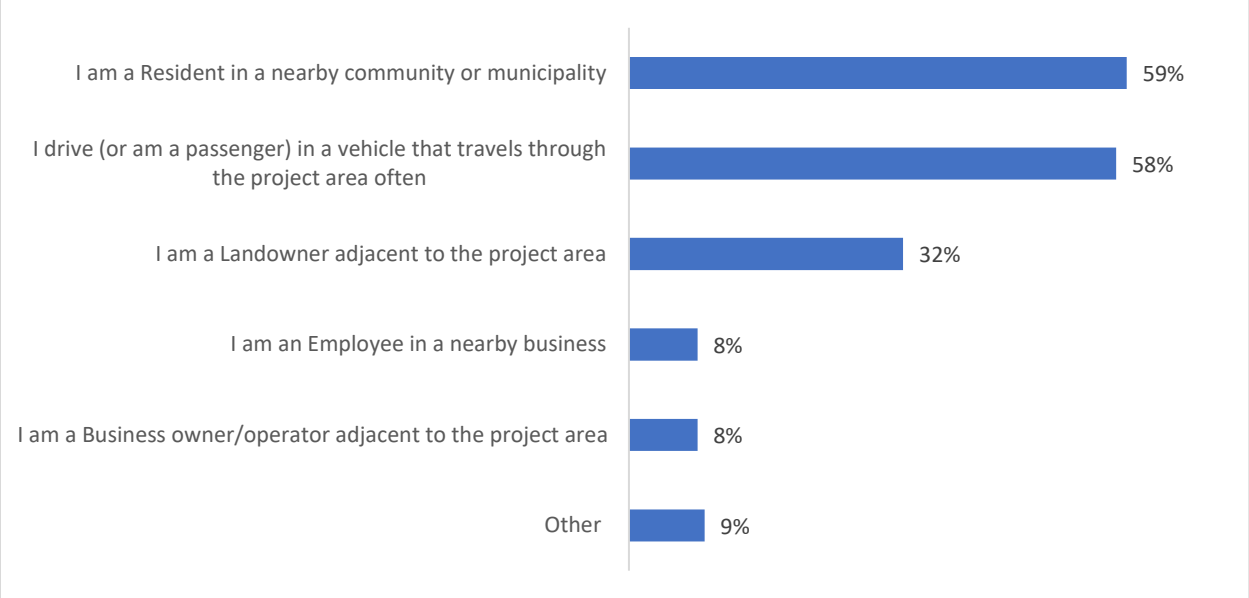
233 Responses

Other:

- Discover Airdrie email
- Airdrie Minute
- CBC Radio Calgary, 660 News, and other radio broadcasts
- Television and online news sources
- Facebook community groups
- Mail notifications
- Internet searches and project research
- Highway 567 road signs
- Friends or family members
- Existing awareness as a landowner within the study area

Question 4: About you. Please select all that apply.

Over half of participants identified themselves as either residents of a nearby community or municipality (59%) or as individuals who regularly drive through the project area (58%). Some participants identified as a landowner adjacent to the project area (32%). Some participants identified as a employee or business owner/operator in the project area (16%).



234 Responses

Other:

- Landowners and farmers located within or adjacent to the study area
- Residents living within the study area boundary
- Individuals who regularly travel through the corridor
- Freight haulers that use the corridor
- Airdrie residents
- Realtors working with affected landowners
- Youth and future farmers with an interest in the area

Verbatim Responses

Do you have any feedback or information to share about the future bypass from the northeast corner of Stoney Trail, east of Airdrie, to Highway 2 near Carstairs?

- I don't support this location. There's already a major highway on the east side that could be expanded on as a bypass route without adding another hyw. Hyw #21 connects to hyw #1 already, bypassing Calgary & Airdrie altogether. Hyw 72 westbound could be expanded to join up with hyw 2. And why is the WEST side of Airdrie not being looked at for a route? Why not make a route on the west side to connect with Stoney Trail & Hyw #1 that is southbound only & keep existing hyw 2 route only northbound? A west side route is shorter & could join up with 2A north of Crossfield. Perhaps money would be better spent expanding the Ctrain or a mag lev to Airdrie.
- It would be great if it can bypass airdrie area as balzac it can get congested and many times accidents happen there.
- As a Class 1 driver, I often travel between Calgary and Edmonton, and it's frustrating when I get caught in traffic jams in Airdrie. If I don't have any business in Airdrie, I'd be happy to avoid the town altogether.
- Significant traffic reduction for commuter traffic out of Airdrie should be at the expense of the property owners of Airdrie.
- The stoney trail lanes need to increase and sound barriers might required to stop vehicles noise reaching my community
- not at this point
- Sounds like a good plan
- Great idea but I'm concerned about the number of land owners who would be affected. As well as how many overpasses may need to be constructed to adjoining roads. My hope would be that the QE II north of Calgary would not be as busy as it is now.
- The QEII is said to reach capacity in another 30 years but for those who drive it everyday I would say extra lanes between Airdrie and Calgary and a bypass for those continuing north through Airdrie was needed a long time ago. Alberta road upgrades always seems to be way behind instead of building before things become a problem. If you're waiting for pure gridlock before things are considered "capacity" it's already too late.
- You are stating that access to Calgary is an issue due to backed up traffic. AIRDRIE NEEDS A HOSPITAL PRIOR TO DOING A RING ROAD. ANOTHER CLINIC is just putting a bandaid on a boil. There is no place to have a baby in Airdrie with a population of +95,000, and the fastest growing city in Canada. Airdrie is NOT within the GOLDEN HOUR for treatment … how many lives need to be lost.
- This bypass is needed badly.
- There needs to be a bypass from the south side of blazac from stoney trail. Its always back up from stoney to airdrie during rush hour. took over 30 minutes one day to get from stoney past Airdrie. More backed up by Balzac mall exit
- Something needs to be done because congestion on highway 2 between Airdrie and Calgary is unsustainable. Either add twice the lane capacity immediately or start on a bypass.
- No. This project will be a great one to reduce the load on Hwy. 2
- The proposed highway should not encroach on Crossfield or Carstairs. They are small communities that will not benefit from increased traffic
- We do need a new freeway alignment east of Airdrie, linking the Stoney Trail at the NE curve.
- Great forward thinking, this is necessary. Please ensure that all Intersections are interchanges (no low level crossings).
- I'm hoping there will be an exit onto 566.
- Bypass should extend to Didsbury or Olds Alberta
- I think this is a very viable option.

