



Scheffer Andrew Ltd.
Planners & Engineers
Since 1976

South Strathcona Functional Planning Study

Phase 1 Public Engagement Summary

January 8, 2020

File # 375-05

What We Heard Summary

Strathcona County retained Scheffer Andrew Ltd. to undertake the South Strathcona County Functional Planning Study to investigate potential road upgrades in the area bound by Range Road 234, Township Road 510, Highway 14, and Highway 21. Nearby urban development within southeast Edmonton, Leduc County, Beaumont and Strathcona County may change traffic patterns within the study area and this may influence road upgrades. Three public engagement opportunities are planned for as part of this study. This first phase of public engagement provided an opportunity for the public to give their feedback about the existing conditions of the roadways in the study area and provide suggestions for improvements.

Phase one of public engagement occurred from October 3 - 18, 2019. An open house was held at the Belvedere Golf Course on October 3 to provide information about the project and solicit feedback through opportunities for written comments including a sticky note exercise and feedback forms. The open house was advertised in the Sherwood Park News, the Strathcona County public engagement e-newsletter, social media postings, landowner mail outs, and roadway signs. The open house was attended by approximately 120 individuals and 21 feedback forms were completed. An online survey was also available through the project website. The online survey included the same questions posed on the feedback forms at the open house. We received 29 responses from the online survey.

The following five key themes evolved from the comments received:

1. Increased Traffic

We heard that traffic has noticeably increased in the study area particularly on Range Road 231 and Range Road 232. Stakeholders believe that township and range roads within the study area are being used by drivers to avoid congestion on Highway 14 and Highway 21. Due to this perceived shortcutting, there appears to have been an increase in large/semi-trucks shortcutting through the area which are degrading roadways more rapidly.

2. Accommodate Cyclists

We heard that the road design does not effectively accommodate the large number of cyclists in the study area. It is noted that there is a particularly high frequency of cyclists on Township Road 510, Range Road 231, and Range Road 232. Stakeholders suggested improvements including widening of roads or separated trails for increased cyclist safety.

3. Speeding

Stakeholders noted that speeding is an issue within the study area particularly on Range Road 232, Township Road 510, and Highway 14. Stakeholders suggested improvements including increased police enforcement, traffic lights, and stop signs with flashing lights.

4. Narrow Roads

We heard that some roads within the study area are perceived as being too narrow for the type and volume of traffic. In particular Township Roads 510 & 514, and Range Road 232. Stakeholders suggested improvements including painting center lines and widening roads.

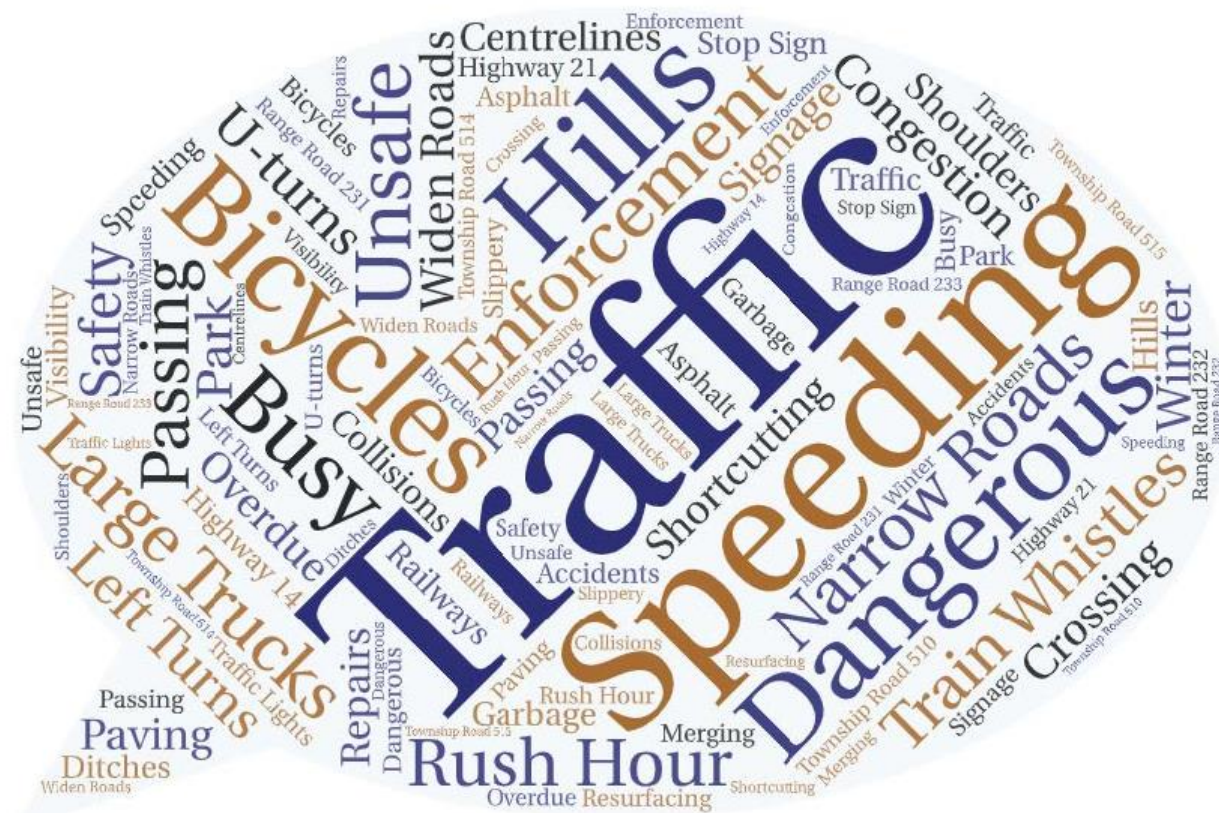
5. Unsafe Intersections

Stakeholders generally believed that intersections in and around the periphery of the study area have become increasingly unsafe. There were numerous reports of unsafe maneuvers

occurring – including running stop signs, U-turns, and passing on the shoulders. Safety concerns were identified particularly at the following intersections:

