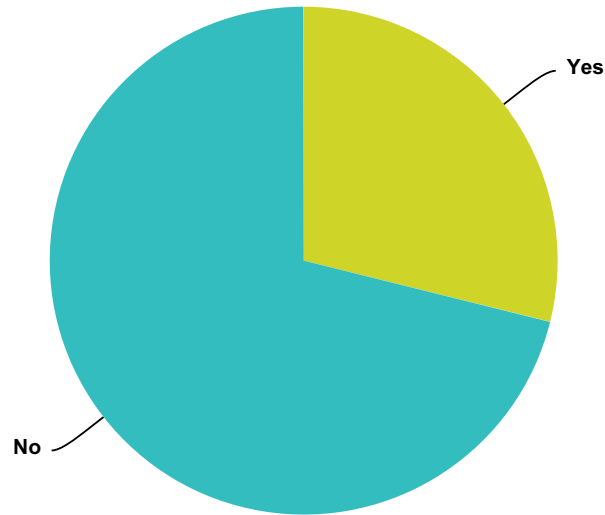


Q1 Were you aware of the change of timing associated with the construction of the ring road between Sarcee Trail and 101 St SW?

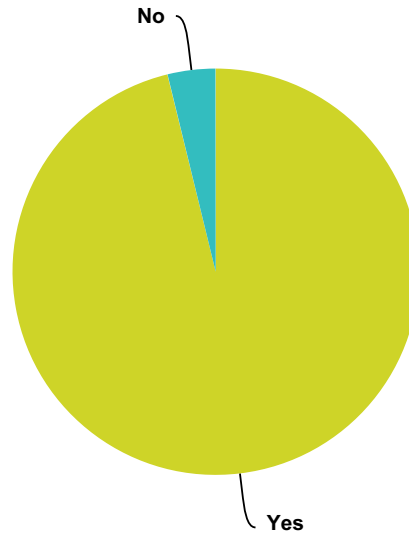
Answered: 315 Skipped: 0



| Answer Choices | Responses | |
|----------------|-----------|------------|
| Yes | 28.89% | 91 |
| No | 71.11% | 224 |
| Total | | 315 |

Q2 Did you find the article on the DRCA website informative?

Answered: 315 Skipped: 0



| Answer Choices | Responses |
|----------------|------------|
| Yes | 96.19% 303 |
| No | 3.81% 12 |
| Total | 315 |

| # | Please provide any additional comments on the article. | Date |
|----|--|--------------------|
| 1 | The article was very well written and clearly laid out all the facts and activities to date. Thanks! | 11/15/2015 9:53 AM |
| 2 | I don't believe we need to spend a possible 450 million to 1 billion in what may be needed in 40 to 50 years. There is also maintenance cost that may have or have not been factored in to that as well. | 11/12/2015 7:14 PM |
| 3 | Yes, it was very good, well written and very informative. | 11/12/2015 6:49 PM |
| 4 | thank you for posting such a detailed description | 11/12/2015 7:30 AM |
| 5 | Was not aware ther could be up to 16 lanes. | 11/10/2015 7:57 PM |
| 6 | Very well written and thorough briefing. Thank you. | 11/6/2015 9:02 PM |
| 7 | A little too much information and would be nice to have a bigger map of the present situation - though the maps shown were ok | 11/6/2015 8:22 PM |
| 8 | Somewhat! | 11/6/2015 3:40 PM |
| 9 | very good design drawings, but hard to understand scale. What is the distance to the highway from the back fences on North border of our district? | 11/4/2015 8:38 PM |
| 10 | Thank you for clarifying the issues and providing maps. | 11/3/2015 8:55 AM |

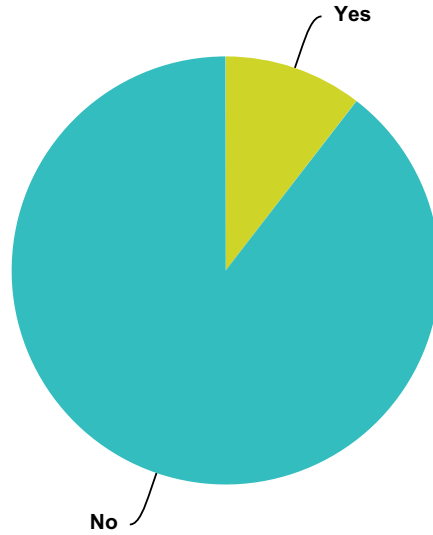
| | | |
|----|---|---------------------|
| 11 | I still have a fundamental objection to the leg that would connect the TCH to 101 Street. If the intention of the ring road is to reduce the traffic of heavy trucks on Hwy #8 then this leg is a waste of space and \$\$\$ because truckers will not use it any more than they currently choose to climb the long Sarcee Trail hill from the TCH southward: they will travel Hwy #8 because it is flat. If we want to divert heavy trucks from Hwy#8 then we should encourage them to come south off the TCH on Hwy 22X , allowing them to efficiently bypass Bragg Creek to access Marquis of Lorne Trail to bypass Calgary entirely or access the SE industrial area. The ring road proximal to the city should be for city commuter traffic. In my lifetime I certainly cannot envision the need for more than 8 lanes of traffic on the section of the ring road passing north of Discovery Ridge. | 11/2/2015 11:11 AM |
| 12 | Noticed the billboard at the entrance to our neighbourhood. | 11/1/2015 6:22 PM |
| 13 | Looking forward to learning more about the Ring Road project and how it will affect Discovery Ridge Residents. | 11/1/2015 11:17 AM |
| 14 | I would like to know what kind of noise attenuation is proposed for both the construction phase and operational. Also, my house lands around Section G of drawing SK-002/A. Is there a way I could see this section? Currently only Section D is posted in the DRCA website. | 11/1/2015 8:35 AM |
| 15 | Thanks DRCA, for pushing the eastbound lanes back. At least we have you between us and those mad traffic engineers. Lets keep pushing for the sound walls. | 10/31/2015 4:28 PM |
| 16 | It would be great to keep it updated on an on-going basis as new information arrises. | 10/31/2015 7:42 AM |
| 17 | Very helpful and informative, thanks! | 10/31/2015 7:38 AM |
| 18 | didn't see it | 10/30/2015 9:52 PM |
| 19 | Please work to get the ring road in construction and operational as soon as possible. | 10/30/2015 7:11 PM |
| 20 | Very good explanations and well done with the embedded links to the proposed design drawings. | 10/30/2015 7:04 AM |
| 21 | A very informative article. Thank you very much for taking the time to provide this! | 10/29/2015 1:14 PM |
| 22 | having the maps and cross sections certainly made it clearer to visualize the impact of this project. | 10/29/2015 11:27 AM |
| 23 | The article clearly outlines DRCA's objectives and highlights successes to date ie: inside out development approach. | 10/29/2015 10:38 AM |
| 24 | very clear and detailed. | 10/29/2015 9:14 AM |
| 25 | without the committee nothing has been communicated or our concerns addressed - thank oyu for your work | 10/29/2015 8:08 AM |
| 26 | Thank you for the committee's work on this. | 10/28/2015 8:11 PM |
| 27 | still confusing | 10/28/2015 8:30 AM |
| 28 | Very informative, and well laid out article thank you! | 10/27/2015 9:38 PM |
| 29 | It is nice to hear how you have been advocating for DR residents. Also nice to know the timelines for the project. The idea of expansion of the ring road seems crazy and a bit overboard. Vancouver and Toronto don't have highways that big and they are triple the size in population. | 10/27/2015 9:10 PM |
| 30 | minimally..... | 10/27/2015 4:13 PM |
| 31 | AT's maps are un-clear. the sarcee/hwy8 interchange looks like a confused mess. I would suggest traffic circles, with dedicated right-hand turn lanes, at both ends of the 69th overpass, I would also suggest that the westhill exit onto hwy8 go through 69th st in order to avoid AT's original plan to circle under 69th st. Next, I would suggest making the east and west bound lanes even closer, there is no need to have 80 metres between them. Lastly, we need to ensure adequate sound reduction to limit road noise to current levels or less. | 10/27/2015 3:23 PM |
| 32 | I agree with trying to limit the ultimate lane design to 8-10 rather than up to 16 | 10/27/2015 3:08 PM |

