



Regina Committee for an Alternative Bypass Solution

Our Goal: A safer, cost effective, true bypass alternative to the East Terminal Point of the Highway #1 Bypass into Regina

We Need A Bypass

SAFETY IS PARAMOUNT

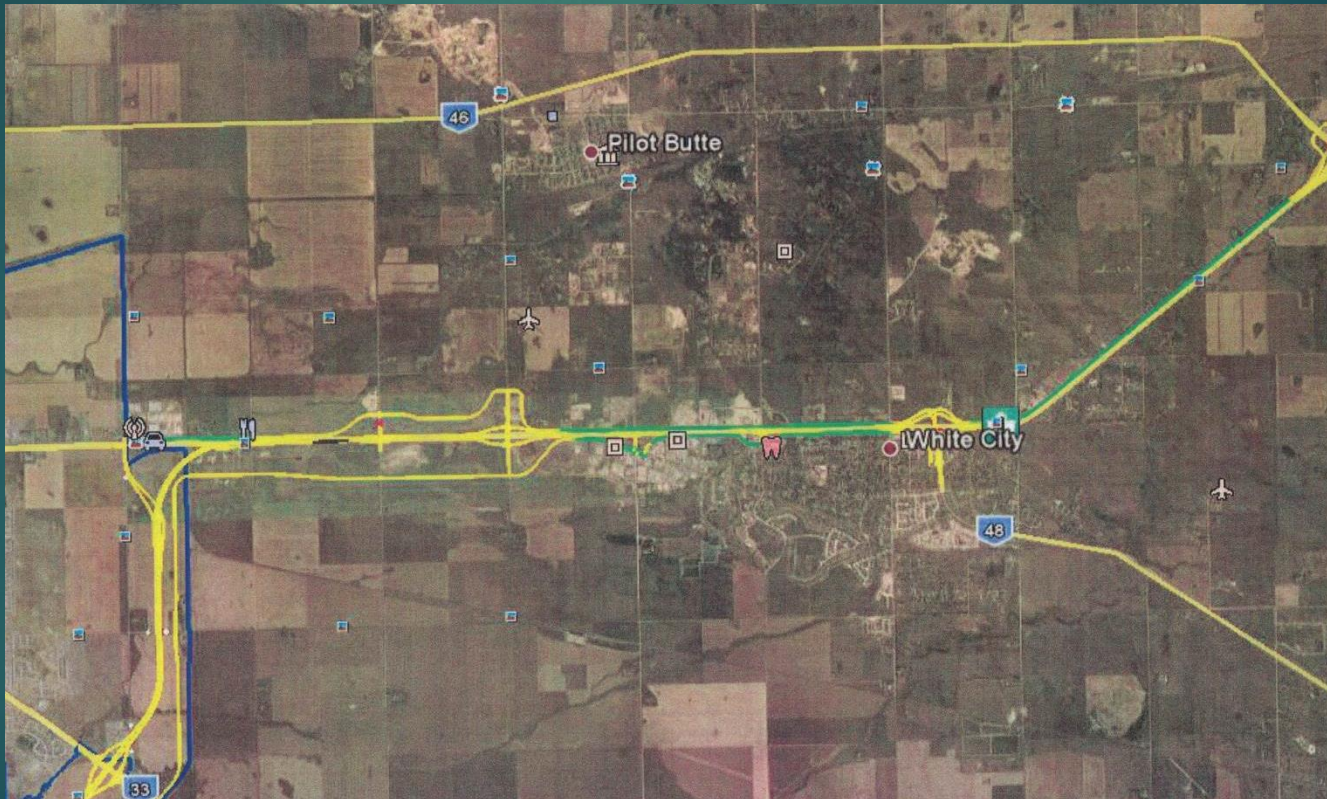
- ▶ Undisputed need for a safer corridor into Regina.
- ▶ Priority -- build overpasses at Balgonie and White City.
- ▶ 24,000 vehicles per day of heavy truck traffic combined with commuters (an increase of 55% between 1993 and 2011)
- ▶ Currently **over 2,000 trucks per day** travel on Hwy 1 east of Tower Road
- ▶ A traffic count conducted by MHI in March of 2012 revealed an average daily truck volume (both directions) of 339 trucks per day on the West Regina Bypass immediately north of Highway No. 1. (Highway No. 1 Southeast Regina Bypass Location Review, MMM Group Limited | September 25, 2012 | 5412010-000, p. 32).