- RR 232 & Twp Rd 514
- RR 232 & Hwy 14
- RR 231 & Hwy 14
- Twp Rd 514 & Hwy 21
- Twp Rd 510 & Hwy 21

The information collected through phase one of the public engagement assisted the project team by identifying local issues and considerations that will be reviewed and investigated throughout the project. Scheffer Andrew Ltd. will use this feedback in conjunction with other technical and non-technical considerations to develop future plans for these roads. Considerations and options will be presented for public input at the phase 2 public engagement session expected to be held in February 2020. Feedback from phase two of the public engagement will inform analysis of the options and refinement of the functional plan. The refined functional plan will be presented at the third opportunity for public engagement planned for June 2020. It is anticipated that the final functional plan report and plans will be presented to Council in Fall 2020.



1 Introduction

Strathcona County retained Scheffer Andrew Ltd. to undertake the South Strathcona County Functional Planning Study to investigate potential road upgrades in the area bound by Range Road 234, Township Road 510, Highway 14, and Highway 21. Nearby urban development within southeast Edmonton, Leduc County, Beaumont and Strathcona County may change traffic patterns within the study area and this may influence road upgrades. Three public engagement opportunities are planned for as part of this study. This first phase of public engagement provided an opportunity for the public to give their feedback about the existing conditions of the roadways in the study area and provide suggestions for improvements.

Phase one public engagement occurred from October 3 to 18, 2019 and included the following activities:

- Advertisements in the Sherwood Park News, the Strathcona County public engagement e-newsletter, social media posts, landowner mail outs, and roadway signs advertising the open house
- A public open house on October 3, 2019 with opportunities for written comments and completion of feedback forms
- An online survey

2 Advertisements and media

The open house was advertised through:

- letters sent to landowners in the project area
- 11 road signs placed at key intersections around the project area
- Advertisement in the Sherwood Park News
- Advertisement in the Strathcona County public engagement e-newsletter
- social media posts



Picture 1 (left): Road side signage advertisement; Picture 2 (right): Table maps at open house

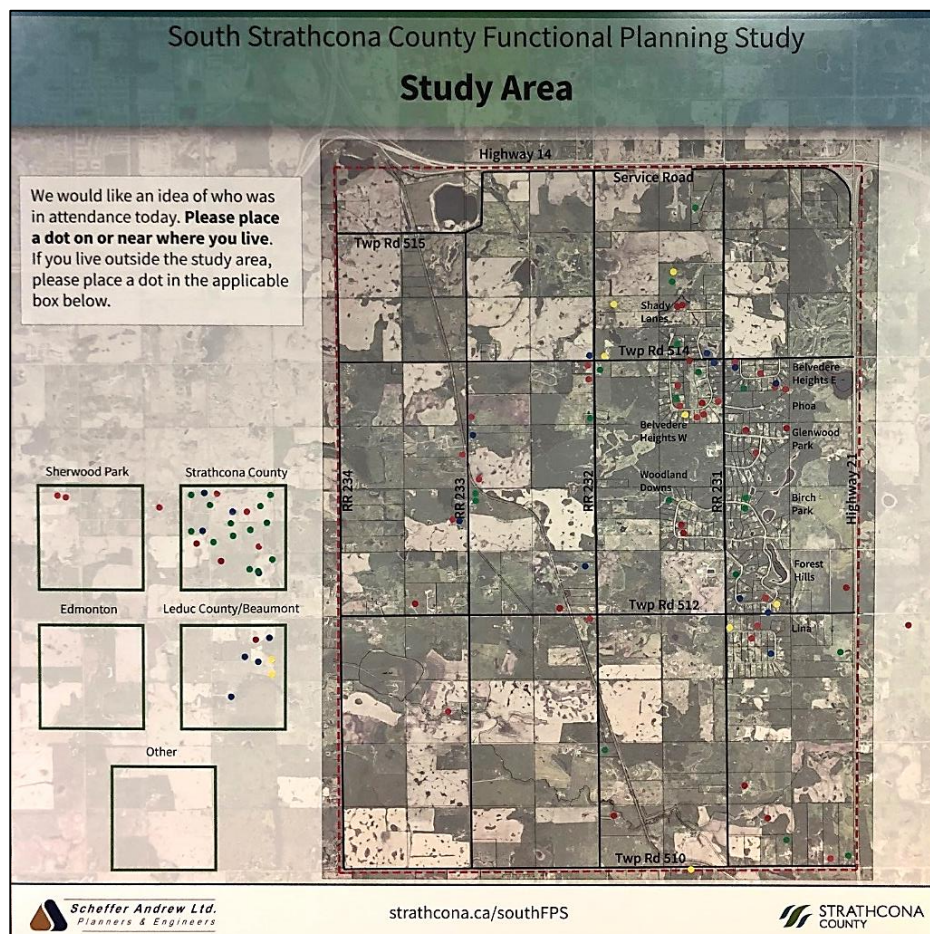
For those who attended the open house and responded to the online survey, it appears that the landowner mail outs and the roadside signage was most effective of all the advertisements. A copy of the mail out letter is included in Appendix A.