| | | |
|----|---|---------------------|
| 33 | I support the emphasis to challenge the design base for a 14-16 lane highway given the proximity to existing residential communities. I also would add that i am very concerned about the lack of emphasis on the effect of any existing or modified plan on the property values and quality of life of Discovery Ridge Residences due to noise and loss of visual value. In my opinion there is not enough being done to mitigate the effect of increased traffic volume and the related "noise" that will come from this highway in an extremely narrow corridor and the deterioration of the "quality of life" and "visual value" of the existing residences by having this highway again so close and without proper berms, barriers and depth of the highway to redirect noise and prevent the audible and visual interference from vehicles and traffic. The proximity of this highway to existing residences is ludicrous and while yes we bought when the plan was on the table i believe that argument is weak given that this plan has not had any serious form for 20+ years and the city has allowed these communities to be built too close to what is now a plan for a significant highway system that will undoubtedly have -ve impact on property valuations, quality of life due to noise and environmental loss and visual compromises to the atmosphere of our community. The accountability is shared and i believe that the city and province should be going over and beyond to set the best in class designs to mitigate all in this narrow corridor. I don't believe this design is best in class given what i see is little in berm designs, no expansion of noise walls, highway surfaces at grade allowing noise to travel and little to no remediation of lost visual quality along the narrow sections of the line. In addition, I have not seen clear metrics and data to substantiate to what design basis these measures will be managed to by the design of the highway - more noise, less, same and at what traffic volume?? What is the goal and how is it measured? This is a one time design opportunity and if not done right our community will be transformed for ever. I have attended the info sessions and find the reluctance by the province to go beyond and assure our community is protected shocking - this is not the place to cost cut. If it is sacrificed then i expect our community will be -vely impacted and some may choose to leave our community. A risk i for one hope we can avoid. Thanks for listening. | 10/26/2015 6:35 PM |
| 34 | Thanks for advocating for our neighbourhood. | 10/26/2015 11:01 AM |
| 35 | Thanks, very helpful! | 10/26/2015 8:44 AM |
| 36 | very clear, informative and unbiased. diagrams were very helpful. | 10/25/2015 10:21 PM |
| 37 | How long will the section between Sarcee and 101st be under construction? More details are required as they become available. | 10/25/2015 9:32 PM |
| 38 | Thank you for bringing these new developments to our attention ----- this is a shock !!! First time we have heard of the change by adding part of the west ring road north of Discovery into the southwest ring road plans and advancing the timing. | 10/25/2015 5:35 PM |
| 39 | The article was well written, clear and well reasoned. | 10/25/2015 5:29 PM |
| 40 | I attended a few of these meetings and I am glad to hear that there is a commitment to build inside out. I am still very concerned about the noise that will come off that highway but I agree that building for something that may or may not be needed in 50 years is not really my concern now. | 10/25/2015 10:37 AM |
| 41 | I support a shifting of the eastbound lanes to the north to provide more green space on the northern edge of DR. | 10/24/2015 4:38 PM |
| 42 | Very glad to see this detailed submission, many times I felt like we were on my own. We have been to all meetings but felt like our concerns were falling on deaf ears. | 10/24/2015 10:29 AM |
| 43 | Until the DRCA brought it to our attention, the "outer" ring road was not well publicized, in particular in the context of the plan to run both the outer and inner ring roads side-by-side through the one and only through-way that was negotiated with Tsuu T'ina. | 10/23/2015 10:53 PM |
| 44 | I was advised by Ward 6 Newsletter from Councilman Richard Pootmans | 10/23/2015 6:52 PM |
| 45 | But I was looking for more information than was provided as there wasn't much there. The SWCRR looks like it does not actually include the portion north of us and in fact starts closer to Sarcee Tr - east of DR. Where does it really start? | 10/23/2015 5:01 PM |
| 46 | The website lacks details around schedule, costs and actual to scale description of the to be built road | 10/23/2015 8:32 AM |
| 47 | This article on the DRCA website was excellent and very informative. Thank you to the committee for being pro-active and engaging communication. | 10/23/2015 8:23 AM |
| 48 | Excellent work! | 10/23/2015 8:05 AM |
| 49 | The maps and ariel photos were very helpful. | 10/22/2015 9:47 PM |
| 50 | Informative and not too biased | 10/22/2015 9:20 PM |
| 51 | Thank you so much for putting this information together to inform our community members of recent developments and for all of your past and continuing work on this topic. | 10/22/2015 9:19 PM |