- Please make this fast! I can't tell you what a headache it has become to travel to yyc from Airdrie mon to fri. Rush hour is a mess!!
- It seems like a huge waste of productive farmland to create a second large corridor for this section of the transportation system. The way scale inspection station does not need to be located in this zone. It could be anywhere between CALGARY and Red Deer also changes to some of the interchanges in this section could be used to improve traffic, flow, safety, and efficiency for far less cost, and loss of productive land. Also creating another limited access corridor is a severe handicap to farmers who farm land along this corridor. The addition of extra lanes or express lanes and enhancement of service roads could certainly ease congestion as well.
- My opinion is to please proceed with this, and soon.
- As a Carstairs resident the traffic through Airdrie is so heavy and aggressive sometimes it is frightening.
- Was a road on the west side of Airdrie coming off of Shaganappi or Sarcee Trail area of 201 considered?
- Toll Airdrie access to Calgary via deerfoot
- Good idea
- It would be great if the bypass is built, as traffic is getting really bad and risky on that road. Merging onto QEII North from Township Road 262 (coming from the Costco side) is currently extremely dangerous. Additionally, the weigh scale location creates significant hazards. Whenever the flashing lights are on for trucks, drivers quickly shift into the right lane, making it dangerous for cars already in that lane and for people merging onto QEII from Township Road 262. It would be ideal if the scale could be moved further north, somewhere between Crossfield and Carstairs. In the interim, moving the advance flashing lights further back would allow truckers to change lanes much earlier and safer. Finally, I strongly request that the Government of Alberta and local municipalities look into connecting Township Road 262 back to Airdrie around 40 Ave SE, as well as connecting and paving Range Road 10 (Balzac Blvd) to Main Street. Connecting these local routes would give residents a safe alternative, ease sever
- It should be designed to be at least 3 lanes each direction and not under-designed
- This would be a logical place in order to route traffic away from Deerfoot Trail.
- Could you build it tomorrow? Seriously, please the sooner the better.
- This is already overdue and a single major road option is not enough for the population of the area. This and additional secondary route options for traffic between the cities is needed 5 years ago.
- Please expand to 4 lanes at the earliest.
- Locate the truck weigh-scale so trucks veer enough off the highway so they have enough road to gain momentum to get safely back on the highway on the far north east section of Airdrie. Truckers and travellers alike deserve a restaurant/takeout with easy freeway access, clean washrooms with pay showers and a motel. The area could act as a destination for people traveling with large motor homes as well making it easy access/egress to fill up. Also, please, we need a northbound hotel easily visible and easy to access from the freeway for those tired travellers. It would be so nice to see one stop off the highway really accommodate truckers showing our gratitude.
- Stupid idea. Put in 2 extra lanes both North and south bound on QE 2 between Calgary and Airdrie and this should take care of any congestion. As far as the scales have a proper lane for all vehicles going to the scales witch would start before the Balzac overpass north bound and not interfere with the other north bound traffic on QE2. Like someone said it is not the traffic congestion it is the stupid drivers on QE2 who cause all the problems and always has been.
- This is a good idea. I fully support creating a bypass connector from Stoney Trail to north of Airdrie. The congestion this area will only get worse until this is done.
- Not sure if anyone up here north of the 49th has enough intelligence to come up with a proper interstate style roadway. Stoney Trail was the latest example. They built it with only 2 lanes each way for the most part originally knowing full well it would require expansion immediately after

completion. Then, they didn't have the intelligence to install all the overpasses so have now continuously had to slow traffic down to work on them. Rework is always immensely more expensive than building it right in the first place. I work in the private sector and if did that we would be fired immediately.

- I think it's a great idea the highway between Airdrie and Calgary's really congested.
- The only congestion that I regularly experience travelling northbound or southbound on Hwy 2 in this area is at the entrances/exits to and from Cross Iron Mills and at Stoney Trail (mostly southbound exit on Hwy 2 to Stoney.
- I think it is a great idea! That would ease the already large amount of traffic volume in this busy corridor.
- Great idea
- Good idea
- This is required sooner than later. Highway 2 between Calgary and Airdrie is a very congested road. There is not enough enforcement occurring on it, and thus numerous fatal accidents have resulted. More lanes are required as well as the bypass road to ensure everyone gets home safely. Thank you.
- Hurry up
- I think it's a great idea
- It is becoming much needed with all the new drivers that don't understand how Canadian lanes work!
- Make it a 8 lane freeway immediately.
- Build it ASAP please!!!
- It would need to be 3 lanes each way to start. 2 lanes is a waste of time, like the north east corner of Stoney trail.
- I love it, I wish it existed today. I'd use it over the existing, frequently congested route every time.
- Would like to see the Balzac Overpass revamped before this project - not sure who would build a huge mall and and add a Costco and no one thought there would be traffic issues on the existing roads?? I think going forward it would be good to deal with roads and traffic issues before building large infrastructures. Large infrastructures will generate traffic issues. But yes, we do need something to relieve traffic congestion heading towards Airdrie.
- This bypass is a brilliant idea.
- Nothing to share other than this is a fabulous idea.
- It's definitely needed. North bound on QEII where the ring road merges in, that has become a huge bottleneck. Obviously expanding to 5 lanes in between Airdrie and Calgary will help but in time that will fill as well reverting back to gridlock. There are likey lots of vehicles that would soon rather bypass Airdrie altogether and avoid that congestion, especially commercial truck traffic not stopping in airdrie.
- Like the idea. But heavy traffic is apparent on the backroads on the west side Airdrie from Calgary especially on the round-about west of Balzac to Airdrie. Lots of speeders.
- This should reduce the number of big rigs that currently use the #2 highway.
- Loss of revenue for local businesses.
- This is a fantastic idea as the QE2 is a gridlock every day from 64th ave to Airdrie. It is also deterring business at Crossiron in the afternoon as it is too busy for commuters. Airdrie is projected to be the 3rd biggest city in the province by 2035 so the congestion is only going to get worse from here.
- Highway 2 is so congested already, a by pass would help immensely
- Awesome idea. Have a dedicated curb lane for semi trucks
- It's definitely needed, there are a lot of traffic, congestion and accidents in that area of highway 2, especially wintertime!
- YES. please do this. horrible around airdrie and the mall.
- I LOVE this idea! Traffic between north Calgary and Airdrie has steadily gotten worse over the past few years. Some relief from the congestion is much needed, in my opinion.