Why a Bypass?

- ▶ The purpose of a bypass is, by definition, to bypass the city developments and reduce travel times and accident rates for the benefit of both the traveller and the city.

Current Status

- ▶ Interchange to be located 400 meters EAST of the current Tower Road WITHIN City limits.



Why Should You be Concerned How 1.2 Billion of Your Tax Dollars is Being Spent?

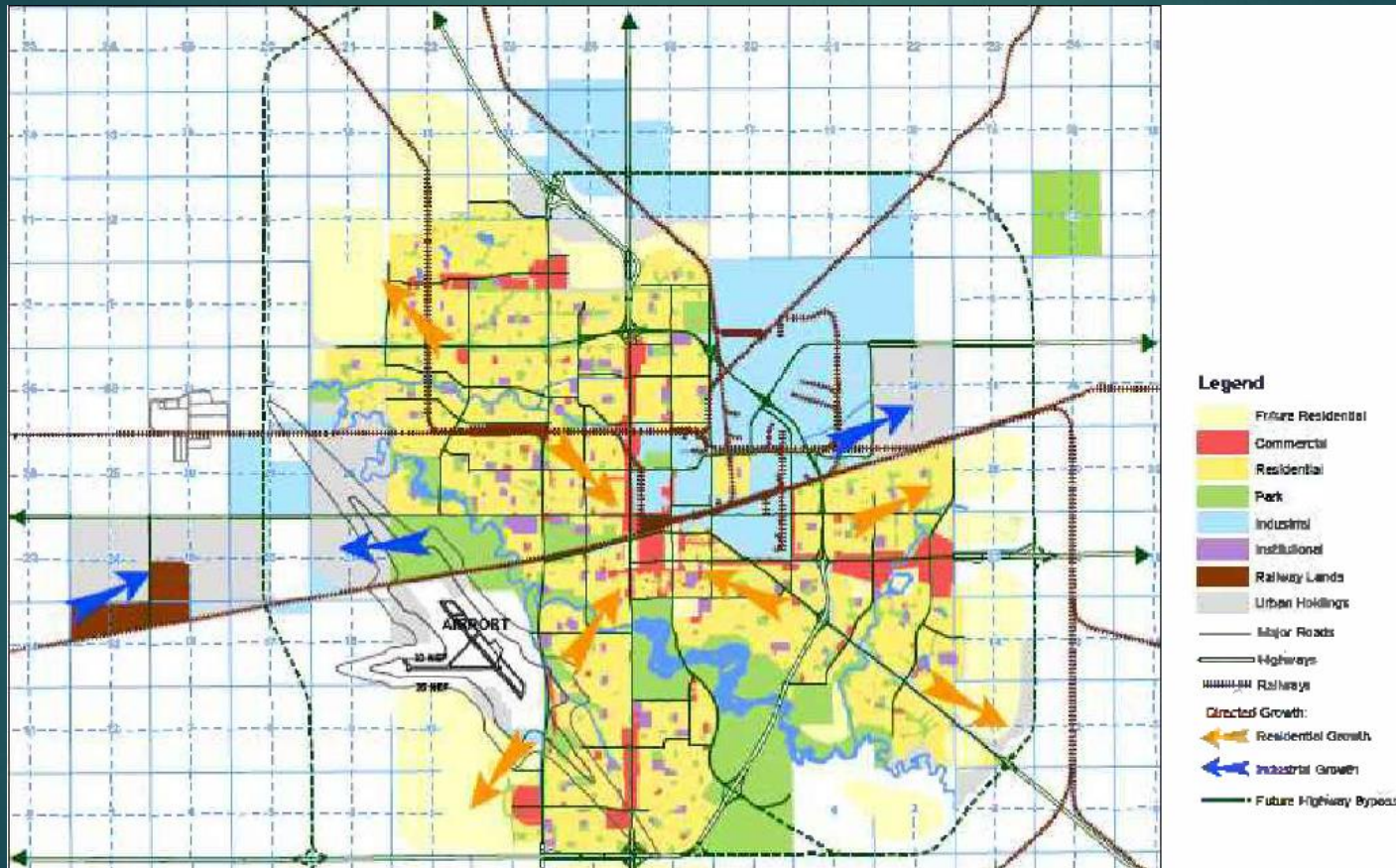
- The study location does not hold up to scrutiny
- A lack of government transparency
- It is a P3 Project