| | | |
|----|--|--------------------|
| 52 | Great article. I didn't know we had people liasing with the government on this issue. I sent an e-mail to city council asking about sound mitigation, and they said no decisions had been made yet. I would love more updates as the project progresses including the inevitable traffic disruptions to and from our sub division. | 10/22/2015 6:59 PM |
| 53 | Impressed with the work that has been done on behalf of the community. Thank you. | 10/22/2015 6:31 PM |
| 54 | I agree a double ring road is not practical -- if there is to be a second ring road they need to negotiate a second corridor through Tsuu T'Ina lands -- I know they say no now, but in 25 years things might change and maybe it could mean more money. Don't let development west of the city proceed until a corridor is available. Running two ring roads into a narrow strip won't work for the residents or the travellers -- it will be a gridlock pinch point I think. | 10/22/2015 6:09 PM |
| 55 | Who in DRCA has access to all future Calgary traffic projections and is questioning the 16 lanes 40-50 years from now? By then we may have nothing but driverless cars that will be spaced more efficiently and require less than the 8-10 lanes being suggested. Traffic designs are not local but overall systems trying to change our area will no doubt have repercussions (ripple effect) in other areas. Is this enquiry based more on the interests of our DRCA residents along the north boundary? Likely so, and they are in today's world. Let's not get nervous yet, see how things unfold for the next 5 or years but always staying in touch with the Provincial Highways Planning group. | 10/22/2015 3:39 PM |
| 56 | I appreciate the clear and extensive explanations. | 10/22/2015 3:35 PM |
| 57 | It's ridiculous. Plus, there is no need for a huge wide berm between the lanes. | 10/22/2015 3:29 PM |
| 58 | Extremely informative, and I am supportive of the position DRCA has taken. | 10/22/2015 3:27 PM |
| 59 | The information on the DRCA website is helpful for both the facts and commentary but also because it reflects the enormous and thoughtful input that our neighbours have made to the planning process and for that I am very grateful as a Discovery Ridge resident. Keep up the great work! | 10/22/2015 2:36 PM |
| 60 | It was very informative. I was curious as to the status of the power lines which currently run through Griffith Woods park. Are those power lines going to be moved and re-routed underground through the TUC? | 10/22/2015 2:33 PM |
| 61 | Very thorough, well-informed and plainly put article, explaining what is happening and why. | 10/22/2015 2:16 PM |
| 62 | Thank you for all of your hard work. I agree with all of the issues you are fighting for ... | 10/22/2015 8:01 AM |

Q3 Are you supportive of the Province's plan for a ring road between Sarcee Trail and 101 St SW that accommodates a potential expansion to 16 lanes (from the current plan of 8 lanes)?

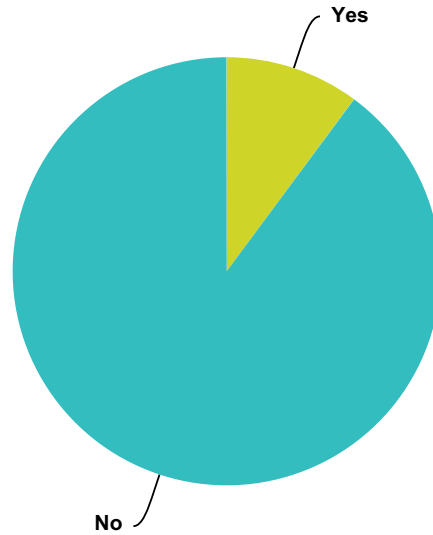
Answered: 315 Skipped: 0



| Answer Choices | Responses |
|----------------|------------|
| Yes | 10.48% 33 |
| No | 89.52% 282 |
| Total | 315 |

Q4 Do you support the Province of Alberta spending what may amount to significant funds today on infrastructure components that will facilitate a potential future expansion of the West and Southwest Calgary Ring Road segments from 8 lanes to 16 lanes in 40 to 50 years?

Answered: 315 Skipped: 0



| Answer Choices | Responses | |
|----------------|-----------|------------|
| Yes | 10.16% | 32 |
| No | 89.84% | 283 |
| Total | | 315 |

Q5 Your opinion and feedback matters to us so any additional comments regarding this matter would be much appreciated.

Answered: 121 Skipped: 194

| # | Responses | Date |
|----|---|---------------------|
| 1 | I hope I'm not the only one concerned that the plans for the 69 street interchange continue to facilitate traffic flow coming southbound on 69, through our traffic circle and east towards Glenmore effectively blocking us from entering the traffic circle. I hope some measures can be taken to prevent or discourage this pattern. | 11/28/2015 8:15 AM |
| 2 | I am greatly concerned with both community access during construction as well as the proximity of the proposed roadway to the northern homes in Discovery Ridge. I would hope that the Province would do everything possible to mitigate traffic noise. | 11/21/2015 8:33 PM |
| 3 | waste money of taxpayers. | 11/18/2015 3:25 PM |
| 4 | instead of 101st ring road construction province should improve Sarcee Trail intersections at lower cost. No need for 101st for many years to come | 11/16/2015 8:57 AM |
| 5 | We are the tax payers, I believe the Province of Alberta should be accommodating us. Not us accommodating them. discovery Ridge is a beautiful community, it needs to stay that way. | 11/12/2015 7:14 PM |
| 6 | We just purchased our home in this area and yes we will be affected by the SWCRR. Thank you all for your hard work thus far and I will definitely be interested in participating in whatever capacity is necessary to deterr the build of a 16 lane highway. | 11/12/2015 6:49 PM |
| 7 | Needs re-assessment is required. | 11/11/2015 11:39 AM |
| 8 | I recognize the need for the ring road. I support the 'inside out' approach to maximize the separation between the eastbound lanes and the northern edge of Discovery Ride. I also lobby for proactive road noise mitigation steps including tall earthen berms along the north side of DR. The DRCA should inquire about the need for two new controlled traffic lights (one on each of the north and south sides of the ring road overpass). These lights will slow down DR resident ease of access / egress and perhaps there is an alternative layout involving a traffic circle that would provide continuous flow and avoid lights. | 11/11/2015 10:55 AM |
| 9 | There is no room for 16 lanes on this stretch of road, | 11/10/2015 7:57 PM |
| 10 | Given the current market environment that will have an impact for the next decade, in particular growth both fiscally and demographically, the province should work and maintain course of the original plans rather than expansion to ultimately serve projections of a 50 year aspiration of growth. | 11/8/2015 8:45 AM |
| 11 | It's irresponsible to spend, build and age resources to build useless bridges and roads to sit there to rot over time with no return on investment. Just scrap the idea of bigger is better and plan for economy as opposed to size. Scrap the idea of 2 ring roads. This isn't Los Angeles and never will be!!! | 11/6/2015 9:02 PM |
| 12 | While the area does need improved roadways from Sarcee out west on highway #8 it cannot be at the expense of the having highways going through long-term residential neighbourhoods. This present plan - though well underway - of building between Discovery and Aspen/Springbank Hill is quite a departure from the Ring Road on the north & east side of Calgary that really doesn't come close to any neighbourhoods but leaves a lot of room for future expansion of neighbourhoods actually. Why the change in tactics for the West portion? | 11/6/2015 8:22 PM |
| 13 | Most important thing to me is how is this going to affect property valuations. | 11/6/2015 3:40 PM |
| 14 | 16 lanes has been on the books for many many years | 11/5/2015 10:16 PM |
| 15 | Your support for flooding concerns in Discovery Ridge has been evident in the lack of attention it has had on your behalf. However, your support against the new ring road shows your bias to the situation. I suggest you balance your support for flooding with support for the ring road and have both completed in a timely manner. | 11/5/2015 4:44 PM |
| 16 | Worry about the ongoing value of our home as it was always supposed to be rural feeling within the city limits "Far away close". Having the highway expand to being a freeway will significantly increase noise and air pollution in the neighbourhood. We would support a large berm and sound deadening wall to be put up in a manner that preserves discovery ridge -- especially for homes up on the ridge. | 11/5/2015 3:10 PM |
| 17 | I talked to someone from the province at tonight's meeting at BOB high school. He said not likely to be fencing at west end of the North border along the TUC. | 11/4/2015 8:38 PM |