3 Open House

The open house took place on October 3, 2019 at the Belvedere Golf Course and Country Club from 4 to 8 p.m. During the open house, staff from Strathcona County and the Scheffer Andrew Ltd. project team were available to guide attendees through the information provided and answer any questions. Six presentation boards were produced to provide information about the project including the study area, study objectives, guiding documents, and existing conditions. Copies of the open house boards are included in Appendix B. Two large table maps provided opportunities for attendees to comment using sticky notes that were placed directly on the roadway or intersections pertaining to their comments

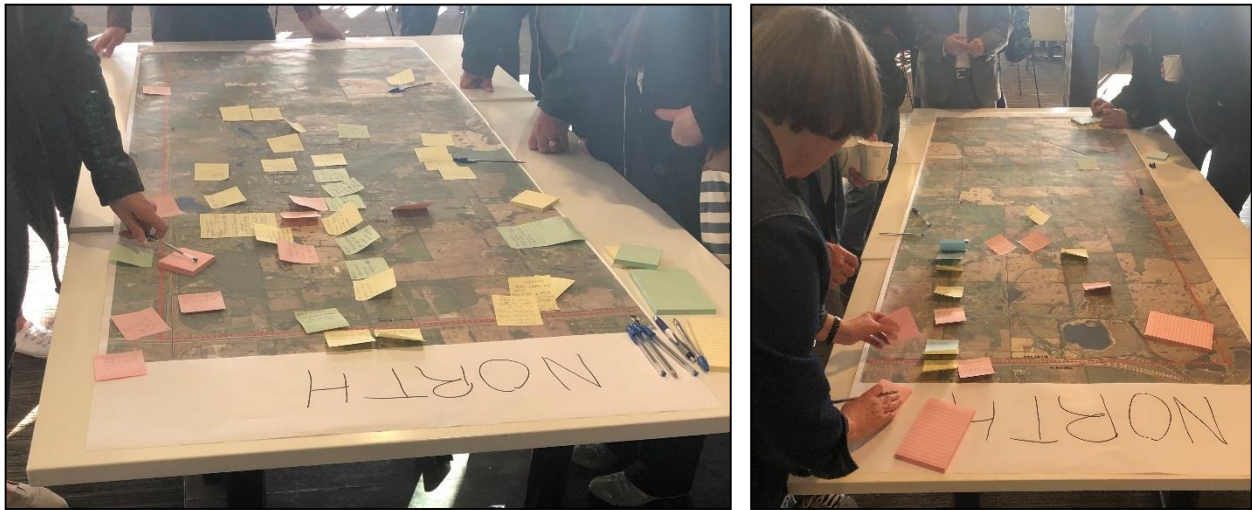
3.1 Open House Attendees

In total approximately 120 individuals attended the open house. Most of the people who attended the open house live within the project study area with a notable portion coming from elsewhere in Strathcona County.



3.2 Table Map Feedback Activity

Two large maps depicting the east and west portions of the project area were provided on tables at the open house. Participants at the open house were asked to place sticky notes on the maps to identify where they had comments about a specific area. Comments identified locations where traffic issues occur, where safety could be improved, and suggestions for upgrades to the roads. Visual representation of the comments received on the table maps are included in Appendix E.



Picture 3 & 4: Table maps at the open house with sticky note comments

4 Engagement Feedback

4.1 Feedback Forms

A feedback form was available for open house attendees to complete. We received 21 feedback forms from the open house. We collected information about general area of residence, interest in the project, and asked the following two questions:

- What traffic or roadway issues do you experience in the study area?
- What road upgrades or improvements do you think would be important to consider in this study?

The feedback form also provided an opportunity to comment on the effectiveness of the open house including the event format, clarity of information and additional opportunity to provide comment. A copy of the feedback forms is provided in Appendix C. A complete account of comments received on the feedback forms is included in Appendix D.

4.2 Online Survey

An online survey ran from October 4, 2019 to October 18, 2019 and asked the same questions as those posed on the open house feedback form. 29 responses were received from the online survey. The majority of respondents to the online survey were property owners within the

project area. A complete account of comments received on the online survey is included in Appendix D.

5 Key Themes

The following five key themes evolved from the comments received in the feedback forms and on the table maps at the open house.

1. Increased Traffic

We heard that traffic has noticeably increased in the study area particularly on Range Road 231 and Range Road 232. Stakeholders believe that township and range roads within the study area are being used by drivers to avoid congestion on Highway 14 and Highway 21. Due to this perceived shortcutting, there appears to have been an increase in large/semi-trucks shortcutting through the area which are degrading roadways more rapidly.