There is Significant Growth in Truck Traffic along Hwy 1 with the majority going to the commercial and Industrial business district in Northeast Regina.

- The Regina Bypass near Tower Road:
 - will **NOT** reduce truck traffic and congestion coming into east Regina.
 - currently would only divert about 10% of truck traffic south around the city.
 - will **NOT** go north around the city. No access for future northern route.

According to an MMM Group commissioned report, “No studies have been conducted regarding a possible alignment for the future Northeast Regina Bypass.”

The Ross Industrial Park is the Largest Industrial area in the City

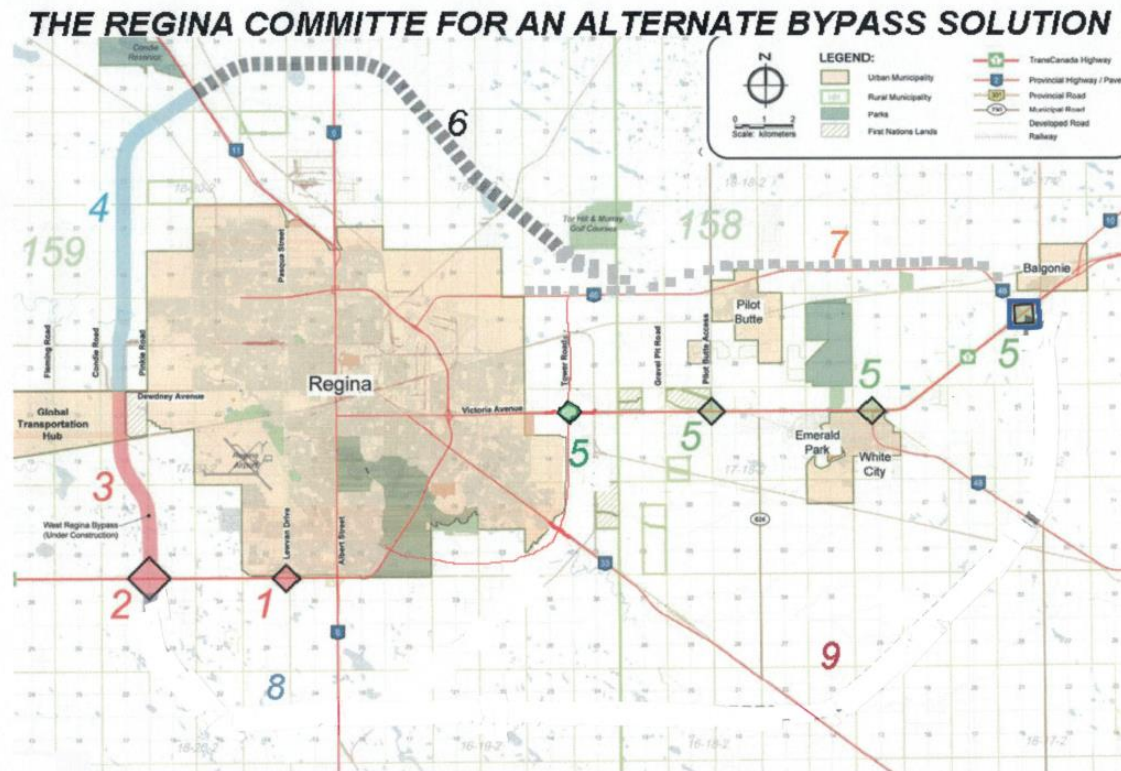


Other Issues

- The impact of 2 major pipelines, high pressure gas and oil, as well as overhead high voltage power lines, will cause constructability issues resulting in significantly higher costs.
- the costs alone for approximately 266 acres of City annexed prime land, from Highway #1 to Arcola Avenue, will be significantly more costly than agricultural land for the government to purchase.
- Homeowners will be displaced from their homes, and businesses and livelihoods will be affected, to name but a few of the negatives associated with this short term plan.
- Bisects city development.
- it is necessary to choose an alternative route to divert truck traffic coming into Regina. MMM Group who were commissioned to do the Southeast Bypass review, reported: *“It should be noted that no matter where the east terminal of the Southeast Bypass is constructed, high volumes of commuter traffic will still travel into the city on a daily basis.”*

Alternative Bypass

► Twin Highway 46 at Balgonie



Suggested Alternate Route - Ministry of Highways to set Specific Route

Benefits of a Bypass on Hwy 46 going around the City to the North and West

- ▶ Reduce truck traffic congestion on east Victoria Avenue.
 - ▶ A north route will accommodate truck traffic needs directly to the northeast industrial business area, Highways 6 north and 11, and connecting with the Global Transportation Hub, and Highway 1 west.
 - ▶ Majority of truck traffic would be delivered to where they need to go, to northeast Regina industrial business district, without taking up valuable space and ruining roads on Victoria Avenue and Arcola Avenue.
- ▶ Savings to trucking companies.