| | | |
|----|--|---------------------|
| 18 | Don't build what we don't need. | 11/3/2015 6:43 PM |
| 19 | I have met with Ben Lee as a board member of Discovery Hts assoc. We are also very concerned about the extent of plans to substantially develop the highway corridor thru our area. Our points have been sent c/o Ben Lee, and we would enjoin with you for information and support as is required in the coming months. | 11/3/2015 12:29 PM |
| 20 | Thank you for working on this issue on behalf of the Discovery Ridge Residents. I appreciate your efforts! | 11/3/2015 8:55 AM |
| 21 | What if any plans are in place to upgrade Hwy#8 from 101 Street to Hwy22X? Surely this upgrade has to be part of the big picture even though it is not within the city. | 11/2/2015 11:11 AM |
| 22 | We have spent many years looking at short term solutions for traffic concerns in our city. For the sake of generations to come, let's look past our discomfort and see the big picture and long term view. Selfishly, we would rather not see 16 lanes but we recognize it is the right decision for the future of the city. | 11/2/2015 9:32 AM |
| 23 | Not sure what the transportation demands will be in 40-50 years, but I do not know of any Cities in North America that are 10 times the size of Calgary or more that have 16 lanes for traffic. In my opinion if in 50 years we need 16 lanes they should be routed around the city, not through it. We could use the savings estimated by DRCA for Education or Health. | 11/2/2015 9:01 AM |
| 24 | We as a city need to think long term with our infrastructure so we aren't spending double or triple what it could have been at the beginning especially in parts of the city where expansion could happen. | 11/1/2015 6:22 PM |
| 25 | Unlike the position of DRCA, I DO NOT support the current ring road design. Regardless of assurances from the authorities that noise issues will be properly accommodated, there will be major impact on those homes along border of our community. simply look at any other sound wall solution next to a major transportation corridor and the results are clear. Properties will be significantly devalued. | 11/1/2015 6:08 PM |
| 26 | I don't believe that we need a 16 lane highway at this location. | 11/1/2015 3:00 PM |
| 27 | Calgary prides itself in being a global leader. Other international cities plan Ring Roads decades in advance but instead of making existing Ring Roads wider they plan these roads farther out. For example, Beijing China has 5 Ring Roads with future plans for more. Calgary should be looking at a second Ring Road near Bragg Creek rather than making grotesque plans for a 16 lane highway. Come on Calgary, let's be an international leader! | 11/1/2015 2:44 PM |
| 28 | We all understand the need for the Ring Road; and bought into Discovery Ridge knowing this was coming. But this was one Ring Road - not two! The Cabinet should instruct Alberta Transportation to get value-engineer the Ring Road back to 8 - 10 lanes max. The Province should pocket the savings to reduce debt or spend the money on something more worthwhile! | 11/1/2015 1:59 PM |
| 29 | I don't believe that our narrow corridor should support such a wide roadway directly beside so many residences. I also wonder if building larger supports through this roadway to facilitate a potential future doubling of the roadway is money well spent, as it will likely be deteriorated and not up to standards in 40-50 years and need to be done over again. | 11/1/2015 11:02 AM |
| 30 | The value of our properties is in question at the moment. Especially if construction negatively affects our normal day to day activities (i.e. noise, dust, etc.) What plans are there to reduce the effect of construction activities? Will there also be noise attenuation wall? | 11/1/2015 8:35 AM |
| 31 | I only bought in this neighbour for the sole reason of it being close to downtown yet very secluded and private. Now with a ring road, the volume of traffic, noise and pollution will be significantly increased making discovery ridge less desirable as it is already in the NE. Do your fellow citizens and province a favor and reroute this road else where or many citizens of this community will be packing up looking for a quieter place to live. | 10/31/2015 5:35 PM |
| 32 | Calgary has reached its maximum size. People will not move here unless the economy improves, which is not likely for at least a decade. Calgary is a city which has seen its best days for our generation. This is ridiculous that they want to make it this big! Spend the money somewhere else. | 10/31/2015 5:08 PM |
| 33 | 16 lanes is utter insanity, 10 is bad enough! Some kid out of school went nuts doing traffic simulation. AB Trans does not feel it has to do any real consultation, open houses or not. Further, it cares nothing for our safety or quality of life. They could park traffic lanes next to our houses and think nothing of it. Meanwhile, highways 1 and 2 are getting more dangerous every year, badly in need of expansion, and Nothing planned. Waste of precious money and a failure in stakeholder management, I say. | 10/31/2015 4:28 PM |
| 34 | I think the transportation need 40-50 years from now will be very different and we should not be inconvenience current residents or tax payers with issues that may or may not even be an issue 40-50 years from now. | 10/31/2015 4:08 PM |
| 35 | I lived in Whitby, ON and purchased a home as far away from the 401 as I could at the time (1 block from Taunton Rd), and I would sit on my deck and listen to the sound of the highway. People love Calgary for the beauty and nature found here. Don't turn us into the crowded, smelly GTA. | 10/31/2015 3:37 PM |
| 36 | We are concerned about the noise coming up the ravine and wish that some kind of berm or wall could be constructed to stop road noise. | 10/31/2015 12:06 PM |