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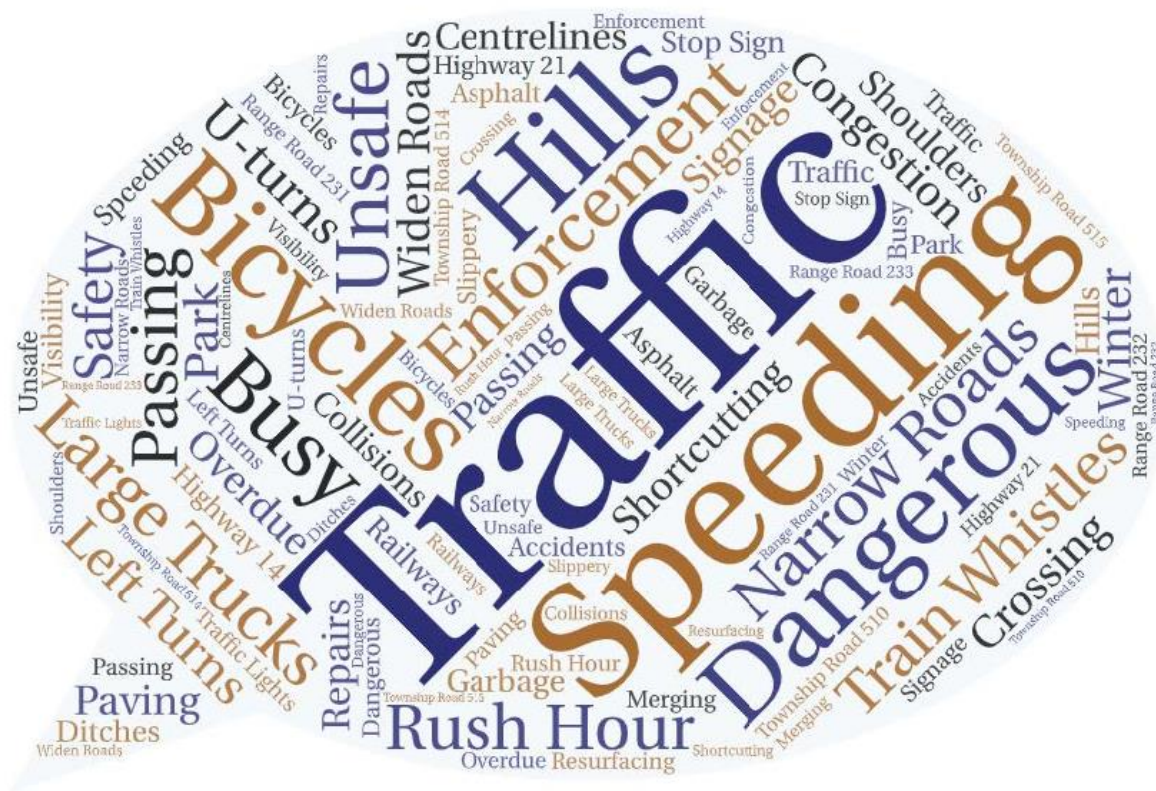
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- RR 232 & Hwy 14
- RR 231 & Hwy 14
- Twp Rd 514 & Hwy 21
- Twp Rd 510 & Hwy 21

6 Next Steps

The information collected through phase one of the public engagement assisted the project team by identifying local issues and considerations that will be reviewed and investigated throughout the project. Scheffer Andrew Ltd. will use this feedback in conjunction with other technical and non-technical considerations to develop future plans for these roads. Considerations and options will be presented for public input at the phase 2 public engagement session expected to be held in February 2020. Feedback from phase two of the public engagement will inform analysis of the options and refinement of the functional plan. The refined functional plan will be presented at the third opportunity for public engagement planned for June 2020. It is anticipated that the final functional plan report and plans will be presented to Council in Fall 2020.





Appendix A

Landowner Mailout Letter

September 10, 2019

Property Owner
«Address1»
«City», «Province» «Postal_Code»

Re: Public Open House for South Strathcona Functional Planning Study

A study on the Township and Range roads in southwest Strathcona County will soon begin. Development in the Edmonton Metropolitan Region may change traffic patterns on these roads. The study will determine what upgrades will be required over the next 30 years to support future traffic volumes.

Strathcona County has retained Scheffer Andrew Ltd. to conduct a Functional Planning Study (FPS) to look at long-term transportation needs including number of lanes, road grades, intersections and other road characteristics. This is a planning study and no construction is anticipated in the near future.

Your input is an important part of this project and will inform study recommendations. There will be several opportunities to provide input:

Open House #1 - Background Review

- Join us to provide your local insight into current traffic conditions and issues within the area. We look forward to your feedback and questions:
Drop in on Thursday, October 3, 2019 between 4 to 8 p.m.
Belvedere Golf & Country Club, 51418 on Highway 21, Sherwood Park

For those unable to attend, an online survey will be available at Strathcona.ca/southFPS for your comments, from October 4 to 18.

Open House #2 – Present preliminary options for feedback - winter 2020

Open House #3 – Present recommended functional plan- late spring 2020

The study area is bounded on the west side by Range Road 234, on the south by Township Road 510, on the north by Highway 14 and on the east by Highway 21. Please see the included map of the study area.

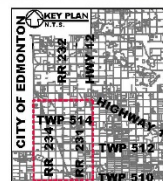
For more information, please visit the project webpage at strathcona.ca/southFPS.

If you have any questions or comments, please contact me at Tony.Maghee@strathcona.ca or 780-464-8035

Yours truly



Tony Maghee, P. Eng.
Transportation Infrastructure Engineer
Transportation Planning and Engineering





Appendix B

Open House Boards

South Strathcona County Functional Planning Study

Study Area

We would like an idea of who was in attendance today. **Please place a dot on or near where you live.** If you live outside the study area, please place a dot in the applicable box below.