- Attention: Alana In regard to our conversation at the open house: I am a 4th generation/landowner in this area, very much wanting to preserve and treasure what "heritage" multi-generational farmland we have left around our area. I have been very upset to see the homestead directly west of me torn down and demolished approximately 2-3 months ago. I am centered between – [omitted personally identifying information] who are as well 4th generation farmers/residents of the Balzac area. We are south of 566 west of Range Road 285. – [omitted personally identifying information] I have planted over 2400 trees and shrubs and enjoyed providing a quiet space for horned owls and deer etc. amongst my little "heaven on earth". In existence, the Apple pipeline runs north/south through the properties, as well as a tower with electricity lines and generator on the property. One of my suggestions is going further east to land that has been rented/sold several times throughout the years off the 566 and 285 or used of one of the existing highways. I suggest, please bypass the Watt, Shuttleworth and Leinweber homes. Please think how long it takes trees to grow to be substantial for animal habitats and wind blocks to flourish. As a resident, when the MD building was "moved rural" we were appalled and upset to see the Holmes homestead trees ripped out and left to die, as new "proportional" trees were replaced where the Rocky View County building now sits. It is not just the money that matters, but also the thankfulness of our humble heritage, our homesteads and preserving farmland for future generations, as well as wildlife habitat to exist in this area. I appreciate the opportunity to voice my concerns and appreciate your attention in this matter. – [omitted personally identifying information]
- [omitted personally identifying information] I would like to cooperate with this highway alignment. Further, I would like to offer our Crossfield Property as a possible location for the new weigh station.
- Why East of Airdrie, Not West? -East- value land, food grade + irrigation on East -CP/HSR to West? Do we have other specific reasons that could be shared w/ public @ OH2?
- Great idea. Merging traffic at the Nexus of #2 and #201 leading to Crossiron Mills is already a nightmare.
- Better signage for people going across the new road.
- As a commercial trucker that has travelled highway # 2 for 50+ years, this is long overdrive. The congestion is to the point that productivity is greatly impacted.
- Why not utilize 791 for a=such a road. Allow for development if this road goes through utilizing any roads close to Rge Rd 283. The potential is very real for it to be situated right in a city & is that not what they are trying to resolve.
- It is frustrating that again the peace and quality of life on our farm is being threatened by "progress". The population boom that is Airdrie is out of control. Infrastructure should be in place before allowing such exponential growth. Food producing farmland is becoming a rare commodity. The semi-trucks using the backroads to avoid the scales will continue to do so, pushing further into the rural community, damaging roads and adding dangerous traffic.
- Consider how it will affect traffic on secondary roads, ex) Highway 72 already has a lot of semi's & farm equipment. That road is not safe to pass in many places. Risk of much more congestion and accidents.
- It runs right by our farm which has been in our family for more than 100 years and on which I'm raising my children. I would not have built a house and begun a future on land next to a major highway, and I'm upset now we're being told it's happening. We use the quiet roads to move cows & equipment. My sons want to farm there someday and living next to a major highway will impact where they want to put down roots.
- This is not very smart of you your road/highway goes right by my house and right through my Grandparents for which is right by my house. If you do this, you will be taking a lot of our land that we have farmed, and it has been in our family for 100 years. Please don't take our land. [omitted personally identifying information], 12 years old.
- Please don't build a road next to our farm. It is my future life. I want to be a farmer when I grow up, and I don't want to farm next to a road. – [omitted personally identifying information].

- Our house is a wheelchair accessible. Home build for my wife special needs as she is bound to a wheelchair. Will that be in consideration? – [omitted personally identifying information]
- There is already existing options for traffic to move off the #2 and more N-S between Carstairs and the Balzac business park and on the #1. Consider better development/expansion of the #581 to #791 and #791 South. Alternatively, traffic can use the #72 to #791 or to the #9. There already major Hiway corridors within 10-20km of the #2 that can off load traffic. Expanding these roads (re divided highway) is less impactful than a whole new hi-way route through a residentially dense area. I feel the proposed route doesn't give consideration to what routes already exist and could be enhances or any thought given to high number of residents that live in the proposed corridor.
- Why are we not building a train? 90% of that traffic is commuter traffic & a ring road is just a band aid on a problem!
- -I believe that the Bypass should be placed further East in the proposed corridor. -Perhaps the 791 Secondary Highway could be widened and used for this purpose. - The current West boundary of the proposed corridor is already too close to current day developments both to Airdrie City houses and Crossiron warehouse development. There are also a number of Country residential properties near that West boundary.
- Concerned with how traffic flow will be affected along Highway 791 and potential access roads off ramps from possible roadway.
- Forget this corridor and use Highway 9. Province already owns the Land. Expand 9 add another lane and medic barricade. Provide rest areas or create areas for commercial truck stops as you can't be successful in diverting heavy traffic to use Bypass.
- Should go North from Stoney Trail to RR 292 or RR 10A. Weight scale should be on 10A where Highways owns 160 acres and then Bypass reconnect to Highway 2 at Carstairs.
- Please, FOR THE LOVE OF GOD, pave RR 290 South of Twp Road 260 to County Hills. This would eliminate a ton of heavy truck traffic from the Balzac area as they head into the warehouse (East Balzac) district. Seriously. It's like driving on the moon, the road is so bad. - Also, why are we not exploring on RR7 route between YYC Downtown + Airdrie? That is the quickest way to reduce traffic.
- -Canada trail runs on Hiway 56 & with many cyclists travelling on the Hiway - I am a quadriplegic. I cannot buy an accessible home to replace the one I'm in. I live on 272008 Rge Rd 283 along Hiway 567 - I last 20ish years there have been many deaths on the targeted area - We came to learn info, but found no answers at your survey meeting -Your survey meeting location had a locked door at top of the wheelchair ramp when I came to the meeting.
- Why not expand Hiway #9 and #72 - Existing infrastructure
- Maps need to show "scale" re: study area vs. HWY Row width - OH 2 maps should show utilities (pipelines specifically) N-S running to Edm? & other constraints + options Now/feedback + what was dismissed. - Landowner specific info avail - Names, R/W lines + possible separate session?
- Why not Metis-contact Edmonton Metis Nation in AB, Andrea Sandmaier-President. quoted: * listed #'s of Metis within Airdrie "Got it wrong if didn't incl-Metis; Add the names of Treaty 7 Nations we've engaged to KM + add info on why/why not Metis. Inuit-incl. too if doing Metis
- If this happens, when would you be accessing the Land.
- Expand Highway 9 or 791; Widen Highway 2
- Expand Highway 9 or 791; Widen Highway 2
- This needs to be fast tracked 30 years from now!! Try and drive North between Calgary & Airdrie any day between 4 & 6 pm!
- it would make the most sense to functionally install the tie in to Highway 2 at the north Crossfield overpass which currently does not allow for highway traffic to come on or off of highway 2 at this location. it also makes sense to install the weigh scales north of this overpass given the ample amount of land available and the already expanded lanes on highway 2 just north of this overpass.
- This road will take good farmland out of production. It will impact a large number of farms and should be located in a wasteland area. Farm equipment is large these days and access to move from the east to west will be a challenge trying to cross a major highway and will have limited, if

any, field approaches. This bypass will lead to a large increase in truck traffic and disrupt a quiet rural lifestyle. We are opposed to the bypass and feel it should be kept closer to the west side of the projected area map to lessen the impact of farms in the area.

