

### **Who is leading the Calgary Southwest Ring Road Functional Planning Study?**

The Province of Alberta is leading and funding this study, in collaboration with The City of Calgary. They are working closely with the Municipal District of Foothills and Rocky View County.

### **What is a functional planning study?**

A typical functional planning study identifies short-term and long-term strategies for developing and upgrading a roadway to accommodate forecasted traffic demands. The study includes a review of roadway standards, property requirements, community impacts, environment, drainage & utilities, noise and access management, and receives public input during the development of this plan. The approved functional plan forms the basis of how the road will be designed, built and upgraded.

### **What is the Southwest Ring Road?**

A Southwest Ring Road would connect Glenmore Trail to Highway 22X and is the missing link required to complete the Calgary Ring Road. The Province initiated a functional planning study in November 2009 to look at the best way to connect Glenmore Trail/Highway 8 to Highway 22X. This study will also look at where and how to connect the Ring Road to important roads in and around Calgary between 17<sup>th</sup> Avenue SW, and Highway 22X and Macleod Trail SE.

### **Why is the Calgary Southwest Ring Road needed?**

The Southwest Ring Road is an important part of Calgary's growth plans. It provides the ability to travel from one quadrant of the city to another without having to go through the central parts of Calgary, and enables the efficient movement of goods in and around the city. The Calgary Ring Road also serves the provincial function of connecting primary and penetrator highways through and around the city of Calgary, providing a route for bypass traffic. A completed ring road would reduce congestion on city roads and support the economic climate of the region.

### **What is the schedule for the Functional Planning Study?**

The Functional Planning Study commenced in December 2009 with a review of prior planning information and evaluation of route alternatives for the Calgary Southwest Ring Road. Functional planning of the various route alternatives and environmental field surveys started in summer 2010. The Memorandum of Understanding between The City of Calgary and the Province of Alberta identifies the end of 2011 as the scheduled completion date.

### **Is the Province considering a route through the Tsuu T'ina Nation?**

The Province respects the Nation members' decision, in June 2009, to decline the Province's offer to purchase and place a portion of the Southwest Ring Road on Nation lands. This study will investigate ring road route options outside the Tsuu T'ina Nation boundaries.

### **Will the Province re-open negotiations with the Tsuu T'ina Nation?**

There are no plans to re-open negotiations with the Nation. However, the Province is willing to look at anything the Nation may bring forward.

### **Why does the Province need an agreement with The City of Calgary?**

Unlike the rest of the Calgary Ring Road, the Province does not own land for a ring road in southwest Calgary. The Province and the City have agreed to plan the southwest portion of the ring road to meet the required roadway standards while minimizing the amount of land required.

A copy of the Memorandum of Understanding for the Calgary Southwest Ring Road Functional Planning Study can be found at <http://www.cswrr.info>.

### **How will the Calgary Southwest Ring Road fit with the existing Glenmore Trail/37 Street detour overpass constructed by the City this past year?**

The Province and the City have worked together to ensure that this detour overpass allows the flexibility for a possible future ring road and future Glenmore Trail/37 Street interchange.

**Is the overall transportation network in the southwest, including transit and all modes of transportation, being considered as part of this study?**

The study considers the overall transportation network in the southwest and includes all assumptions outlined in the approved *Calgary Transportation Plan 2009 (CTP)*. The primary transit network defined in the *CTP* calls for links that will have frequent service; every 10 minutes, 15 hours per day, 7 days per week. This future primary transit network will complement the base transit network that provides comprehensive community coverage. The project team is identifying the transportation requirements for 30 years into the future, which includes all transit networks outlined in the *CTP*.

**What are the impacts of the Ring Road to communities in southwest Calgary?**

At this time, we don't know the exact impacts to adjacent communities. With ongoing community input, the impacts will become clearer as the Functional Planning Study progresses and a route for the Southwest Ring Road is determined. The study team will strive to balance the need for an efficient and safe ring road with the presence of existing neighborhoods and environmental features.

**How will the Province manage environmental concerns related to the Calgary Southwest Ring Road?**

Environmental assessment is a key component of this project. It will be completed to meet requirements under the *Canadian Environmental Assessment Act*, along with following the *Calgary Transportation Plan 2009* that outlines river crossing requirements. The assessment will identify environmentally important areas, such as potential crossings of Fish Creek and the Elbow River, and recommend methods to mitigate any potential impacts to these areas. The project team will work closely with various government regulators and stakeholders during all stages of the project.

**What will be done about increased noise levels associated with the Calgary Southwest Ring Road?**

The Functional Planning Study will complete a noise study and develop mitigation strategies using the current provincial noise guidelines.

A copy of these guidelines can be found at <http://www.transportation.alberta.ca/index.htm>.

**What is the initial stage plan for this roadway?**

Similar to other parts of the Calgary Ring Road, we expect that the initial construction will include a four- or six-lane road. As traffic volumes increase, additional lanes (to a maximum of eight) will be constructed.

**Where will the interchanges be?**

Connections to the main roads within and outside the city will be determined as part of this functional planning study.

**How will the public be consulted during the Functional Planning Study?**

Public consultation is an important component of this study. On January 29, 2011, members of the project team hosted a "working session" /workshop for community representatives to introduce the Functional Planning Study and route options under consideration, and receive feedback for consideration as the study progresses. Additional meetings with community representatives and public open houses will provide more opportunities to receive feedback from the general public.

**How will public input and feedback be collected?**

Public input and feedback will be collected through face-to-face meetings with community representatives, comment/feedback forms at the open houses and on-line at <http://www.cswrr.info>. In addition, concerned community members may express their issues, comments and concerns either indirectly through their community associations or directly through the contact information listed below.

**What if the public does not support a ring road route in southwest Calgary?**

Selection of a route will be based on many considerations, including public input. All information and input will be carefully considered before a decision is made.

**Who makes the final decision?**

The Ring Road will be a designated provincial highway so the final decision rests with the Province. The City of Calgary will play an important role in the decision making.

**What are the next steps after the Functional Planning Study is complete?**

If the Functional Planning Study is approved and funding is allocated, lands can be purchased, followed by detailed design and construction. The timelines for these have not been determined and could take three or more years to complete.

**If you have any questions or comments, please contact:**

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