| | | |
|----|---|---------------------|
| 37 | It could pass further west and make it a true ring road. Only reason it cuts in to the east between 101st and Sarcee is to accomodate the casino. It is unfortunate that the Nation holds so much power. | 10/31/2015 11:57 AM |
| 38 | Stay with original plan that we reviewed previously. | 10/31/2015 10:30 AM |
| 39 | In 40-50 years the current components would be showing their age and hence not considered suitable for expansion. Also, they would likely be not a fit with construction technologies expected to be in use at that time. | 10/31/2015 9:23 AM |
| 40 | Completion of the ring road and allowing for its expansion is critical to the life and lives of Calgary today and for future generations. | 10/31/2015 8:37 AM |
| 41 | Where else in the city is there 16 lanes? If you build it they will come; this could inadvertently create a favoured corridor for traffic flow and encourage more vehicles and traffic that would not otherwise need or use the route. This could impact Discovery and surrounding communities with additional pollution from vehicles. | 10/31/2015 7:42 AM |
| 42 | Makes no logical sense to ever build 16 lanes! | 10/31/2015 7:38 AM |
| 43 | My concerns are: 1) How do they control noise from the busy traffic after the ring road is finished (along the northern boundary of our community)? 2) During the construction period, how does it affect the traffic between Sarcee Trail and 101 St SW? Will the road be closed completely, or any detour? Hope there will not be a big impact on our daily life. | 10/31/2015 12:38 AM |
| 44 | I think the professionals should plan and design the road system, not neighbourhood groups. No offence, but the community association is not the broadest minded group. | 10/30/2015 9:52 PM |
| 45 | Opposing development doesn't make sense to me. It's great that the city is planning for the future. | 10/30/2015 9:25 PM |
| 46 | My concern lies in the east bound entrance to highway 8 from southbound 69th. There are already considerable numbers of cars using the traffic circle in DR in order to avoid the left turn onto highway 8. How is the proposed intersection going to avoid the same situation? | 10/30/2015 9:12 PM |
| 47 | I selected "yes" for questions 3&4 as I assume the city has facts, studies, assessments to support the needs for 16 lanes. If not, then I pick "no" | 10/30/2015 7:40 PM |
| 48 | I wasn't aware that they were planning on accommodating a second ring road, up to 16 lanes. That seems a bit ridiculous, since the rest of the ring road is currently only 2 lanes each way right now. I think 4 lanes each way is more than adequate, it'd be more capacity than anything else in the province. Also, having 8 lanes each way on a ring road that connects traffic onto single lane or double lane congested arteries seems to be a total overdesign from an engineering standpoint. Bigger is not always better, or not always needed. Save some money in these tough economic times. Thanks for all your efforts in keeping us informed and advocating for our community! This information was very helpful. | 10/30/2015 7:18 PM |
| 49 | Please do not be so resistant to the road. It is a necessary road. Those that live beside the road should have know long ago that the road was going to be built. Buyers remorse should not stop the road. | 10/30/2015 7:11 PM |
| 50 | We are very disappointed with the plan's lack of noise attenuation across the ravine adjacent to the Discovery Woods Villas. It is unacceptable that they will leave that area open to the new highway when that are building noise berms on either side of the ravine. | 10/30/2015 6:54 PM |
| 51 | I can't think of anything except the 401 in Canada that has that many lanes, I sure don't see a need going along Hwy 8 which is one lane each way today. | 10/30/2015 6:42 PM |
| 52 | Improving the infrastructure in Calgary is necessary. There are not enough roads in the city to accommodate the population. Roads are always busy and congested. | 10/30/2015 6:10 PM |
| 53 | I appreciate the work done on sound abatement and the realignment of the EB lanes further away from the north side of Discovery Ridge | 10/30/2015 10:43 AM |
| 54 | If a 16 lane highway is inescapable, much more attention should be paid to noise abatement. Even with 8 lanes, a 2m berm seems inadequate. What about a berm + a noise barrier (cement blocks) such as exists along glenmore, 14th, etc. | 10/29/2015 3:05 PM |
| 55 | It is hard to understand why a 16 lane freeway is even under consideration. Foresight is important, but even if Calgary was 4 times the size this is overkill. Toronto's 401 is the busiest highway in the world and at its very widest it is 18 lanes. It serves a population base of over 13+ million in the region. It is hard to imagine that Calgary's ring road will rival that in 100 years. Calgary's congestion issues are found in the inner city. This money would be better spent on overpasses in other problem areas. That coupled by the fact that our government has announced we are going into deficit spending of record proportions just to support existing programs, makes it a no-brainer to downscale this overblown project. | 10/29/2015 1:14 PM |
| 56 | There is plenty of empty land west and south of Discovery Ridge. Better use of infrastructure without disturbing the communities around Glenmore west. | 10/29/2015 11:51 AM |