- Now that I know more about the project, I am in favour of the bypass.
- I understand the demand for this highway, and that the need for this highway outweighs the few landowners in the area. If you are planning on putting the highway anywhere between range road 283 and range road 282 north of 567, do everyone a favor and go straight down the middle. Acquire all the land around it, no one wants to live next to a freeway. If you don't, it will completely trap landowners in the area. Stuck next to a highway, with noise and light pollution, limits on what we can do with our properties, lowering our property values, no one wants that. It completely defeats the purpose of us spending our life savings to live a quiet, country life.
- I think it is very desperately needed as soon as possible. Highway 2 is getting far too busy along the Stoney Trail to Crossfield corridor. I drive it to work in Calgary and congestion is awful. Would love to see the quickest, most direct route for this bypass.
- Yes, we need to have trucks and other miscellaneous through-traffic (campers, etc) away from the Airdrie-Calgary corridor. I commute to work in Calgary and this space is awful, and getting worse all the time.
- Yes, make this bypass. It is needed
- This would relieve pressure on highway 2 that is at a standstill every day on the drive home in rush hour. There are many accidents caused by the congestion and extensive traffic growth in recent years. Another route would be great for every day travel as well as when there are incidents on highway 2 there would be another suitable route to take keeping people safe and reduce people from going through the residential areas in Calgary NW. it is desperately needed. Please keep pushing for this.
- Yes please do it it is desperately needed. Population has exploded, transit has not kept up, more people move through the same small space.
- This suggested bypass would fundamentally change the surrounding land, from agricultural and residential to HIGHLY industrial. Over the years, services would need to be built up in the area, bringing in commercial and retail as well I'm sure. Farming and open prairies are fundamental bedrocks of Alberta's history and have shaped who Albertans are. By bringing the industrial land so far (another full 10 km in sections of this proposal), you make seeing and accessing that farmland and prairie more and more difficult for the Airdrie & Calgary population. Those living in the city will just know their city as being surrounded by highways and industrialization, and not be able to take a peaceful Country drive or to access the foundation of what has shaped our society. We give up access to our prairie and farming roots to support the masses and become just like any other big city - city, surrounded by suburbs and industrial land. So while wanting to be careful of overusing a single highway (QE2) is reasonable, ext
- I would like this new bypass not to be diverted too much east. Preferably it should be at the same parallel as the eastern portion of the Stoney Tr. This will keep travel times for many drivers shorter, maintenance per kilometer cheaper, and less emissions
- I don't think a bypass east of Airdrie serves the most people. A bypass to the west that ties into one of the CoC's arterilial freeways like Shagannappi. Bypass could take off SSW from Carstairs and intercept 772 NW of Airdrie. This maintains QE2 as the dangerous good route and gives commuters access into the CoC arterial network to get to their destinations.
- Make more than one bypass option. Build with weather, accidents, and cyclical traffic patterns apart of the options. Fix Center Street, 14th Street, 52nd street, and 36th Street (Metis Trail). Allow better north south flow. Build pedestrian overpasses and/or other safe options. Current system is too reliant on Deerfoot.
- It would be fantastic
- this would ne a great idea, with not tying highway 2 with more construction with a bypass you could remove large trucks off highway 2, you could toll bypass
- I am not opposed to the bypass even though I live and have lived in the center of the proposed study area for 24 years. My concern is that this study brings consideration of illogical routing. The

only real option is to use the Hwy 791 to Hwy 72 existing corridors. Considering any other option to create an entirely new route through farmland while destroying homes, buying or expropriating land and creating an entirely new route is entirely not reasonable even if the though is that 791 might be 1-2 miles too far east. Plan for the future. By the time this gets funded an built, Balzac industrial lands will be at or past the 791 N/S alignment anyway.

- It's much needed to move traffic away from Highway 2 between Calgary and Airdrie..
- Why can't you guys just extend the CTrain to Crossiron/Balzac, using that money, and then funnel all those cars onto public transit?
- Why consider a bypass instead of increasing the number of lanes on Hwy 2? When you consider the amount of cars vs trucks on Hwy 2, this bypass wouldn't necessarily decrease a ton of traffic on Hwy 2. Most use Hwy 2 to commute to work, medical or visit friends and family. When you consider the incredible amount if money needed to build a new Hwy, buying property from farmers, dont see how this would be a positive and cost effective move.
- We have lived here for 24 years. This is a nice peaceful community with limited traffic, noise and light pollution. The proposed bypass is too close to our homes which will reflect on our home equity, lifestyle and peace.
- My sister and I own a half section of land North East of Airdrie. [omitted personally identifying information] This is property of big hills trees and springs, the land has never been turned on some maps it is called a nature reserve. We do not want to see this land torn apart ,it is all original you can nit find land to match this, it is where we summer our cattle, if this goes so does our industry.
- 1) movement of farm equipment and livestock 2) water drainage 3) access to and from local roads (connections) 4) noise reduction
- I suggest that Hi-way 791 be used as the bypass freeway
- Very excited for the potential to reduce trucking traffic in the area
- We need one as commute is horrible as traffic has increased due to Airdrie population as well as crossiron mall
- This is long overdue. I’ve been driving this corridor since 2007 and to see it become more and more congested every weekday is frustrating as a commuter. With the area east of CrossIron Mills becoming more developed it just becomes more imperative to try and give drivers more and better options to commute through the area.
- Don’t delay too much this would make a massive quality of life improvement for thousands of Albertans with every community north of Airdrie growing so rapidly.
- More lanes are needed for the entire stretch of highway 2 from Calgary to Edmonton. This is a start.
- Most farms move machinery down gravel roads where there is little congestion to avoid accidents and interrupting the flow of traffic on busy highways such as HWY 566 and 567. When the bypass is implemented, are there any plans for potential interchanges for moving wide, slow moving farm machinery across the bypass to mitigate highway usage and prevent any congestion?
- Why is the project not simply utilizing HWY791 corridor? Why is the project not utilizing/following the existing utility corridor (transmission lines west of HWY791)? Why is the project encroaching on east Airdrie city limit (within 1 mile)?
- Build it now, before you have to bulldoze houses.
- We believe the bypass is necessary. We were glad to see the list of items being taken into consideration. The 'staff' on site at the Balzac Hall, Sept 15, were friendly and communicative. We thank them for their willingness to share their knowledge and expertise, and for their patience. Your presentation panel " A Growing Region" understated the 2026 population of Airdrie and Calgary. According the the respective City websites 2026 population of Airdrie is almost 94,000 and Calgary just over 1.7 million.
- Keep this highway as far east of Airdrie as possible!
- if 2060 is your target completion date you are obsolete before you start. By your own estimations 3 million in Calgary, 265000 in Airdrie you will be placing the new #2 hiway connector in the

congestion of the urban sprawl. Defeating the idea of this by bass. Please readjust your target completion date. Or be honest about the intended start date.

