

## SOUTH WEST CALGARY RING ROAD CONNECTIONS

### SUMMARY/ISSUE

The South West Calgary Ring Road (SWCRR) is a proposed connection between Highway 8 and Highway 22X developed through a partnership that includes the Provincial Government, the Tsuu T'ina Nation and The City of Calgary. It will form part of the Provincial Highway system serving both Calgarians and the region with a high quality transportation and utility corridor accommodating our long term needs.

The project team is currently working on identifying the ultimate land requirements to accommodate freeway, utility corridor and connector roadways. The Province has committed to include in the negotiations future land required for Calgary connectors to the freeway. The land identified will form part of the land transfer agreement between the Province of Alberta and Tsuu T'ina Nation. Administration is bringing forward this report for Council's consideration regarding land identified for future roadway connections to the SWCRR.

### RECOMMENDATIONS:

The S.P.C. on Land Use, Planning and Transportation recommends that Council:

1. Request the Province of Alberta to secure lands as part of the South West Calgary Ring Road project to enable possible future connections from the ring road to the city network at the following locations:
  - (a) 37 St SW and Glenmore Trail,
  - (b) widening of Glenmore Trail from 37 St SW to Sarcee Trail SW,
  - (c) 90 Ave SW and
  - (d) Southland Drive SWas presented in Figures 2 and 3 (ATTACHMENT 1); and
2. Direct Administration to continue to:
  - (a) work in partnership with the Province of Alberta and Tsuu T'ina Nation in the development and refinement, and

- (b) work with adjacent communities to address concerns relative to the ring road and connections.

### INVESTIGATION

One of The City's roles is to confirm to the project partners, future connections to the ring road that would service both existing and future communities. The Transportation System Bylaw 41M95 serves as the basis in determining these city roadway network connections. These connectors were already identified not only in the Transportation System Bylaw but in past planning studies and development approvals for the existing communities.

For the 90 Avenue and the Southland Drive SW connections various scenarios were tested with and without the proposed connections in place. The conclusions from the traffic analysis supported the need for connections.

Long range network analysis determined that without several connections, the planned city network does not have capacity to accommodate future growth. Connections would also alleviate current levels of delay and congestion within and along SOUTHWEST communities.

The City made a substantial effort to quantify and predict volumes on these roads in an effort to identify the impact on the communities. Administration has recognized that traffic will increase on the western ends of 90 Ave and Southland Drive SW adjacent to homes which presently have little or no traffic.

The communities in the vicinity of the Glenmore Trail and 37 Street connection are in general agreement with the connection to the SWCRR as outlined in Figure 2 (ATTACHMENT 1). A number of residents in the vicinity of the 90 Avenue and the Southland Drive connections, as outlined in Figure 3 (ATTACHMENT 1), have expressed strong resistance to connecting to the ring road.

## **SOUTH WEST CALGARY RING ROAD CONNECTIONS**

---

The proposed connections were planned for and land for these future roadways has been protected within the city limits. The forecast traffic volumes fall well within the established environmental guidelines for the standard of roadway that is being proposed.  
(ATTACHMENT 2)

In addition, if the connections are put in place this will enable Council to defer proposed roadway infrastructure improvements such as the widening of 14 Street from six to eight lanes north of 90 Avenue SW.

With the analysis complete, Administration has determined that it is in the best interest of The City of Calgary to protect these rights of ways for future major roads. Recognizing there will be localized impacts, the benefit to the surrounding area and The City as a whole outweighs those impacts.

### **Public Engagement and Communication**

In the past two and a half months over 23 meetings and open houses have been held with community associations, stakeholders, interested parties and general public with regards to the SWCRR and adjacent connections. The communication plan is shown in ATTACHMENT 3.

## **IMPLICATIONS**

### **General**

The benefit to the citizens of Calgary, with the proposed connections, is reduced travel time as a result of a strategic north-south freeway to service the southwest and the best possible distribution of daily trips on the major roadways serving the adjacent communities. The increased vehicle capacity provided by the SWCRR not only supports future development areas in the southwest areas of the city, it also provides a benefit to the region as a whole.

### **Social**

The roadway connections will have an impact on properties that are directly adjacent to the

roadway. The connectors proposed are consistent with prior planning of the communities and are the same criteria for other major road development within The City.

There will be a positive impact to adjacent communities in terms of right of way converting from 37 St SW road and utility right of way to more formal parks space.

Administration will continue to work with these communities to mitigate negative impacts which may arise.

### **Environmental**

The proposed roadway connections to the ring road will create a significant environmental benefit to a vast majority of the citizens of Calgary by providing reduced commute times and better access to all areas of the city.

The environmental study process for the ring road and connections is following the Federal Canadian Environmental Assessment Act (CEAA) and appropriate provincial legislation.

### **Economic (External)**

The total annual savings to commuters with connections in place has been determined to be in the range of \$11 million to \$13 million a year (2033 population horizon). The Province has clearly identified the need to create efficient transportation systems within cities for the safe and efficient movement of goods and services. The currently identified right of way is intended to provide for a 50+ year population horizon. The Tsuu T'ina has requested that the province include all future R.O.W. be negotiated under the current framework agreement as this is determined to be a one time opportunity. The planning horizon will serve both the city and regional requirements for many, many years to come.

## **BUDGET IMPLICATIONS**

None.

## **SOUTH WEST CALGARY RING ROAD CONNECTIONS**

---

### **RISKS**

The Province has committed to proceed with this project with possible construction commencing as early as 2008. It would be prudent to take advantage of this opportunity to provide added relief to an overloaded transportation system in the southwest area of the city.

### **ATTACHMENTS**

1. Southwest Ring Road (Aerial Figures)
  - Figure 1: Highway 8 to Anderson Road - Concept Plan
  - Figure 2: Glenmore Tr/ 37 St SW - Land Requirements
  - Figure 3: 90 Ave/ Southland Dr Connection - Land Requirements
2. Daily Projected Traffic Volumes (2033)
3. Consultation Plan - Fan Out Approach