| | | |
|----|--|---------------------|
| 57 | This seems to be an excessive reaction to moving traffic. As pointed out there are very few 16 lane highways and nothing like this in Calgary. I visualize a cement wasteland of infrastructure to maintain in the future that is already a reality for many US states. There are certainly projections on developing alternative transportation solutions in 50 years that might not include roadways. Could the Billion dollars in today's dollars be put towards enhancing some other transportation solution in the more immediate future as opposed to a 50 year solution. | 10/29/2015 11:27 AM |
| 58 | When we purchased in 2005 we accepted the 6-8 lane ring road. We do NOT accept the expansion to up to 16 lanes. This is a travesty on several levels: 1. The environment - the car focused society has peaked and is now in decline. Even with advances to electric cars transportation as we know it now will be completely different in 50 years due to changes that MUST be made due to climate change. A second ring does not recognize this reality of a road that is being planned and likely won't be needed for environmental reason. We voted NDP due to their stance on the environment and a 2nd ring road does not fit with that stance. 2. Population. In line with 1 above the fossil fuel based society and internal combustion engine is in decline. Albertas growth has been driven by fossil fuels and it is likely to decline not increase over the next 50 years given there is no viable replacement industry we can see today. The second ring is not needed due to changes in Albertas growth and population. 3. The work done by the Discovery Community Association is commendable and we agree with the positions they are putting forward and they all should be implemented. | 10/29/2015 8:08 AM |
| 59 | This ring road at the size they are estimating not only will put strain on our provincial budget but also impacts local communities greatly. It is completely unnecessary to make this road so large | 10/28/2015 8:37 AM |
| 60 | this is going to destroy the green space left for animals and we're not looking forward to backing onto a concrete jungle. its going to be nasty, reduce property value and bring more traffic from drives by's or people taking wrong exits. say goodbye to the wedge woods. its going to be even more crowded and polluted. | 10/28/2015 8:30 AM |
| 61 | Thank you for getting the road moved over; the inside to outside plan. | 10/27/2015 9:38 PM |
| 62 | As echoed above, our population doesn't demand a highway of that size. Also, I hope that they can put the highway down in the ground as much as possible to create even more/better sound attenuation for the entire neighborhood of Discovery Ridge. Also hope they will take in account protecting the natural environment/animal corridors that lead into and out of Discovery Ridge. | 10/27/2015 9:10 PM |
| 63 | the need for an 8 lane road is extremely optimistic, 16 lanes is way over the top. | 10/27/2015 3:23 PM |
| 64 | Thankyou for the proactive work on our behalf. | 10/27/2015 3:08 PM |
| 65 | We have many areas in the city, and not only in the SW end near where we live, where there are significant challenges to expand roads because no forethought was put into action to reserve and set up space for expansion. These areas now cause long delays on a daily basis. Automobile use has not significantly changed that would greatly reduce their need of use over the decades, and the convenience of self-driving vehicles could actually increase their use. To not be proactive with this accommodation of the extra lanes could cause us many issues of becoming a bottleneck in this area if we don't support the plan. The cost to do this now may be expensive, but it will increase dramatically if the citizens in 30-50 years demand relief from traffic woes and there are no alternatives readily available. | 10/27/2015 2:43 PM |
| 66 | My issue surrounds building from the outside in. Why would you subject the homeowners to a freeway in their backyard, because maybe in 20 years we will require increased capacity. I leave the green space close to the homes to use in that event. | 10/27/2015 5:47 AM |
| 67 | There is absolutely no highway in Alberta that is 16 lanes currently and our province's population might be at 6 million in 40 years which means 2 million in Calgary. 16 lane highway is not needed for a 2 million city. | 10/26/2015 9:41 PM |
| 68 | The logic in creating all of these lanes that funnel into a complete bottleneck of Glenmore Tr. and then Crowchild Tr. is completely insane. When a car breaks down on Crowchild anywhere near the Bow River bridge, the traffic backs up all the way out to Discovery Ridge. When 5-10-15 lanes become funnelled into this bottleneck, we will have complete traffic gridlock and chaos | 10/26/2015 7:51 PM |
| 69 | See comments in question 2. | 10/26/2015 6:35 PM |
| 70 | If you plan for the extra lanes now, and it costs an extra \$450 million - \$1 billion, that should still be far cheaper than planning for it 40-50 years from now, when the cost for the same thing might be exponentially higher. | 10/26/2015 12:05 PM |
| 71 | 16 lanes sounds more appropriate around the Deerfoot/Airport and QE2? Sending traffic north on the Ring Road to the Trans Canada would eliminate significant redundancy and reduce traffic headed west on highway 8. | 10/26/2015 11:01 AM |
| 72 | As stated by the DRCA, we should be planning for a city with technological changes, not a continued sprawl approach. | 10/26/2015 8:44 AM |

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| 73 | Expanding plans to accommodate 14-16 lanes within the existing TUC is aggressively aggressive. The 8-10 originally planned for already lie within a modest spatial allowance. The increase places a burden upon the impacted communities grossly in excess of any others immediately adjacent to the proposed and existing ring road to date. A burden which, if realized, leaves little to no options to minimize negative side effects without garish monumental adornments for the short sighted planning strategy. | 10/26/2015 6:12 AM |
| 74 | Why build something that won't be fully used for 40-50 years. Won't it deteriorate?? | 10/25/2015 10:21 PM |
| 75 | The road should flow directly south of 101 and Hwy 8. The province missed a great opportunity to negotiate this ROW. Cost savings alone on the interchanges would have covered the additional cost of negotiating for the correct routing of the road. If you are going to scar the face of the earth, it should at least be done with as little impact as possible | 10/25/2015 9:32 PM |
| 76 | My biggest concern is for extraordinary sound and sight barriers erected to protect our Discovery Ridge area south, as well as the north boundary areas, from the sight and sounds of high speed traffic creates with the new roadways. | 10/25/2015 5:55 PM |
| 77 | The TUC right of way appears to be the narrowest adjacent to Discovery Ridge compared to anywhere else around the City. Special consideration should be given to residents of Discovery --- not a one size fits all approach. No need for a double (16 lane) ring road --- again proximity to residents of Discovery unlike anywhere else. Hard to visualize 8 lanes in this narrow TUC, nevermind 16 lanes. Need for additional tightening of overall roadway footprint-- appears still to be lots of room between revised east and west lanes. Special thanks to DRCA for this new information and thanks so much for the DRCA Ring Road Committee's hard, dedicated and excellent work to date in representing the residents of Discovery Ridge who will be impacted by this proposed ring road unlike any other community in Calgary !!! | 10/25/2015 5:35 PM |
| 78 | We have been aware since before we moved into DR in 2003 of the plans to build the ring road, but only in the last 12 months have we learned of plans for a 16 lane highway. We accept the need for a road to accommodate Calgary's growth. But the plan for a 16 lane "Superhighway" being built anywhere in Calgary, especially north of DR, is excessive. We greatly appreciate all the effort and hard work undertaken on behalf of the residents of DR by the DRCA committee. Thank you and please continue to keep us informed. | 10/25/2015 5:29 PM |
| 79 | Widening the road to 16 lanes would have a significant negative effect on our community and the property values of our homes. Certainly an 8 lane road would meet transportation needs well into the future and would be more environmentally friendly and cost less money. | 10/25/2015 5:25 PM |
| 80 | It makes more sense to start with 8 lanes built from the centre lanes outward. The additional lanes could be added in the future so that Discovery Ridge and Springbank Hill residents are not impacted now, but could be impacted by lanes closer to those communities if they are needed in the future. | 10/25/2015 12:55 PM |
| 81 | If I hear that the expansion is going to 16 lanes, I will move from Discovery Ridge immediately as such an expansion will affect my property value significantly | 10/25/2015 10:37 AM |
| 82 | I agree with all that the committee is doing to look out for the interests of our community. Our biggest concern is light and noise pollution while recognizing the need for this project. | 10/25/2015 10:33 AM |
| 83 | I have yet to see how this plan will meet the needs of the large cycling community that uses lower springbank and highway 8, or how this will link to the existing city cycling framework. Upgrades to the cycling infrastructure have been endlessly delayed "pending review of the ring road plan". Well we now have that plan and this critical piece has been once again ignored. Has ANY thought been given to simply upgrading the sarcee hill section of road to freeway status? This would seem to be infinitely cheaper, the land exists, and would make a simpler more effective intersection at sarcee/hwy 8 without needlessly carving into the gorgeous hillside of springbank. | 10/24/2015 4:56 PM |
| 84 | We live on the narrowest portion of the entire ring system, it is approx 285 meters between us and Spring Bank. Both sides have a TUC 20 meters south side and 40 meters on the north side on which the road cannot be built so the distance the road can be built on is now only approx. 225 meters. If completed at 16 lanes it would be approx. 20 to 30 meters from our unit, which would mean traffic and trucks hauling dangerous goods would be travelling at 100+ kmh 20 meters for our condo. This is not acceptable form safety and noise and property devaluation. Calgary Herald Jan. 20 2015...."A semi truck, hauling gasoline and diesel fuel crashed and rolled on the QE II highway early Tuesday morning." I am sure that none of the designers, engineers of this portion of the ring road would want this happening 20 meters from their house. At least do the proper thing and give us an offer of a buy out or dig this portion of the road down 5 meters. | 10/24/2015 10:29 AM |
| 85 | We live along the north fence line backing onto #8 Highway. I know this road can not be stopped and appreciate all the steps our community association has taken to minimize the effects of the road. There is totally no reason to have 16 lanes of highway behind us. This is not LA and is not required. The expense is incredible and again not needed. Berms and fences must be placed along this stretch of the ring road. | 10/24/2015 8:14 AM |
| 86 | Instead of building from the outside (now) in an inwards direction (50 years), build inwards (now) in an outwards direction (50 years). | 10/23/2015 11:14 PM |