- The further east of Airdrie this project is located, the more it will impact farmers in the area. It will also affect a larger number of farms placing it at the eastern edge of the projected area. This proposed road will take valuable prime farmland out of production. This should be located in an area where there is a lot of waste land. Farm equipment that is needed to move from the west side to the east side of this new road will face increased travel times and struggle to find accessible routes across a major highway. It will cause a significant increase in the time it takes to not only move equipment, but productively farm in the area. It will be more difficult to access farms and there land approaches due to limited field approaches. A new bypass road will lead to a massive increase in heavy truck traffic disrupting the quiet rural lifestyle of nearby residents. I am strongly opposed to this proposed bypass road unless it is kept at the very western edge of the projected area map to lessen the impact on farmers.
- It is not needed they already bypass Airdrie just widen hiway 2 and will handle traffic from both east and west off Stoney trail rather than consume more farm land
- Consider the impacts to commuter traffic going the other direction from these communities. I would recommend efficient bisecting of primary highways (72) to maintain it as an efficient corridor to drumheller. In planning right of ways also consider the route for the proposed Calgary Edmonton commuter train.
- I support it
- Make sure that there are no choke point are exits merging points.
- Not necessary!! Airdrie needs an alternative to the Veterans overpass. Due to the train tracks this gets so backed up.
- This would make traveling to the city much better
- This is something that would be utilized by so many and definitely a great idea. As a commuting household from Carstairs to Calgary daily this would be fantastic as Airdrie on highway 2 is constantly backed up
- Please fast tract this project!! City of Calgary's addition of the fourth lane on Deerfoot has eased congestion significantly. However, the congestion point is from Airport Trail till past Airdrie. There needs to be a simple and easy to access route to bypass this congestion.
- Questioning the need for another hi-way corridor when there are already other major routes that could be further developed to accomplish the same objective. For example, the 791 is a secondary highway that runs N-S and is only 12km from from the #2. The #9 is another major N-S corridor that is just 28km from the #2. If the goal is to offload traffic from the #2, and likely feed to the Balzac development business park, developing the 791 further south or directing truck traffic to the #9 seems like better options. The proposed study area has a higher occupation density where more people's lifestyles are going to be adversely impacted than it would expanding already existing major cooridors.
- Great idea to get heavy traffic off hwy 2 between Calgary and Airdrie
- Travel from Carstairs to olds has had a dramatic increase in the last 5 years. When we get to the north edge of airdrie travelling south traffic comes to a standstill still. Then same is for when leaving Calgary any time after 3 pm going north. Our travel time from Didsbury used to be 50 minutes, now it’s more like 80 minutes each way.
- Highway 2 near carstairs. MAJOR Saftey concer. If using road 581 to connect to highway 2A through carstairs, this goes directly past Hugh Sutherland School. The area is already VERY congested on school days, if there is a train then back ups can be 1 lm long with just then traffic. Increased bypass traffic would also negatively impact the havenfield community making it more congested, decreasing quick access to our town amenities.
- How would the scales for semi trucks be dealt with if there is a bypass? Would they be moved?
- We just moved to a rural area on Range Road 290, south of the 72 hoping for less traffic. Hoping not to have a major highway on our road.

- I think having a bypass from Stoney Trail is a much needed piece of infrastructure. I think the ideal route to connect back to the QE2 would be the overpass just North of Crossfield. Or if the thought was to have an overpass at Carstairs then have a second overpass at Crossfield
- The amount of semi truck traffic we I have experienced. And the increase of it over the last 3 years, with the building of this CN railroad commercial development. I saw more accidents and a lot more. Traffic stony trail is constantly being backed up and the amount of traffic coming down the range roads has increased substantially over the last year I am not looking forward to having the roads increase in traffic. An accidents and noise I moved to be rural to maintain rural, not have the city development beside us.
- My land is exactly to the west of the area that will be studied in RVC - bordering it in fact. I believe that the bypass should remain east of QE2. My land is off of the 2A. It is a busy road but it doesn't make sense to bring traffic right north of Airdrie. You need to keep it all to the east.
- Why? Animal impact! Already three lanes each way passed Crossfield.
- This sounds like a great idea. The section by cross iron mall and airdrie is so frustrating to have to deal with. One accident bogs down everything and there is no other option. The bypass would be a fantastic idea.
- Definitely need something between Calgary and Airdrie. Especially around Cross Iron Mills.
- Much needed. Moving weigh scales will also help. Do that asap .
- Great idea as Airdrie and Calgary Metro areas develop.
- I strongly support the idea and believe it will improve safety and decrease congestion.
- As a landowner basically I'm the center of the survey area east of Airdrie I have concerns with proximity to the proposed highway. What is the process involved with property value/standard of living degradation directly involved with construction/ completion proposed highway?
- Fully support as an Airdrie resident. Would greatly help ease daily slowdowns around the weigh station and the first 2 city exits
- I have noticed a substantial increase in traffic entering the hwy when travelling south through Airdrie over the last 5 hrs. Especially since the south bound on-ramps were completed. I hope this will help alleviate the congestion on hwy 2
- Increased noise brought by major roadway adjacent to our property.
- Please do this! The QE2 is brutal during rush hour. Make sure it connects to veterans and Yankee in Airdrie, and highway 566.
- We definitely need to do something about the amount of traffic merging from Stoney on to Northbound Highway 2 during afternoon rush hour. A bypass will obviously help this situation but I feel that interchange needs to be redesigned. It's just a mess of cars trying to merge (some very poorly) many cutting across 2 lanes immediately and cutting through traffic off. It's just a poor design.
- Would a high speed train solve any of the issues?
- Why an east side bypass? The west side of Airdrie is where most of the residential growth is occurring. It would make more sense to have the bypass on the west side. Having said that, if passenger rail between Calgary and Edmonton is realized, then is a bypass really necessary?
- Worried what this is going to do to our property value. Currently drive backroads to go to Calgary because how bad HWY 2 is, but dread having a Hiway beside us.
- I like the idea of creating an alternative traffic route especially for transport traffic from the logistic warehouse district east of crossiron along Highway 566. This will also help the congestion on the crossiron to Balzac overpass.
- I personally don't believe this is necessary. If there would have been some intelligence used in the original design of the interchange at stoney and deerfoot, there would likely be no need for this at all. The problem with the interchange is the exit from the highway onto cross iron dr. is too close to the traffic coming off of stoney. Had the great minds that develop these interchanges had put an exit to cross iron that runs from the deerfoot north exit onto stoney, that was also joined by dedicated exit lanes to cross iron from stoney east and west to cross iron drive, a lot of the

congestion around that exit would be eliminated. Helping traffic flow smoother around the interchange.