Sherwood Park



Strathcona County



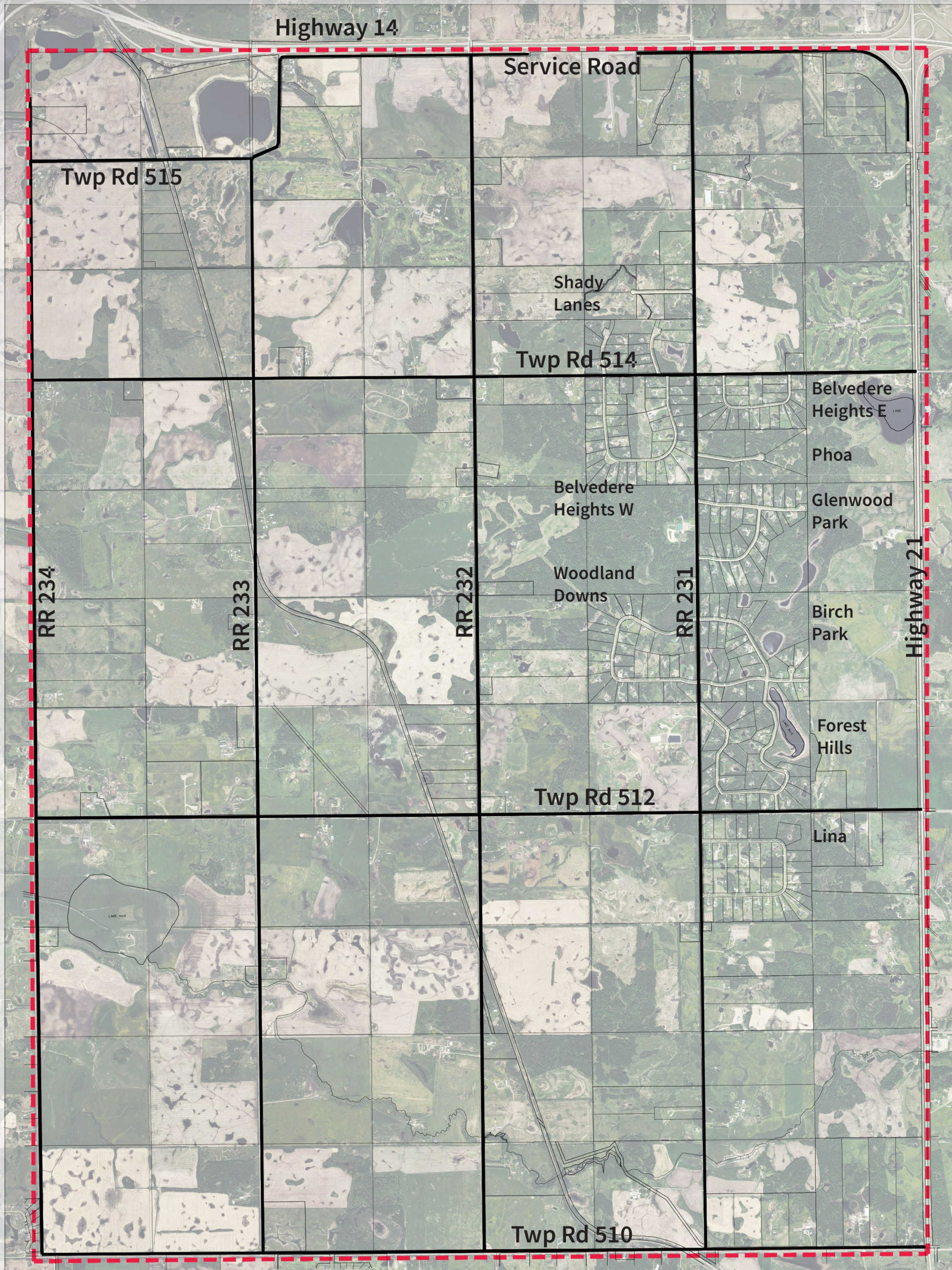
Edmonton



Leduc County/Beaumont



Other



South Strathcona County Functional Planning Study

Study Objectives



Study Purpose

Due to anticipated growth in the Edmonton Metropolitan Region, there may be an increase in traffic on the township and range roads within southwest Strathcona County. These roads may need upgrades as urban development occurs.