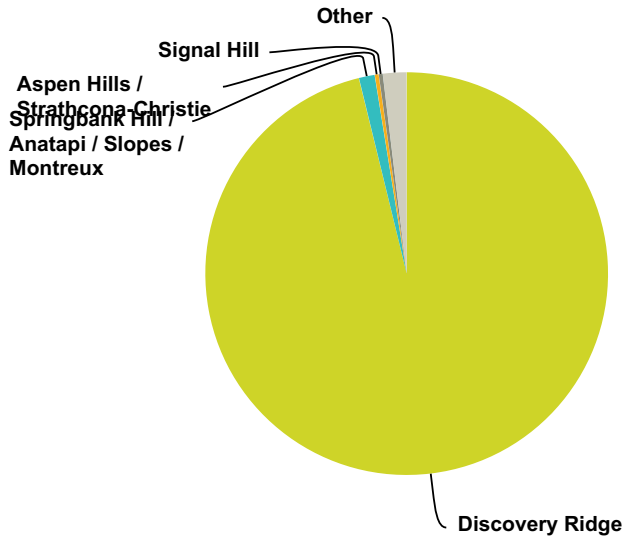
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| 87 | Accommodation of a potential future second "outer ring road" entails unnecessary additional cost, and unnecessarily destroys significant green space. | 10/23/2015 10:53 PM |
| 88 | I can't fathom needing 16 lanes - even in 40-50 years. | 10/23/2015 5:01 PM |
| 89 | I think before we ever would need a road of this size we could better use the funds to expand the Calgary/Edmonton corridor. | 10/23/2015 3:58 PM |
| 90 | It's not reasonable for the province to be planning for what amounts to be the largest highway in the province right at our doorstep. Who knows what will happen in 40 yrs when they can't even plan for what will happen in the next budget. | 10/23/2015 2:19 PM |
| 91 | EMERGENCY SECOND EXIT IN/OUT OF THE COMMUNITY - There needs to be some consideration to building a second exit in Discovery Ridge. Even if only for emergencies, at the East End (or elsewhere), although the east end is prone to flooding, but in close proximity to Hwy 8. It might also be helpful to have a second access point in and out of the community while the construction is underway. CROSSOVER - The Calgary Parks Foundation (I think) at one time indicated there would be a cross over somewhere in the valley area (east of end point of Discovery Ridge Way) approx. mid point Discovery Ridge. I'm not sure if that was an underpass or a pedestrian overpass, to allow residents to walk towards 85th north and south to the Griffith Woods Pathway. I wonder if this is still in the plans. PEDESTRIANS - Has any thought been given for a bike / pedestrian trail running on the south side of hwy 8, to the new entrance of Westhills Mall (since a new overpass is planned there)? NORTH SOUND BARRIER - Consideration might be given to allow access through the sound barrier (whatever it ends up to look like) on the north side. During the flooding a few years ago, some residents parked cars on Hwy 8 and walked through there to the top of the ridge, rather than from the main access point. Perhaps with a major highway in place this isn't possible, however, some thought to emergency access points through that sound barrier might be a good idea. HAZARDOUS GOODS - Hwy 8 is designated as a hazardous goods route. Has consideration been given to where these trucks will travel (temporary route) while construction is underway? OTHER COMMENTS - As much as I don't particularly like a 16 lane highway though the north section, at the same time I think we need to consider the bottleneck situation we will create at Sarcee and Hwy 8 if we don't allow the same number of lanes travelling south and west, which defeats the purpose of the highway. We also need to think ahead and not spend money twice (not to mention the disruption) by being short-sighted and building a smaller overpass now, and then a larger one in the future. We don't know what technological change will come, but assuming that we will still be driving cars, then we should be building the overpasses now to fit the max lane width. Yes it's expensive, but it will be more expensive later (most likely), especially considering you have to tear down the overpasses you have and build new ones. SAFETY / SECURITY - I'd like to see cameras installed at the intersection in / out of DR. The 69st at Hwy 8 in the morning, sometimes 3 cars turn left into oncoming traffic. This needs to be dealt with now and after the new overpasses are in place. COMMUNICATION - Can we have the Community Association in DR give some sort of information regarding what things will look like trying to get in and out of the community when the construction is underway? I'd like to envision what that might look like. Especially if we will be using the main entrance / exit only. AESTHETICS - Hopefully the trees (grove) will be retained at the entrance to the community and if not possible, some sort of plan for dense replant. | 10/23/2015 10:14 AM |
| 92 | Short-sighted and wrong headed...while appearing to be long-sighted. We need more creative solutions to our transportation needs eg safe bike trails, creative linkages among the CTrain stations (express links) and certainly more environmentally responsibility influencing decisions. What is going to happen to the fifty to sixty mature coniferous trees along Hi 8? We can do better than what is being proposed-keep it to 8-10 lanes...close together so as not to back onto people's property | 10/23/2015 8:57 AM |
| 93 | Has AT indicated what the purpose or need for 16 lanes might be? As articulated in the article, very few cities, if any, or our size would have this. Are there 16 lane plans located currently elsewhere along the Calgary Ring Road system? Thanks. | 10/23/2015 8:23 AM |
| 94 | I believe it is important if not to keep as much of the space "natural" that there should be as much green space as possible between the road and the community. | 10/23/2015 8:18 AM |
| 95 | Spend the addition funds on easing congestions further east on Glenmore Trail. Even after RR construction Glenmore will still be very busy. | 10/23/2015 8:05 AM |
| 96 | Calgary in the past has not always planned for the future and this causes significant disruption when they don't. I like the foresight of this plan. It is not often that this occurs and will benefit us or our community in the future. For example I think the over passes into our community and others like it should be built as the community is being built not after. | 10/23/2015 7:41 AM |
| 97 | Pollution is an issue and the fact that we build infrastructure for cars but we have lost concept of community. We should not let the Discovery a Ridge community to be damaged or hampered just so that there is more cars on the road | 10/23/2015 7:39 AM |
| 98 | Noise is already unbearable in summer, can't imagine if we 8 or 16 lanes of traffic. | 10/23/2015 5:17 AM |