- Move the weigh scale to the Carstairs area immediately. It's a hazard in Balzac.
- I live in the area near Range Road 291, east of Crossfield, and I am very concerned about how the future bypass may affect existing homes, farms and agricultural land. Please prioritize routes that use existing transportation corridors and minimize the need for new right-of-way through established properties. I would also appreciate clear information on the potential routes being considered before decisions are made.
- We would appreciate more information on this project. We are landowners and resident on the 2A north of Crossfield. How many lanes are you proposing for the future bypass road?
- I think it's a great idea! We need to do something about all the traffic congestion and huge trucks traveling through Airdrie!
- I feel mixed about the idea - on one hand reducing the volume of traffic between Calgary and Airdrie would be beneficial as it does get congested. On the other hand, thinking of businesses along Edmonton Trail or along the east side of the QEII in Airdrie, this might reduce their business. However, overall, I think it would be positive.
- This project should include mitigation of the constant (24 hr) noise that will be generated by the traffic using this route.
- I am concerned about the economic impact that this bypass will have on the adjacent municipalities. If the future bypass is utilized as the primary industrial transportation corridor, there will be significant impact to buisnesses along the current corridor that rely on this traffic. Additionally this will have an impact on the viability of heavy industrial land uses that are proposed along the existing corridor, giving municipalities such as Rocky View County a significant development advantage over municipalities such as Airdrie.
- The future bypass would allow the trucks to have an alternate route, and those seeking to travel north while providing less congestion on the existing highway. Truckers are both scary on the highway but are the root of a lot congestion
- Not necessary
- Not yet
- Have you analyzed traffic numbers coming north / south from Calgary versus traffic coming north on Stony Trail? Project seems like a good idea but does not address Deerfoot traffic.
- As a Crossfield resident, I'd like to advocate for both northbound and southbound access to any new road.
- Expand deerfoot, this is a dumb idea.
- This is a very bad idea for residents near the proposed area. We moved out here for peace and quiet and do not want that ruined by a highway.
- Don't want it!!!
- Very much needed
- I live on the [omitted personally identifying information] and it looks like I could be affected by the future bypass road significantly.
- Aligning with existing roadways, such as the proposed bypass route in the current Airdrie Transportation Master Plan, makes far more sense than looking at acquiring land rights and building entirely new roadways through rural land. From cost perspective, timing, convenience, and logical standpoint the bypass makes far more sense to remain in a similar route to the existing proposal.
- Why so far north to Carstairs?
- We live on 791 north of 567. We have a gravel pit with lots of gravel trucks hauling on our road. Also our road is used for moving homes and big vessels etc. We get traffic from Acme, Linden and eastern towns like Beiseker, Three Hills etc. We also get traffic from the no. 9 highway as well. Also lots of farm equipment. In my opinion the 791 is too far east for trucks and commuters who would frequent it. I heard that far east of Stoney Trail? (price of fuel).I did a screen and asked AI and they agreed on being too far east. Any of the other range roads in that area would

be better options. RR 290 and 291 were the most favoured on my search. RR 282, 283 and 285 were also better.
- There are many farms in that area, and big equipment needs to flow freely across any possible planned route at all hours of the day
- We farm [omitted personally identifying information], on any farmer there, we have accumulated land around our home quarter so we do not have to haul/drive our farm machinery many miles on highways and side roads.If this bypass lane east of [omitted personally identifying information] it would split our farmland to the point, we would not be a viable operation anymore.It doesn't make sense for the bypass to come out 12 km east of Airdrie to bypass the city.

Do you have anything else to share with the project team? If so, please briefly summarize.

- How much tier 2 & 3 farmland would be permanently paved over by this "project".
- It needs to save time get more direct access to the Costco/mall and back onto the highway seamlessly.
- No
- It will reduce the traffic going to Airdrie
- Why is the traffic in CENTRAL NW/NORTH/NE CALGARY (Kincora, Evanston, Beddington over to Royal Oak etc) being funneled over to Deerfoot Trail, CREATING the BACKLOG of TRAFFIC ON HWY #2/ Deefoot Trail??? That is where it gets PLUGGED!! Centre St. needs to be opened up(widened as they did in HWY #1 Trans Canada through Calgary) run roads over top of NOSE CREEK Park, as they do in Montreal. Calgary's infrastructure has not kept up with its growth!!! Building a RING ROAD to the East around Calgary, is ONLY going to create complications for access into the core for people residing in the NE/SE and the communities expanding there.
- Move quickly on this.
- Hope all is favorable to move ahead with this project
- The proposed highway should end near Didsbury, where there is a local hospital and RCMP detachment, as well as a larger established business community
- There's so much road rage and so many accidents due to frustration. People are losing their minds. Thank you so much.
- The weight scales need to be removed at Balzac. Also Symons Valley Road West of Airdrie needs to be expanded from Calgary to the 567 at minimum.
- Hoping this bypass becomes a reality as population continue to grow in these towns and cities.
- Should probably come off Stoney but even that is getting congested. Would need to add lanes
- It would be great if drivers traveling south from the north heading toward Northwest Calgary could get two dedicated lanes just ahead of Balzac. This would significantly reduce traffic congestion on QEII, which is a major contributor to collisions on this stretch of highway. Adding these lanes would greatly improve traffic flow and overall safety.
- If moving the inspection station is being contemplated it still needs to be between Calgary and AIrdrie. I know of many truckers who purposely drive loads to Airdrie after midnight when the know the scale is closed in order to get away from inspections.
- Emphasize the importance of expediting this project and others. The population growth and commuter centric nature of Airdrie needs more road, train, and bus options now and not in a decade from now
- A truckers lane only on the far right from North Airdrie to the southern tip of Red Deer. Especially during the winter months, this may prove beneficial and save lives and less serious injuries to citizens and take some pressure off of emergency personnel in Red Deer and Airdrie. Thank you for making our highways safer.

