

## **Ramsay Traffic Committee**

Taras Semeniuk, Chair

**Permanent Closure of 30<sup>th</sup> Avenue:** This is the short stretch of road that crosses the CPR tracks between Highfield and Dartmouth Roads. The closure is part of a deal between The City and CPR to build the 4<sup>th</sup> Street SE underpass and will have CPR relocate their shunting lines from the south side of 9<sup>th</sup> Avenue SE to the vicinity of 30<sup>th</sup> Avenue. This involves the construction of a ‘round-about’ at the 26<sup>th</sup> Avenue and Dartmouth Road SE intersection (presently underway).

A review of the proposed plan and associated Traffic Impact Assessment (TIA) by the Ramsay Traffic Committee and other Ramsay residents identified a number of concerns (see July newsletter and website for more details). Community issues render down to ‘safety’ and ‘quality of life’ associated with increased rail traffic. Interestingly, feedback from one Calgary Police District 1 officer that I talked to echoes our concern that timely access to the community may not happen when a train is blocking 26<sup>th</sup> Avenue. The officer explained that when the traffic circle was blocked by the train, response from District 1 would be via Blackfoot Trail, 15<sup>th</sup> Street SE, 9<sup>th</sup> Avenue SE and either 8<sup>th</sup> or 12<sup>th</sup> Streets. Considering rush hour traffic, response time is certainly a concern.

To that end, a letter was written to the City of Calgary on 22 August 2009 itemizing community concerns. City administration and Alderman Ceci have been silent on the matter, possibly consistent with the *‘feigned community consultation policy’* that seems to be in place when the ‘approving authority’ and the ‘developer’ are one and the same.

**Stairs on Scotsman’s Hill** – On September 3<sup>rd</sup> we received notice that the timber stairway between Scotsman’s Hill and Stampede Park would be closed on September 8<sup>th</sup> for reconstruction. This work is part of life-cycle replacement and is expected to last approximately one month. Apologies to those residents caught by surprise; City communications representatives have agreed to “tighten up the lines of communication between what’s happening in the field with operations staff, us here in the office, and the citizens in our communities such as yourself.” One suggestion put forth was that the base of the stairs should align with the open area rather than the side of Stampede’s chain link fence (thanks to Brad Kuhne). Anyway, the stairway should re-open by the second week of October.

**Rink Redevelopment:** Baseline speed and volume data on Ramsay Street and Burns Avenue prior to any improvements have been collected. This data along with traffic projections provided by the Rink and Recreation Committee’s business plan were analyzed and updated to the website on 27 July 2009 [see rink frequently asked questions (FAQ’s) at [http://www.ramsaycommunity.ab.ca/rink/FAQ\\_rink.pdf](http://www.ramsaycommunity.ab.ca/rink/FAQ_rink.pdf)] as follows:

**Q: How much traffic can be expected as a result of the rink redevelopment?**

A: Baseline traffic counts prior to any re-development were 150 vehicles per day (vpd) for Ramsay Street (March 2009) and 460 vpd for Burns Avenue (July 2009). From the July 2009 business plan, anticipated Phase III daily volumes range from 135 to 330 vpd. It is likely that this estimate represents ‘worst case’ and over-estimates actual volumes considering not all rentals will be 2-teams with each person driving their own vehicle. Rather, it is more likely that practice rentals would be approximately half the volume, some users will car pool and some programmed events will have smaller groups, e.g. figure skating.

For Phases 1 and 2, it is likely that traffic will use 6th Street, Ramsay Street and Burns Avenue whereas for Phase 3 it is likely that the majority of vehicles will use Burns Avenue given that the parking lot entrance is roughly one block west of Spiller Road. It is anticipated that Spiller Road, 8th Street and 21st Avenue will be used to connect with Burns Avenue.

Ramsay Street, Burns Avenue and 6th Street are classified as 'residential streets' under City policy and have an 'environmental capacity' of 500 to 1,500 vpd. Therefore, assuming 100% of the vehicles use Burns Avenue, this equates to approximately 595 to 790 vpd, and lies at the lower end of the City's environmental capacity range. Generally, it is expected that Ramsay traffic volumes would further increase by about 3% per year based on the overall growth of the City of Calgary and the ensuing effect on inner city communities such as Ramsay.

Please contact the Traffic Committee at [traffic@ramsaycommunity.ab.ca](mailto:traffic@ramsaycommunity.ab.ca) if you have any traffic-related comments, concerns or would like to become involved the committee.