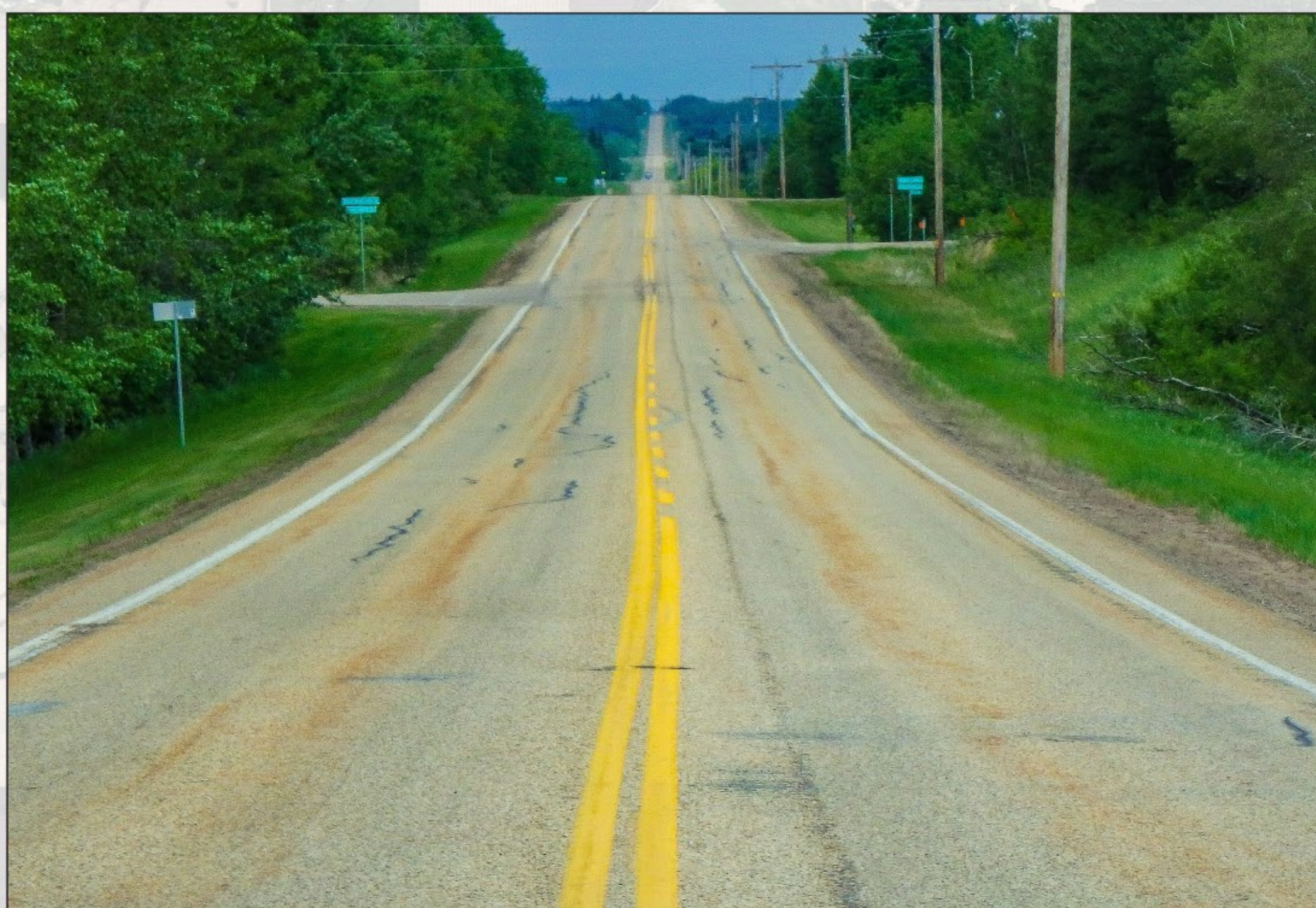
The study will consider anticipated development over the next 30+ years.



What is reviewed in a Functional Planning Study?

We will be looking at long-term transportation needs including:

- number of lanes
- road grades
- intersections
- drainage
- railway crossings
- traffic controls
- road surface
- speed limits
- pedestrian/cyclist infrastructure
- traffic controls (stop signs, signals, roundabouts)
- other road characteristics



Estimated Project Timeline

- Timing of construction determined through the study
- No substantial work anticipated for 5+ years
- Open House #2 - January 2020
- Open House #3 - June 2020

WE ARE HERE

Planning

Design

Construction

Completion

South Strathcona County Functional Planning Study

Guiding Documents



Strathcona County Municipal Development Plan (MDP) Bylaw 20-2017

- Study area is in the *Agriculture Small Holdings Policy Area* which:
 - Prioritizes small agricultural operations
 - Provides opportunities for livestock, local food production, and local food distribution
 - Promotes viability over the long term
 - Respects rural landscapes, natural landscapes, and heritage
- No significant development anticipated in the study area
- Traffic volume increases will result from growth in the County and adjacent municipalities



Strathcona County Integrated Transportation Master Plan (ITMP), 2012

- Includes strategic direction to manage road congestion to accommodate growth
- Considers all modes of transportation including vehicles, bicycles, transit, and pedestrians
- The South Strathcona County Functional Planning Study is guided by the strategic directions of the ITMP



