

Existing and Current Congestion along Uxbridge Drive.

a) Introduction. The city's traffic counts on Unwin Rd and Uxbridge Dr. were carried out in the Feb 12-15 period and are shown in Figure 7 in the Watt report. Presumably these are average figures, which may conceal daily differences. It is curious also that the figures and the counts taken by Watts Consulting are not seasonally adjusted, since taking the count in the middle of winter must under-estimate the flows in warmer months, indicating that the measured and predicted flows will probably be gross underestimates. More to the point, accepting these figures for Uxbridge Drive outside SSC seriously distorts the actual pattern of the traffic flows because of the *considerable spatial variation along this road due to traffic in and out of the shopping centre*. Only the Peak PM traffic flows are reviewed below because of the limited time given to the Community Association to review the report. However many of the same general conclusions will relate to the AM flows.

b) Variations in Traffic Flows. It is probable that the city traffic counts were made somewhere between the Unwin junction and the northern (Drug Store) exit-entrance to SSC, given the peak PM volume figures recorded in Figure 7, which are similar to the numbers shown for this area in Figure 4 (The Balanced Existing Traffic Volumes) for the peak hour afternoon flows, i.e. approx. 820 vehicles/peak hour, taking both sides of the road. (In addition it was observed that there were traffic count cables on this stretch of road on Weds 26th April). However the same Figure 4 shows that the traffic volume for the peak P.M flow close to the 16th Av junction (namely the south entrance, near The Keg, and north of the Gas Station-Tim's Horton's exit) is 1,113 vehicles for flows in both directions.

THIS IS A 35.9% INCREASE in the size of flows at this end of Uxbridge from that recorded in Figure 7 (p.13)! So the use of Figure 7 as an indicator of the vehicles flows along Uxbridge, and especially the near the Uxbridge Junction, seriously under-estimates the situation. Indeed the report itself makes the following observation, although without any volume/hourly figures.

“...This intersection is approaching capacity with the current geometric configuration. It is noted that several volume capacity ratios currently exceed 1.0 during peak periods. Some of these turns exceed a 1.6 ratio”. (Watt report, p.19).

c) Parking in the Post Development Area.

The report (p.46) states that the current city by-laws parking stall requirements for this development would require 2,060 stall spaces! The current surface parking area capacity is about 300 stalls. There seems little doubt that the whole process of vehicles getting in and out of the parking structure - presumably mainly along the new main access road - would lead to additional delays, especially as it is very likely that the structure will have a pay-on-exit pattern, although there is never any comment in the report about payment. This is crucial for few of the current shop keepers in the area believe that their customers would continue to visit the area if parking had to be paid for. It is accepted that the report (p.46) indicates that the stall spaces of

the by-laws may be reduced, but the same delay problem exists even if the parking was reduced by 25% or even 50%. In addition, no mention is made of the type of parking structure envisaged. At 2,000 spaces it would presumably be a three story underground structure. This must mean that the whole current area would be a construction site for two years...meaning that no local shopping will be available for the current residents of the area. It is noted that there will be some surface parking but the scale of the development envisaged precludes anything other than single parking along whatever roads are

d) Future Traffic Flows. The Forecast Traffic Flows in Figure 16 (p.36) of the Watt report show the various estimates for road and turning flows at the various points on the roads surrounding SSC. In this figure it is noted that the southern exit/entrance has been moved to a location opposite Ulster Rd, which will be a main outlet for the area, and presumably a northern one to an outlet opposite Unwin. A comparison of the predicted traffic flow changes at various points along Uxbridge DR near SSC with the current flows in the Watt report were made, again adding together flows in both directions at the PM peak. The results showed:

an increase in the northern area of Uxbridge of 44.8%, from 819 to 1,187 vehicles;

an increase in the middle section of 80.9%, from 892 to 1,614 vehicles (this is due to the location of the proposed new main access road into SSC);

an increase in the south part of Uxbridge of 45.2 %, from 1,113 to 1,615 vehicles.

For ease of comprehension these figures have been added to Figure A in this review which shows the balanced existing traffic volumes on Figure 4 of the original report (p.10) .

It is also worth noting that the post-development flows along the Trans Canada/16th Av., just before the Uxbridge junction and the various turns, are also estimated to have significant increases. The eastward flow before the Uxbridge Junction is shown as a 46.4 % increase (1,097-1606 vehicles) at peak PM, and the westward flow rising from the current 1,416 to 2,415 , a 70.6% increase. This is an average increase of 60.0 % taking the flow volumes on both sides of the road presented in the Watts report

By contrast, the southerly flow from 29th Avenue from the Foothills complex was estimated to have a small decrease, from 1,284 at peak PM to 1,256 vehicles. The latter is a curious conclusion which does not seem to take account of the likely increase in increase in medical and office space in the Foothills complex and the impact of the future Tom Baker Centre. Indeed the Watts report (p.25) shows that there is an estimated 58% increase in employment in the area to 17.8 thousand people, from 11.2 thousand. How can this increase not add to the traffic flows along 29th St and 16th Av.?

So the report shows that the south part of Uxbridge will have a 45% increase in total traffic and the TransCanada (16th Av.), a total increase of 44.5%, adding the flows on both sides of the road before the turns at Uxbridge/29th St, namely, 2,781 to 4,021. Since the Uxbridge-16th Av intersection is already congested at peak traffic time *it seems inconceivable that this junction can cope with the 45% vehicle increases projected by the proposed SSC development*, even with an extra turning lane into Uxbridge, making a dual west turning flow along 16th Av, or roundabouts (never welcomed by Calgarians) along Uxbridge, especially given

the substantial increased traffic flow projections along 16th Av. If the proposed development was taking place on an isolated site, perhaps it could be accommodated. However it is not. The SSC site lies opposite one the busiest hospitals in the city and with an Emergency Ward that needs unrestricted access. The massive increase in traffic generated by the proposed SSC development is bound to seriously affect the 16th Av/Uxbridge/29th St. junction with a high probability of accidents or at least congestion on a critical junction. This is another reason for being critical of the scale of the proposed development.

Finally, it is worth noting that the city in its various planning documents wishes to reduce traffic volumes by encouraging other forms of transport. No detailed plans are described in the proposed ARP or in the TIA for any new major transit stations along 16th Av, which would, in any case be the responsibility of the city. **Instead the projected development would, by reason of its suggested high density levels, be adding at least 45% to the volume of vehicle trips at peak PM along Uxbridge, the only access point for the SSC redevelopment and into/out of 16th Av.** It is accepted that increased density at suitable points in the city is the current planning policy. It is the opinion of U. H. Association that the SSC is not one of these points, given the huge increase in traffic that it will generate at a critical junction.

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