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| 99 | Thank you to the Disc. Ridge Ring Road Committee for their dedication and getting the eastbound lanes moved further away from Discovery Ridge. I agree with not building to accommodate traffic forecasts for 40-50 years from now as there is no firm way to know what they will be. | 10/22/2015 9:49 PM |
| 100 | Any future expansion can be housed within the existing lane structure by building in the middle and not to the outside - this was the whole point of the original design - the roadway is built with such a wide centre median so the province could if they wanted expand to more lanes; specifically within the boundaries of the First Nation Land as they did not want to have to go back and acquire more land at a future date. I like the berms but will they be planted or just plain grass? | 10/22/2015 9:20 PM |
| 101 | This construction will destroy the habitat and wildlife currently living North of Discovery Ridge, and there will be increased noise for residents. | 10/22/2015 7:38 PM |
| 102 | 8 to 10 lanes makes our segment of the road among the largest in the city, which makes little sense given that we currently have a 2 lane road. | 10/22/2015 6:59 PM |
| 103 | I cannot imagine a 16 lane highway in the space allotted by the TUC, it is barely feasible for an eight lane highway. I am concerned about the safety conditions along Highway 8 now that construction traffic is a factor. I am also wondering about the effect of construction traffic when the Chessor property is being developed. | 10/22/2015 6:31 PM |
| 104 | Two ring roads is a crazy plan. | 10/22/2015 6:09 PM |
| 105 | Even in 40 years, 16 lanes freeways will not be necessary in this area. The majority of the serviced population are already in place so 8/10 lanes should be sufficient. Planning 40-50 years ahead is suitable for land acquisition, not for sizing bridge decks. Too many plans change. | 10/22/2015 5:47 PM |
| 106 | I am in favour of the 8 lane road but the expansion seems unnecessary and not in the best interest of the residents of all adjoining neighbourhoods. technology could completely change in 40-50 years as well | 10/22/2015 5:20 PM |
| 107 | I am deeply grateful for the representation you have done and are doing to ensure our beautiful neighbourhood is sustainable. | 10/22/2015 5:03 PM |
| 108 | I suspect their intent is to save multi-millions in future right-of-way costs (through unprotected and thus, developed areas). | 10/22/2015 3:39 PM |
| 109 | Having driven extensively on the east coast of the U.S. (in the heavily populated cities of Boston, New York, Washington DC, Baltimore, and more), I don't believe that Calgary's population now or in 50 years from now supports a 16 lane highway. The money could be better directed to a more comprehensive and user friendly transit system. An 8 lane highway is a great plan. | 10/22/2015 3:35 PM |
| 110 | We do not need to spend tax dollars today to facilitate potential future highway expansion 50 years from now, and I fundamentally oppose a design that will have a significant negative impact on the quality of life of the bordering community residents by routing traffic close to the communities when there is ample land to facilitate today's transportation needs on the interior of the original design. | 10/22/2015 3:27 PM |
| 111 | Thanks for all the hard work. We appreciate it. | 10/22/2015 2:45 PM |
| 112 | Too much road noise already exists in Discovery Ridge primarily due to truck traffic on HWY 8. This roadway should be aligned tighter (further away from the community) and dropped below line of sight with berms built to block noise and visual pollution. Stands of mature trees should be preserved. Additionally truck traffic should be forced to continue north to HWY 1 as HWY 8 west of 101st is not appropriate for this type of traffic | 10/22/2015 2:40 PM |
| 113 | As clearly and objectively outlined in the information on the website, there is no logical reason to fund or build the capacity at this time for a second ring road through the very tight area within the (S)WCRR. I strongly support the conclusions and recommendations stated on the website. | 10/22/2015 2:36 PM |
| 114 | I believe that we should let transportation planners to do their jobs which is to try to balance available funding for current and future needs, this is why they are hired. As a community, what do we know about the broader needs of Calgary and why should we be handcuffing the city in the future. The net impact to DR for the expanded road is likely minimal compared the the greater need and benefit to the city of an expanded ring road 50 years from now. | 10/22/2015 2:34 PM |
| 115 | I would agree that 8 lanes should accommodate the traffic needs for a very long time to come. | 10/22/2015 2:33 PM |
| 116 | I do support investing now in infrastructure which we know the city will need. But I don't have enough information to determine whether the second ring road will be necessary. If we think it will be necessary, are there are any viable alternate routes for the second ring road? Thank you very much for all the time and effort you have invested in this. | 10/22/2015 2:30 PM |
| 117 | Really concerned about the road noise to north of our house and community - more details about berm plans would be great. | 10/22/2015 2:21 PM |
| 118 | 8-10 lanes each direction. Really? the Autoban is 3 lanes. | 10/22/2015 2:17 PM |

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| 119 | More investment in public transit would help reduce the need for these unsightly and environmentally unfriendly monster roads that resemble something you see in US cities. Very intimidating looking for anyone wanting to walk, bike or explore the area. Really more for those who are passing through on their way somewhere else, and these mega roads don't reflect the kind of city/neighbourhood I want to raise a family in. Discovery Ridge is so peaceful and feels like being out in the country a little bit. Adding a 16 lane highway would completely alter the whole feel of the community, and add to the noise pollution and air pollution. Environmental concerns are so important now, and this seems to go against everything that we are working towards in making Calgary and Alberta greener and more environmentally aware. | 10/22/2015 2:16 PM |
| 120 | Cancer care and flood protection are more important than a sixteen lane roadway. | 10/22/2015 2:06 PM |
| 121 | Concern about flow at 69th at interchange.... Agree with narrowing footprint Agree with as much sound and sight barriers as possible - at northern edge of discovery ridge | 10/22/2015 8:01 AM |

Q6 Enter the neighbourhood you reside in.

Answered: 315 Skipped: 0



| Answer Choices | Responses | |
|---|-----------|------------|
| Discovery Ridge | 96.19% | 303 |
| Springbank Hill / Anatapi / Slopes / Montreux | 1.27% | 4 |
| Aspen Hills / Strathcona-Christie | 0.32% | 1 |
| Signal Hill | 0.32% | 1 |
| West Springs / Cougar Ridge / Coach Hill | 0.00% | 0 |
| Other | 1.90% | 6 |
| Total | | 315 |