- They always have the interchanges way too close so you end up with dangerous on ramps and off ramps and speed is not able to be where it should be. The other thing is I don't think people up here have the intelligence to drive on the roads and navigate what they've been given. Stoney to Highway 2 on the north is a joke with people trying to get on #2 and others cutting others off to get to Crossiron. Way too close between interchanges. Then losing that extra lane where it goes from 4 to 3 lanes and then people trying to get over to the Balzac road and north end of the mall was also not very wise. Same with the north interchange in Airdrie. They just repaved the lanes but did not extend the 4th lane to the overpass. Another 4 lanes down to 3 and then the off ramp. Someone must be getting paid off to come up with this in order to have to build it at a later date where as I mentioned before becomes way more expensive. Anyway, at the present rate, I will most likely not be alive to see anything change up here.
- Hwy 2 traffic passing through Airdrie is no more congested than through Red Deer.
- How soon can you get it done?
- No
- Hurry up
- I understand it's a bypass but is there any off/on ramps in-between the beginning and end? As a class 1 driver and as a resident of Airdrie, at least one ramp would alleviate rush hour traffic, but potentially cause more traffic on the east side like any new arteries, but I'm sure many residents would see a positive to off/on ramps. 40th has made a big difference in traffic not only in rush hour but all day. I'm very excited to see where this planning goes.
- We need bypass ASAP please!!!
- Please ensure it's a real freeway from day one. I predict that it's going to be a very popular alternative. Especially for commercial, industrial and through traffic.
- Why does it seem when they add new roads, new buildings, box office malls they never address the traffic issues before they start the projects. It's always after and that just makes it worse to deal with. Just seems backwards to me. Then they are digging up new roads shortly after to try and fix it. Would be good to get it right the first time.
- I live in Airdrie and use the #2 highway about three to four times a week. The traffic congestion is horrendous. Even with the much needed overpass at 40th Ave., we now have a huge congestion problem with the on ramp for South bound traffic. Numerous times South bound traffic is at a complete standstill in the morning rush hour. Also we desperately need the Balzac interchange to start construction ASAP. The South bound off ramp to go to Costco and CrossIron Mall is now causing long line ups with traffic backing up onto the highway. A potential accident waiting to happen.
- Not at this time.
- Yes. In Florida they have a law that on certain highways stretch’s semi trucks must stay in the right lane and cannot pass. This would be ideal for the new corridor. Unless making a delivery btw Calgary and Carstairs on QE2 all semis should have to take this bypass and stay in the right hand lane.
- It would be a great idea to look at European rules for Semi/ transport trucks on highways, such as speed limits (90-100 km maximum) and no overtaking. (too many unsafe passings now!) Also cameras all along highway 2 to monitor speed and following of rules. It is very common in Europe!
- keep the turns large and sweeping so that traffic is not disrupted
- I appreciate the initiative to study this!
- I am on the East edge of Airdrie. The study area plan looks like it will be a few miles East of #292 so the construction noise and dust shouldn't be too severe in my location.
- -Increase the lanes on QE2 -Improve the Balzac overpass, this would ease quiet a bit of stress. -When building overpasses, allow access in all directions to get on & off the highway. -Use 791 that road is a secondary highway which has great potential to be developed to other major cities to the North.

- Rocky View has a long history of dropping major projects in farmland to avoid inconveniencing acreage owners. The information/project has been planned for a long time. I would not have chosen to build my forever home next to a major highway.
- It makes much more sense to widen the 567 and another existing highway than to ruin existing land. Farmland is constantly under attack around us, and we need to protect it by limiting new land acquisition and expanding current infrastructure. Here's my idea: Go build your Highway somewhere else. When I grow up, I want to farm that land when I'm older. :-(
- Yes, build your Highway somewhere else.
- Review the existing hiways and how they can be expanded to divert traffic off the #2, moving N-S and to the East of Calgary. I believe many more residents' homes and lifestyles will be impacted by the proposed routes rather than expanding already established major routes.
- Also, why were landowners in the proposed path of it not sent letters of intent? I found out about this from a road sign! Please make your communication better in the future.
- -It is unfortunate that Stoney Trail East was not built further East and trying to extend the same road North will not fix the current traffic problems, let alone the future ones. -Either way, valuable farmland will be lost, farm families affected and lives disrupted. Unfortunately, we live in a very desirable and growing area so solutions must be found with the least disruption to landowners and lives.
- Traffic Assessment along 791 between 567 & 72 and 72 & 292 as traffic has increased steadily in the past 5 years.
- Use infrastructure and land that you already own. Improve the Highways that are already in place.
- Funding needs to be available before 2 is in passable.
- Great answers from the team tonight.
- Any thoughts on continuing the 791 Highway South to the No. 1 Highway.
- Bypassing Airdrie would remove so much truck traffic off the road & all new warehouses at Balzac could directly connect with Stoney Trail.
- Lanes would also need to be added to Stoney Trail on the NE corner to deal with the added volume in this area. there is already slow downs in this location due to a lack of lanes and significant volume.
- There will be increased time to deliver and move grain during harvest. Increased accidents involving farm equipment. If the road cuts through a quarter section, odd field sizes and shapes will result, making it difficult for farmers to calibrate their GPS. Increased pollution in the area and litter flying around. At night, light pollution will be a concern as well as noise. Land values will decrease and selling the land will be a problem.
- Please advocate as hard as you can to the province for funding for this project.
- There should likely be an alternate route from the west too (by Cochrane?). It is time.
- No, make it asap
- Connect traffic funding to municipal governments with needs of many (commuters) and not a few (developers)! Example: Stoney Trail at 11th Street NE interchange should connect into Airdrie but was poorly developed! $21 million wasted!!!
- Must be a true bypass, no lights, no crossing oncoming trafffic, on and off ramps must not join together for ex clover leaf
- love idea
- CTrain & Calgary Transit service to Crossiron & Balzac. Congratulations, I just saved the taxpayers billions.
- Hwy 2 between Edmonton and Calgary NEEDS to be a min of 3 lanes. The Airdrie corridor is not the only section of Hwy 2 needing additional lanes. Furthermore, the AB Govt and Rockyview County were supposed to double the overpass on Hwy 566 and Hwy 2 twenty years ago. Yet here we are still only a 2 lane overpass with traffic backed up on Hwy2 southbound so very dangerously, surprised there hasn't been a fatality!!! Rather than build a bypass that likely won't resolve the issues, AB Govt should invest in proper infrastructure.

