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RE CALGARY RING ROAD (WCRR & SWCRR Segments) & REGIONAL RING ROAD (2ND RING ROAD): SUMMARY OF REASONS TO REMOVE THE SECOND RING ROAD

Further to our letters to you earlier this year, we have summarized below the critical reasons to remove the Regional/Second Ring Road from the WCRR and SWCRR design:

Cost Factors

- **Save the Province approximately \$1 Billion.** *It is estimated that shortening the bridge structures in itself represents an approximate savings of \$450-500 million. This, coupled with reduced grading, shortened ramps and a smaller overall roadway footprint would result in massive overall cost savings approaching \$1 billion;*
- **Single Ring Road has sufficient capacity:** *The present opening day ring road design, with four lanes in each direction, has sufficient capacity to carry the projected traffic for at least the next fifty years. It makes no sense to spend scarce taxpayer dollars in 2015 for a roadway which might never be needed or not be needed until 2065 or later;*
- **Potential duplication of spending on unneeded infrastructure:** *Within ±50 years, the bridge structures built today under the current proposed design may need serious repairs or even replacement before the additional bridge decks are ever needed;*
- **Allow the entire West Calgary Ring Road to proceed now** (concurrently with the Southwest Calgary Ring Road) *instead of being delayed, re-tendered and completed in stages at greater cost.*
- **Allow the Province to invest in other primary services** such as Health Care and Education **and/or alternative modes of transportation** such as bikeways, busways, LRT, commuter and high speed rail.

Planning Principles & Considerations

- **Adding Highway lanes to deal with traffic congestion is like loosening your belt to cure obesity:** *We cannot build our way out of congestion with roads alone, as it is more of a matter of finding a balance between the right amount of roadways, intelligent land use planning and alternative modes of transportation and goods movement, to facilitate efficient commerce and lifestyles opportunities;*
- **Result in a more sustainable design:** *Eliminating the second ring road would create more space for mitigation of noise and environmental effects (e.g. berms and landscaping); alternate transportation modes (e.g. a bikeway similar to the Calgary Greenway) and utilities (e.g. shifting the AltaLink lines from Griffith Woods) that the TUC was always intended to accommodate;*
- **Least appropriate location to double run Ring Roads:** *This is the smallest Right of Way (WCRR segment between Springbank Hill and Discovery Ridge) of the entire Calgary Ring Road and makes it the least appropriate location to double run Ring Roads;*
- **False advertising:** *The Ring Road Right of Way (or T.U.C.) was acquired many decades ago and advertised by the Province as a single Ring Road, never two;*
- **Lack of True Consultation:** *Public information sessions in 2006 and 2009, after the fact and after the original intent of the Ring Road was already set, did not afford Alberta and City of Calgary taxpayers any*

true consultation and feedback on whether this is an acceptable public expense beyond what was already understood as the limits of this major capital project;

- ***Unprecedented in Western Canada and Rare in North America:*** *There are very few examples of roadways of this magnitude in North America and this really calls into question whether the City or the Province would ever want or need a road of this scale;*
- ***Inconsistent with Global Trends:*** *In the current era of climate change awareness and shifting lifestyle priorities, coupled with the current economic challenges facing Alberta, spending hard earned taxpayer dollars on the proliferation of roadways we may never need is out of line with the current thoughtful, progressive trends;*
- ***Inconsistent with City of Calgary's MDP Goals & Objectives:*** *The City is very much focussed on managing growth smarter and committed to land use decisions that prioritize walking, biking and transit and localizing traffic, through more complete communities and investment in TOD's (Transit Oriented Development). A double ring road is simply out of line with City of Calgary MDP objectives.*

Underlying technical issues that will need to be properly mitigated through, as well as integrated with, the P3 agreement:

- *Sound attenuation to City Standards at minimum, versus historical rural highway standards;*
- *Ensure commitments made to date by AT are properly implemented;*
- *Fully contain light pollution;*
- *Address environmental issues;*
- *Sensitive Construction Staging;*
- *Establish a consultation/communication channel with our community to ensure concerns can be raised and addressed for the entire duration of the construction process and beyond;*
- *Consistent and timely communications/updates regarding construction staging and status;*
- *Optimize use of T.U.C. and integrate other mobility choices (bikeways) and recreational uses (pathways/greenways);*