



APPENDIX D

PUBLIC OPEN HOUSE RESULTS

Question A	Your assessment of the overall state of rural road classes
<p><u>Open House #1</u></p>	<p><u>Comments</u></p> <p>Roads are too narrow.</p> <p>Rural roads in the County are some of the best in the province and we as residents know that. I myself farm and use common sense to travel on the roads. The issues I have is a blanket road ban from March to June. I won't haul if I know I'm harming the road. I think the County can use common sense in this as well.</p> <p>Class I and County residents subdivision roads seem to be in good repair while rural Class III & IV roads are not. Some rural roads need new bases built so they aren't pounded out as soon as they are rebuilt. They are getting too narrow, for safety reasons these need to be fixed.</p> <p>County Rd 560 should be upgraded to hotmix paved and widened because there are very many cars and its very narrow.</p> <p>Gravel roads are very poor.</p> <p>The timing was not good for farmers. My response was late. The lead time of 1 week or so was way too short.</p> <p>The cold mix roads are getting worse in the northern part of Ward 5; there needs to be better coordination between sanding trucks & graders (grade first then sand); unplanned sequences of events costs more money.</p> <p>They're satisfactory.</p> <p>Rural roads need to stay with coldmix or hotmix & also keep them as wide as possible.</p> <p>The rural roads are kept in great shape. The width of some are questionable considering the amount of traffic on them. I live on RR 224 1 mile south of Fort Saskatchewan and find the 224 too narrow.</p> <p>Many in good condition; however many are also poor and dangerous; roads are being maintained to a condition of an old "map" which sets the standard; traffic patterns have changed greatly; volume of traffic should be used to classify a road.</p> <p>Too narrow; too bumpy; I can't drive my sports car down a gravel road like they can in Sherwood Park; no lane delineation.</p>
<p><u>Open House #2</u></p>	<p><u>Comments</u></p> <p>Mostly happy with road conditions. Would like to see no more gravel roads.</p> <p>Good.</p> <p>Overall the majority of the rural roads are in very good condition and well maintained. More RCMP or Bylaw presence could cut down on speeding and make travelling safer.</p> <p>There should be no more traffic circle roundabouts on ANY rural road.</p> <p>We need RR 213 improved between Wye Rd. and Hwy 16 - very narrow and sidslopes are prone to rollovers if you pull over too far. being hit by combine loader).</p> <p>Class I - good; Class II - some need improvement; Mostly agree but roads on foremost boundaries of County need paving and improvement.</p>
<p><u>Open House #3</u></p>	<p><u>Comments</u></p> <p>Very good.</p> <p>Reflects correctly the condition of the roads overall.</p> <p>Fairly good.</p> <p>There are a lot of road in extreme disrepair and need to be both resurfaced and widened.</p> <p>Excellent roads.</p> <p>I think the County roads are in very good condition.</p>

Question B		What's important in priority setting?		
<u>Open House #1</u>		Do you agree?		<u>Comments</u>
		Yes	No	Left Blank
		8	2	4
		Type of traffic should be considered.		
		Road width is important.		
		The amount of traffic is the amount of traffic. Road needs to be designed to safely handle these volumes, you can't chase it away or scare it off; the number of collisions is related to the state of the road and whether it is designed to adequately handle the volume of traffic.		
		The difference between #3 and #6 is a difference of about 20 votes and so must also be considered: surface, width, traffic.		
<u>Open House #2</u>		Do you agree?		<u>Comments</u>
		Yes	No	Left Blank
		8	1	1
		Agree with #1 & 2 but disagree with #3. The number of collisions (#3) is a sign or symptom of problems at site of frequent collisions. Analyzing the collision site and determining contributing factors then correcting these factors would reduce the collision rate. I would rate road audit as #3; especially the narrowing of road width due to successive overlays (e.g. Class II roads - combined with the resultant steeper ditches is dangerous). This narrowing of roads etc. creates an increased risk in winter when it is coated with snow/ice.		
		Would like to see Baseline Road expanded soon.		
		These are at least equal - how do you select collisions as less important than the other. These are all very crucial to Safety (#1)! 222 RR 542-544 between gets a lot of traffic and the gravel road is very rough on cards; need to be upgraded to a coldmix road.		
<u>Open House #3</u>		Do you agree?		<u>Comments</u>
		Yes	No	Left Blank
		7	0	1
		Road conditions also will impact the number of collisions. Assume the improvements will address safety and therefore reduce collisions.		
Question C		What types of road improvements are important?		
<u>Open House #1</u>		Do you agree?		<u>Comments</u>
		Yes	No	Left Blank
		9	2	3
		Every time a road is repaved the width is narrowed (above 1 ft to 2 ft every overlay).		
		I agree with width but completion of Class I - if it means neglecting other roads than no.		
		Base stabilization on dust suppressed road would help roads last longer.		
		Also keep up with coldmix.		
		Class I roads are in good condition; roads need to be brought up to standards to handle current volumes.		
		Surface of the road and width of all roads.		
<u>Open House #2</u>		Do you agree?		<u>Comments</u>
		Yes	No	Left Blank
		3	3	4
		All the same importance. 1 & 3 HUGE ISSUES, especially rurally.		
		#2 first priority; #3 second; #1 third.		
		#2 should be a lower value; sight lines around curves should be #3; sight lines at intersections should be #2.		
		Agree with #1 but wonder what is the definition of "high traffic volumes". Agree with #3 - it should be the norm, not the exception. If the unimproved sections of Class I roads are equivalent or better than Class II roads then I do not agree to spend money at this time to complete Class I roads.		
<u>Open House #3</u>		Do you agree?		<u>Comments</u>
		Yes	No	Left Blank
		7		1