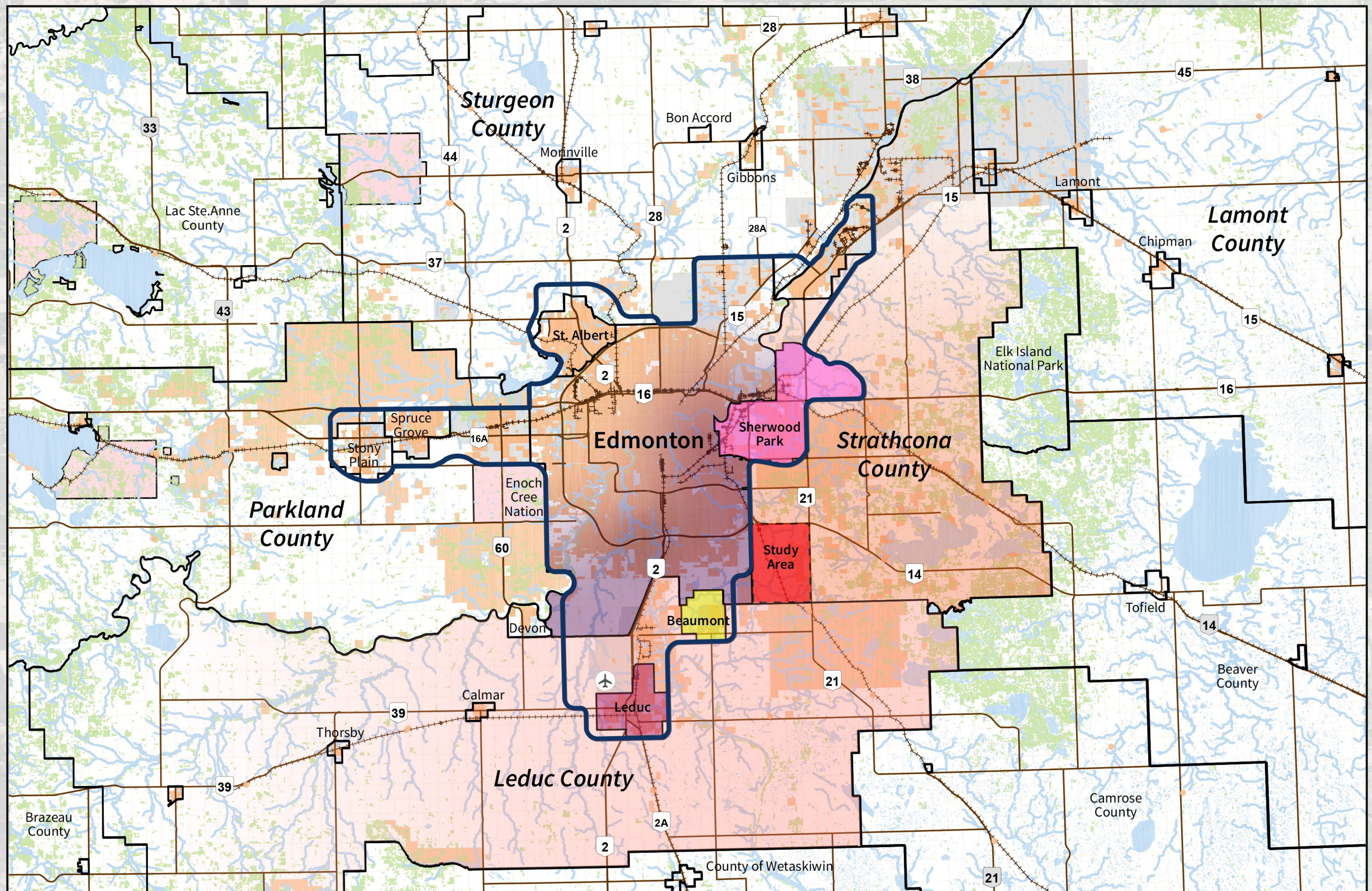
Edmonton Metropolitan Region Growth Plan (EMRGP), 2017

- Ensures all members within the region collaborate and coordinate to manage growth responsibly
- Emphasis on minimizing the urban footprint; integrating land use and infrastructure decisions; building resilient, adaptable, and complete communities; and an interconnected transportation system
- The plan includes the study area within its rural policy area

South Strathcona County Functional Planning Study

Regional Context

There is no growth anticipated in the study area. Increases in traffic will be a result of growth in the surrounding areas including Strathcona County, Sherwood Park, Southeast Edmonton, Beaumont, Leduc County, and other general growth in the Edmonton Metropolitan Region.



