



A historical community in the heart of Calgary

1136 - 8<sup>th</sup> Street S.E. Calgary AB T2G 2Z7

Mr. David Patman, City of Calgary Transportation Planning  
Mr. David Thatcher, Stantec Consulting

September 5, 2008

By Email Only

### **Review of Ramsay Exchange Traffic Impact Assessment, Stantec Aug. 20, 2007**

The following list summarizes our review of the Stantec TIA and supports previous correspondence on this subject from the community of Ramsay in 2008, as follows: letter dated April 10 (David Patman); emails dated May 27 and July 30 (Malcolm Brown); and letter dated August 17 (LUPP – G.Lopushinsky, C.Khandl); all requesting a review of the existing TIA. Our previous correspondence received no official response from the City, so we are submitting a more specific list at this time (note this list does not supersede our previous correspondence which had a more general community-context focus and contained issues of a more general nature). This review references page numbers in the existing TIA for ease of discussion and correction.

#### **Page E.2 2015 Transportation Planning Horizon**

Request that the Transportation Planning Horizon be extended to 2020, to accurately reflect full occupancy build-out from beginning of construction (estimated to be 10 years).

#### **Page E.3 Classification of Dartmouth Road**

Request that the overlapping in suggested reclassification of Dartmouth Road between 24<sup>th</sup> Ave. and 26<sup>th</sup> Ave. SE be corrected. The report overlaps “industrial street” and “local major road”.

#### **Pages E.3/5.1 Walking Time to Erlton LRT Station**

Request that the suggested walking time of “*less than 6.5 minutes to the Erlton Light Rail Transit station...*” be corrected to a minimum of 15 minutes. The approximate walking distance from Ramsay Exchange by road and regional pathway is in the order of 900m, not the straight line distance of 730m. Anecdotal information suggests that it takes a minimum of 15 minutes for an able-bodied person to walk from Spiller Road and 25<sup>th</sup> Ave. to the Erlton Station via the regional pathway.

#### **Pages 2.1/4.12 2.1 Existing Road Network / 4.4 Daily Traffic Volumes**

Request that the classification of Spiller Road be corrected to “collector road” throughout the document. The report indicates that “*Spiller Road is designated as a primary collector road according to the City’s Transportation Bylaw.*” This statement contradicts the City’s Transportation Bylaw map and the Ramsay ARP which designate Spiller Road SE as a collector road with a design traffic flow of 1,500 – 5,000 vpd. Spiller Road in the community does not have a central median characteristic of primary collectors, nor is it four lanes wide beyond 24<sup>th</sup> Avenue SE.

We note that Table 4.5 on page 4.15 indicates that the 2015 post-development daily traffic volumes for Spiller Road north of 24<sup>th</sup> Avenue are projected at 14,250 vpd, which is nearly 3 times its designated

capacity. Page 4.12 indicates *“Spiller Road north of 24<sup>th</sup> Avenue SE is currently classified as a primary collector. The daily traffic volumes on Spiller Road...are projected to be approximately 14,250 vpd, which is “...within 14% of the guideline for a primary collector.”* Request that this statement be revised to reflect the correct roadway designation.

Request that the classification of 24<sup>th</sup> Avenue SE be corrected in Table 4.5 to “local residential road” (Ramsay ARP 4.3.1 Policy), with a maximum design traffic flow of 1,500 vpd, from the proposed “high street” designation with a proposed design traffic flow of 7,000 vpd.

### **Page 3.7      3.2 Proposed Road Network**

Paragraph 2 states *“Appropriate handling of traffic capacities through road and intersection design, as well as the introduction of traffic calming measures ensures that most traffic entering the development will not need to pass through the existing community of Ramsay. The road hierarchy is planned to ensure that the primary access point to Ramsay Exchange will be from the south.”* We request that the scope of the TIA include both the community of Ramsay road network and the surrounding perimeter road network including 25<sup>th</sup> Avenue SE, between Spiller Road and Macleod Trail, and the effect of new development on 26<sup>th</sup> Avenue SE (District 1 Police HQ) and Manchester Operations Centre. We also request that this study reference the Calgary Exhibition and Stampede expansion plans and its road network capacity projections.

