

Ring Road Constituent FAQ – July 15, 2009

Q The 37 St or 24 St or 66 Ave or 14 St or Macleod Tr or Hwy 22 route is the obvious choice for a ring road why not just do it already?

- A In a Motion that went as an Item of Urgent business to the July 13, 2009 meeting Council directed Administration to
- o commence design of Glenmore Trail Improvements west of Crowchild Trail including preservation of any future Ring Road connections and an interchange at 37 Street S.W.;
 - o and to prepare a report for the 2009 September 14 meeting of Council which defines the sequence and financing of Southwest Calgary road network improvements (Glenmore Trail, Sarcee Trail, 14 Street, etc.) required in order to commence corridor upgrades.

We are moving forward immediately to address transportation issues in SW Calgary. ([CLICK HERE TO SEE THE MOTION](#))

Q The 37 St or 24 St or 66 Ave or 14 St or Macleod Tr or Hwy 22 route is the obviously the worst choice for a ring road why is it even being considered?

- A In a Motion that went as an Item of Urgent business to the July 13, 2009 meeting Council directed Administration to
- o commence design of Glenmore Trail Improvements west of Crowchild Trail including preservation of any future Ring Road connections and an interchange at 37 Street S.W.;
 - o and to prepare a report for the 2009 September 14 meeting of Council which defines the sequence and financing of Southwest Calgary road network improvements (Glenmore Trail, Sarcee Trail, 14 Street, etc.) required in order to commence corridor upgrades.

We are moving forward immediately to address transportation issues in SW Calgary. ([CLICK HERE TO SEE THE MOTION](#))

Q What alternatives will the City be evaluating, and in particular, which do you favour and why?

A Council has only just asked Administration to consider and report on this issue based on the recent decision by the Tsuu T'ina Nation – thus we haven't yet seen which alternatives will be evaluated.

Regardless of what options come forward from City Administration; the reality of trying to find room on the ground for a freeway will have considerable impact on nearby communities and is why I am working hard for the focus to be on **transportation** in the SW quadrant. If a full BRT network can absorb a much greater portion of the regular morning and afternoon commuter traffic; then ultimately we are looking for a lot less roadway to accommodate commercial traffic; which is the ostensible goal of the Province's investment in a Calgary Ring Road.

[\(CLICK HERE TO SEE THE WARD 11 ENEWSLETTER FOR MY THOUGHTS ON A BRT FOR SW CALGARY\)](#)

Q The light on Glenmore and 37th are a source of considerable congestions. Is it possible to change the length of time the lights rotate through - shorten the northbound lanes; lengthen the east-west lanes?

A The Roads department has worked hard to maximize the existing intersection, adjusting lanes and the timing of the signals. There are no two ways around it, this intersection is at fail and an interchange has been warranted since 2002. The Motion to Council, put forward by Mayor Bronconnier and me, on July 13 addresses this need for an interchange at this location.

[\(CLICK HERE TO SEE THE MOTION\)](#)

Q Why can't we use the money that was offered to the Tsuu T'ina Nation? It would still be going towards the road, but in a different capacity.

A The compensation that was offered to the Tsuu T'ina Nation was offered by the Provincial Government of Alberta. The City of Calgary has no position in the agreement between those two parties except on occasion as the City has been called upon as a technical advisor.

Q Can we cut off the access to the Reserve's casino by shutting off 37 Street to them? Or cut off their utilities?

A We [the City of Calgary] currently do not supply the Nation with utilities. They provide their own water supply and sewage treatment. Regarding access from 37 St SW; as the City of Calgary moves forward with the design of the 37 St & Glenmore Tr interchange the functioning of this entire intersection area will have to be considered.

Q I understand that many people view the Ring Road as a commuter road that they will access for a faster commute to the city centre, but what about the traffic that exits the Ring Road into my community?

A This is a large part of the reason I have been working with Administration on BRT transportation solutions for the SW quadrant. The express goal of the Calgary Ring Road has never been to accommodate commuter traffic. We cannot build our way out of commuter congestion, as we have seen repeatedly (in Calgary and many other North American cities); as soon as you build a road it fills up. We need to consider transportation holistically. If the "problem" is that people need to get to work and back – then we, as a City, need to look at addressing that need by maximizing our transportation options and existing transportation network.

Q In my opinion, people who move to outlying areas in the deep south must take into account that their commutes will be quite long, that schools may not be built on the school sites their new community has set aside, that grocery stores and gas stations may not be within five minutes of their house. I can't understand why residents of inner city communities should be forced to pay a price for other people's questionable decisions.

A The impacts we face as a ward (and in the City as a whole) due to long commutes is one among many of the reasons that I advocate for a shift in emphasis in Calgary growth and development towards complete communities where people can work and conduct their daily business within relative proximity to where they live.

Q I am concerned by the affects the road would have on the natural treasures in this part of the city. Beyond the obvious and oft-voiced concerns over the Weaselhead itself, the character, quality and access to both the North- and South Glenmore Parks would be diminished.

A I am committed to protecting the natural and recreational areas of North and South Glenmore Parks, as well as the Weaselhead.