- [omitted personally identifying information This is our home quarter, the appl pipeline goes along our fenceline, we would be willing to work with you as the pipeline is there and it would be the least resistant and less people involved.
- A lot of the traffic congestion between Calgary and AIRDRIE is created by the lack of access to QE 2 and truck traffic at the weigh scale. Alberta transportation has done very little to build proper over passes to accommodate accessing the WE 2
- Glad to hear there are thoughts of moving the scale too.
- Keep the project moving north of Carstairs please.
- Another solution to reducing traffic on HWY 2 could be the implementation of a high speed train between the cities and an upgraded rail system throughout the cities. This is commonly used throughout Europe as the only solution to congestion. As the population grows, increased traffic corridors help outside of the city, but increase the load on the already overloaded road network inside city limits. Is this an option we should be exploring ahead of time?
- Ridiculous to direct traffic east oh HWY2 only to rejoin HWY2 at its most westerly point between Calgary and Edmonton. Develop HWY791 corridor Conrich to Bowden/Innisfail/Red Deer HWY2 connection (due North).
- No
- Recently we have seen significant truck/semi traffic on Range Road 290 north bound from Cross Iron / Wagon Wheel distribution area to Yankee Valley Blvd/Twp Rd 270. This traffic bypasses the vehicle inspection station /weigh scale north of Balzac. We support a new vehicle inspection station. It would be appreciated if future engagements would include the amount of land to be acquired and the process for that acquisition. Will there be restrictions placed on the land identified for the project prior to the acquisition? (land-use bylaws, development and or use restrictions, etc.)
- Keep this highway as far east of Airdrie as possible!
- The by pass needs to be much larger than 2 lanes north and south and the continuation of the second Calgary area ring road needs to be laid out as well ASAP. Please don't delay planning on your slow antiquated timeline. Please plan ahead this by pass is already behind schedule
- These are some of the concerns I have if this project moves forward: Land values will decrease and the ability to sell the land will be more difficult. Noise in the area will increase Light pollution at night will increase Increased pollution in the area Increased litter in the ditches blowing onto neighbouring land Increased traffic on existing grid roads causing poor gravel road conditions Increased amount of accidents and collisions with farm equipment moving in the area Increased amounts of noxious weeds along the new road, and blowing onto neighbouring land Increased time it takes to deliver / move grain during harvest Odd field sizes and shapes if proposed road cuts through the middle of a quarter, also causing an increase in non production land.
- Rockyview can't look after the roads they already have
- I don't think they should drag their feet on this project. Aquire the right of way for the size of rod they will need but construct a road near term
- I commute from Carstairs to Calgary for work daily. Many times the highway gets shut down during the winter due to accidents and commuters are left to navigate turkey trails to get around Airdrie to get home. This needs to be done ASAP!
- Consider a mandatory heavy truck route in/out of the Balzac business park that offloads traffic from the #2 to the the #9.
- Have you considered turning hwy 9 into a main thoroughfare to eventually line up with hwy 2?
- The weight station definitely needs to move. There are times on a Monday morning we see truck backed up on the highway past the Balzac turn which is a hazard. During the day when trucks need to go to the weigh station it is extremely difficult to merge on the GWY going north. Perhaps look at moving it close to the gas stations adjacent to Crossfield on HWY 2.
- Please consider the saftey of school children who already have to navigate a very dangerous road.

- Options. What I notice when commuting on 567, lots of trucks are coming from south of the 567, using RR 283 and 285 and 290. So truckers already know it's the short and better route.
- My husband trucks and says he would not head that far east to go north again, not that any of you can or does the government. This will kill our family farm (40+ years).
- Sadly whatever route is chosen it's going to uproot neighbors in our community. I do believe if the 791 is chosen it is a bad choice. You need to be closer to Highway 2.
- For future planning and growth a new road has to be built for all the traffic.
- Appreciate the forward thinking of this project. Hoping you can find a way forward with noise reduction for all the traffic on the road.
- I hope this goes through with some sort of direct access to Crossfield
- I am opposed to this route. Bringing a main thoroughfare through farming land just because it is there is not thinking of the future and what is required. Lower business taxes in Airdrie would bring more infrastructure to that area and ease up the traffic into Calgary.
- This is sorely needed. The traffic from Calgary to Airdrie is insufferable.
- Not at this time
- No. Just make it happen.
- DOT station needs to move and be converted to a normal rest area for truckers. Slowdowns from there to crossiron are the main congestion point on my commute and makes North travel from the mall on busy days impossible
- I hope hwy 2 can be brought three lanes wide all the way north to hwy 581
- This project should be expedited. It’s needed now. Don’t spend years doing studies and not build anything. For example the highway 566 construction hasn’t even started yet. And it’s past due. Get going on these projects now!
- We are concerned where it will be near our property as it will devalue on property plus the noise will increase
- I believe that the previously stated upgrades to the current interchange, would alleviate a lot of the congestion around this, at times, congested interchange.
- This area is not just agricultural land. it is home to families who have built their lives and long-term plans here. I am concerned about the uncertainty this study creates for property owners, including future development, property values and the possibility of land acquisition. Please provide affected residents with, detailed mapping and as much advance notice as possible before a preferred route is selected.
- The sooner the better to get this new highway constructed the better! Safety is a great concern with all the traffic on hwy 2 presently!
- Curious as to what will happen with the existing corridor. Will this highway be downgraded to a secondary highway and will maintenance obligations be transferred onto municipalities and their residents (property taxes)?
- Build another level above HWY 2 from Stoney Trail into Airdrie. Use the lower part as a bypass
- Not yet
- I am a school bus driver that regularly travels rural areas east of Airdrie along with highways 2, 567, and 9, and am a resident of Irricana for 13 years. I see a tremendous need for safer roads. In my opinion, the main concerns would be best addressed by more policing, cracking down on speeders, distracted driving, failure to stop at stop signs, unsafe passing. These offenses are being committed by both public citizens and professional drivers. The policing and enforcement out this way is next to non existent. This has led to multiple fatal and life altering collisions. The area is also poorly maintained in winter conditions. So though a bypass may benefit easing congestion between Calgary and Airdrie, my concern is that it would either create another poorly patrolled/maintained area, or pull resources further from an already poorly patrolled/ maintained area. Intersections with a bypass road would have to be designed with safety as a priority, as they are a huge problem with impatient drivers in this area
- Nil.
- Stay out of the rural areas. We dont want this!

- Looking at building a new house but concerned about the location of the new bypass highway.
- Think about how you will be impacting and all community the farmers
- We have a double transmission electrical line running thru a lot of quarters in line with [omitted personally identifying information]. There are also many pipelines criss-crossing all our quarters [omitted personally identifying information].