### **Page 3.9      3.3 Trip Generation**

Tables 3.2 and 3.3 indicate that the trip rates for a certain portion of the multi-family residential units and office floor space were reduced (...*“reviewed and approved by Transportation Development Services staff”*...) because the applicable land use was within 600m of the LRT station. Within the 2015 time horizon used throughout the study, the closest LRT station is straight-line 730m and walking distance 900m to Erlton Station. This reduction in trip rates amounts to approximately 2500 vpd. We request that the data in these tables be reviewed and corrected upwards to reflect the elimination of the lower trip generation rate. Should the study review adopt the requested 2020 Transportation Planning Horizon, this data should reflect the reality of the proposed future S.E. LRT station at Crossroads which would be within 600m of the development, though difficult to access across the CPR tracks.

### **Page 3.9      3.4 Trip Distribution and Assignment**

Request that Figure 3.11 be corrected to reflect City of Calgary 2015 Select Link Analysis (Appendix D) which indicates that vehicle trips oriented to and from the north, via Spiller Road and 11<sup>th</sup> Street at AM and PM peaks, ranges from 30-40%. The TIA report only has 6-11% of the AM and PM peak site oriented trips travelling on Spiller Road north of the site. It would appear that the TIA report underestimates the potential traffic impact on the Ramsay community, and provides further argument for increasing the scope of the study to include the community road network.

### **Page 4.1      4.1 2015 Traffic Volumes**

Request that Transportation Planning Horizon be increased to 2020 to reflect the proposed development build-out as mentioned previously. Request that the scope of the TIA be increased to include data for 25<sup>th</sup> Avenue and Macleod Trail and downstream intersections in the Ramsay community (Spiller Road and 21<sup>st</sup> Avenue) and on the perimeter road network (26<sup>th</sup> Avenue and 11<sup>th</sup> Street SE). Also missing is data on the future proposed 25<sup>th</sup> Avenue Blackfoot to Macleod Connector and the ramp linkage to Dartmouth Road.

### **Pages 4.7- 4.10    4.2.3 Post-Development Operating Conditions (Recommended Road Improvements)**

The TIA report recommends a number of localized road improvements that will have an impact on the existing community. There are no plans indicating the extent of these recommended intersection improvements so that local residents and businesspersons can identify the impact on their properties.

Two examples include the proposed intersection improvements at Spiller Road, 6<sup>th</sup> Street and Exchange Road, and at Spiller Road, Constance Avenue and 24<sup>th</sup> Avenue. Such proposed improvements will have a pronounced effect on on-street parking to create the necessary four traffic lanes required, which as already noted, also requires a road designation change. Again we are requesting that the scope of the TIA be increased to fully clarify the proposed impact on the community road network and that plans be included for local road and intersection improvements.

**Page 4.15      4.0 Transportation Assessment - Table 4.5 Daily Traffic Volumes**

We request that changes be made to the Environmental Design Guideline (vpd) column in Table 4.5 to reflect the previously requested road designation corrections for Spiller Road (max. 5,000vpd) and 24<sup>th</sup> Avenue (max. 1,500 vpd). Furthermore the 2015 Post-Development Daily Traffic Volumes in Table 4.5 indicate that the TIA study should have included 25<sup>th</sup> Avenue and Macleod Trail intersection, given that the vpd volumes are projected to be 12,800 above the 30,000 vpd capacity on 25<sup>th</sup> Avenue west of Spiller Road towards Macleod Trail.

We welcome the opportunity to discuss these requests for corrections and increasing the scope of the study to include the community's road network and perimeter road network. Other community concerns with regard to multi-modal transportation issues include poor connectivity to the regional pathway system from the proposed development and the antagonistic intersection improvements at Spiller Road SE and 25<sup>th</sup> Avenue SE, which will serve to make pedestrian connections to the pathway more challenging.

Respectfully,

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Ramsay Community Association

Taras Semeniuk  
Chair, Traffic Committee  
Ramsay Community Association

cc.      Alderman Joe Ceci  
         Richard Parker  
         Malcolm Brown