Question D How can we sustain budgets and help the environment?			
<u>Open House #1</u>	Do you agree?		
	Yes	No	Left Blank
	12	2	
<u>Comments</u> Fixed annual overlay does not work (e.g. 213 was overlayed in 2009. It did not require work because it was in good shape. Our vehicles (trucks) are wider so the roads need to be widened to safely accommodate them. Also avoid redundancy. We've had several occasions when the "pothole repair crew" has fixed potholes only to have the graders come in a day or two later and rip the same section of road up. Waste of material & manpower. Increase the budget - compare that to say the budget for TRANSIT.			
<u>Open House #2</u>	Do you agree?		
	Yes	No	Left Blank
	6		4
<u>Comments</u> Use common sense - keep roads safely wide enough. Keep up with repairs!			
<u>Open House #3</u>	Do you agree?		
	Yes	No	Left Blank
	5		3
<u>Comments</u> Look at 5 year prioritization based on potential issues with roads (per "C" above). Stop spraying gravel in ditches so homeowners can't mow anymore.			
Question E Additional Comments			
<u>Open House #1</u>	<u>Comments</u>		
	Centerlines on 550 are not straight (ridiculous). Do not put centerlines (an example 550 Twp. Rd too narrow). Road banes should only be when needed. Last March they came on March 1 when temperatures were -30 till most of March.		
	Our County has an extreme in soil textures and qualities. This makes it hard to maintain roads but as our community grows so does the need for improved roads. I suggest you start upgrading the roads a few at a time before the burden on our roads become too much to overcome or correct in the future.		
	Many of the rural roads seem to be looked at only after complaints by rural residents. Often we have to call to even let you know there is a problem (e.g. road collapsing under bridge sink holes - major damage from oil trucks).		
	I wish the questionnaire would have been made available at a different time.		
	There should have been a meeting with County officials where discussion of road repairs, maintenance, and reconstruction could have presented to the rural county residents. Some questions need to be answered that have not been answered in the past.		
	Is the amount of money (percentage of the budget) compared to other areas large enough?		
	I feel the quality of roads is good and needs to be kept as good or better - not less. Keep the cold or hotmix program going and make sure we do not get any less quality of roads. Also need to keep widths proper as farm equipment is getting bigger and increasingly tougher to pass or meet vehicles.		
<u>Open House #2</u>	<u>Comments</u>		
	Listen to your residents.		
	Width/visibility/speed zones. True assessment of the traffic volume (i.e. rush hour 6:00 p.m. - 215 entry to Hwy 16 - merge lane).		
	None, except survey every 5 years or so to ensure rural roads improvement budget is maintained.		
	Hwy 16 access to 220 southbound is very dangerous because of no turn off lane; an accident is going to happen without one.		
	The type of survey used for charts B, C & D can produce skewed results. It is better to give the respondents 100 pts. and spread these 100 points across all of the questions. Each question must receive at least 1 point. This type of rating forces the respondent to truly rate each questions against the other questions. Thus the true priorities rise to the top.		
	1) Individual rural mailboxes - they protrude into the traffic lane or are so close that vehicles swing out to avoid the mailbox and crossover into oncoming traffic. 2) A broken centerline would give drivers a better idea of driving lane width (I realize that this method is only possible on roads which have a paved-type surface). Many drivers especially of larger vehicles (pick ups, SUV's, etc.) as well as elderly and inexperienced drivers have difficult judging how much of the road width constitutes their driving lane. 3) Post speed limit signs especially coming off main highways. 4) There is no signage or monitoring of load limits or weights. Heavy loads contribute to the deterioration of roads particularly the subgrades of the roads. As a result the road surface becomes cracked and requiring the County to make repairs.		

Open House #3

Comments

Overall the road conditions in the County are much better than other rural areas - good job overall! Subdivision overlays need to look at lot entrance roads (widths) and potential to increase gradients to new surface.

Advertising was minimal.

On RR 220 south of Wye Rd. width is too narrow, also the width of R/W should be cleared for animals (deers).

Pressure provincial government to upgrade RR 222 from Hwy 14 to Wye Rd.