- ▶ Traffic congestion on Highway #1 minimized during construction as three overpasses, at Balgonie, White City and our suggestion at Great Plains Access for direct commuter access and cost savings, would only have to be constructed.
- ▶ People along the current bypass near Tower Road, will not lose their land, homes, businesses, future.

Benefits of a Bypass on Hwy 46 going around the City to the North and West

- ▶ Revenue from land within city limits not lost to bypass. If developed, property taxes paid to city in excess of 10 million yearly.
- ▶ reduced vehicle emissions and noise within developed areas, eg., the Creeks where million dollar homes would back onto bypass. Studies show the noise from truck traffic can damage health and well-being.
- ▶ To double lane Hwy 46 would be a much smaller project, costs cheaper so local companies could bid on it, taxes paid to Saskatchewan not to an outside jurisdiction.

Would it have to be a P3 Project?

Potential Cost Savings to Taxpayers

400 to 500 million dollars

- ▶ 200 – 240 million dollars for interchange near Tower Road that does not, and cannot go north.
- ▶ building a total of 54.5 km of service roads and extra main roads going 5 km south, compared to putting one extra lane on Hwy 46 most of the way to the city. Potential cost savings over 100 million
- ▶ Arcola Avenue overpass unnecessary, cost saving over 50 million
- ▶ purchasing expensive city annexed property --266 acres lost to bypass from Victoria Avenue to Arcola Ave. If \$243,000 is paid an acre that Highways is offering at Hwy 1 and Pilot Butte, over 64.5 million dollars, plus further land acquisition for rest of route--10 to 20 million dollars.

Potential Cost Savings to Taxpayers

400 to 500 million dollars

- ▶ extra costs to move SaskPower and SaskTel utilities, going over pipelines, gas and oil
- ▶ extra costs associated with building in flood plain and over Boggy Creek
- ▶ Ball diamonds lost to bypass, cost 4.5 – 5 million.
- ▶ cost savings if move from Pilot Butte turnoff to Great Plains Access and not build the Diverging Diamond Interchange. Savings by not building service roads and not having to rebuild roads for southern wide load corridor.

Note: The above are estimated potential costs based on information available

Diverging Diamond Interchange



Now What?

- ▶ Sign the petition and pass it on
- ▶ Inform others
- ▶ Lobby the Government
- ▶ Check: website: www.whytowerroad.net
 - ▶ email: whytowerroad@gmail.com
 - ▶ Facebook: [whytowerroad](https://www.facebook.com/whytowerroad)
- ▶ Suggestions?