South Strathcona County Functional Planning Study

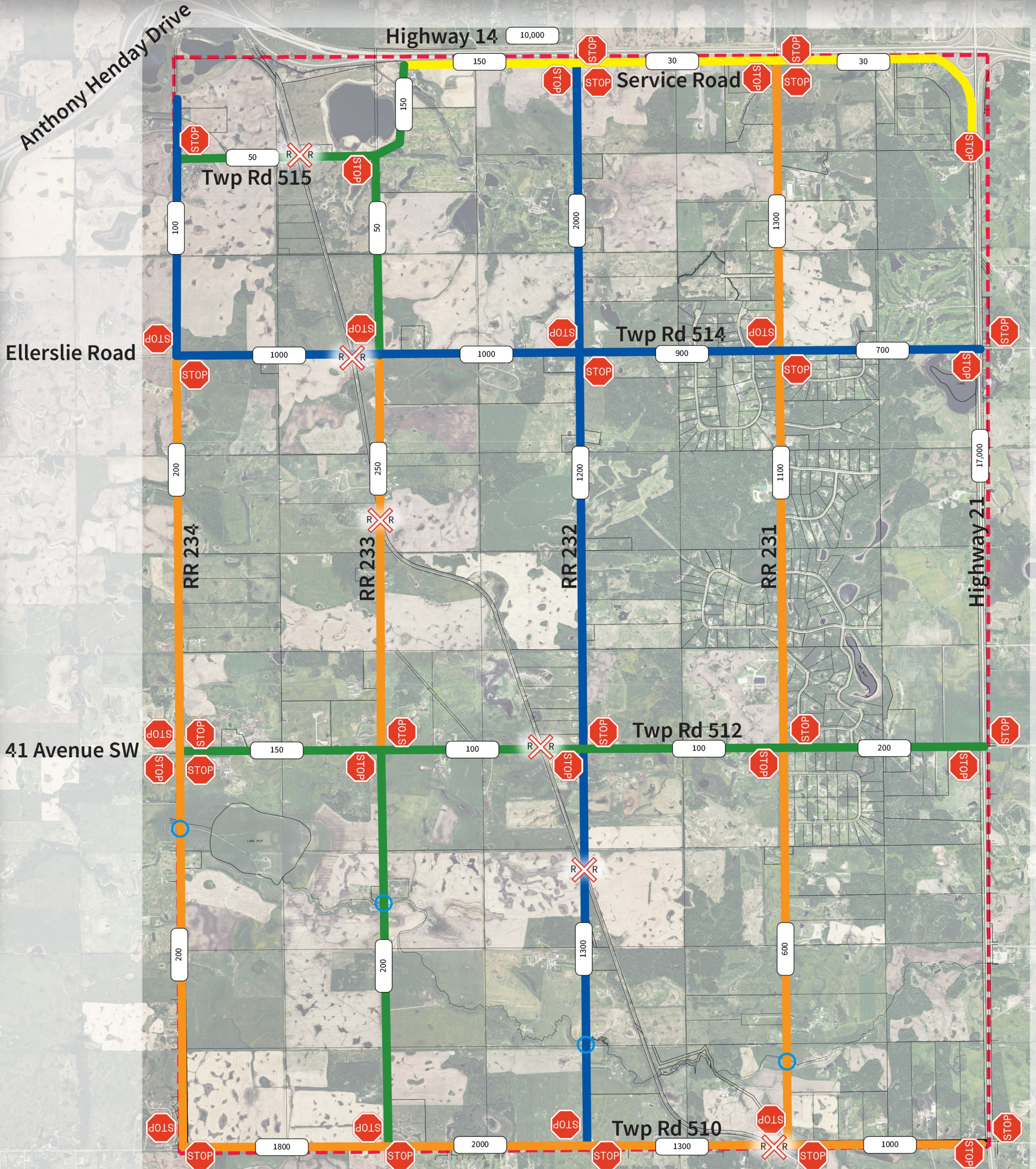
Existing Conditions

Study area statistics:

- 60 km of existing roads
- Varying surfaces
- All intersections controlled by stop signs
- 6 railway crossings
- Traffic volumes range from 30 to 2000+ vehicles per day

Legend

- Asphalt surface
- Cold mix surface
- Oiled gravel surface
- Loose gravel surface
- Railroad crossing
- Stop sign
- Traffic volume (vehicles per day)
- Bridge culvert



South Strathcona County Functional Planning Study

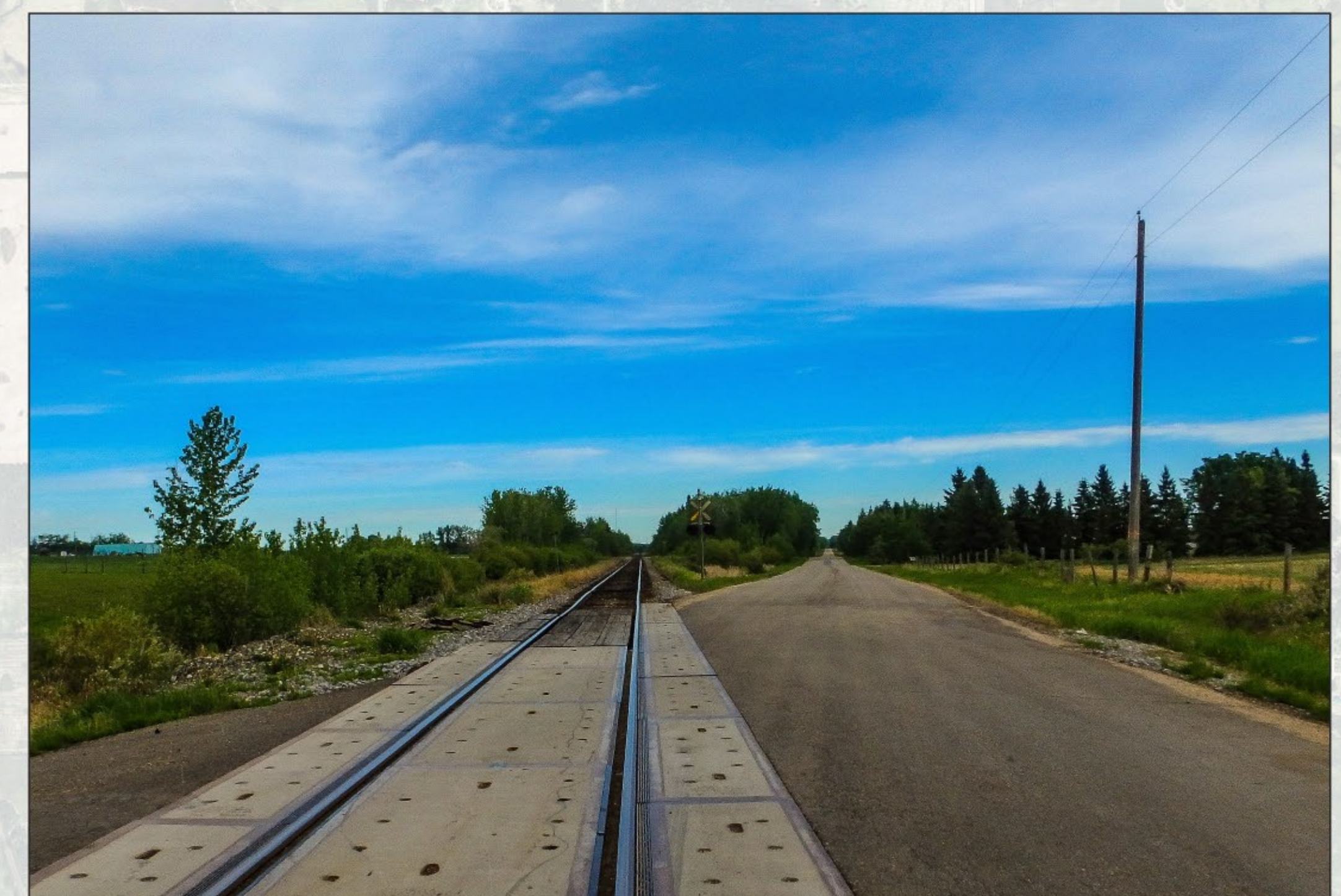
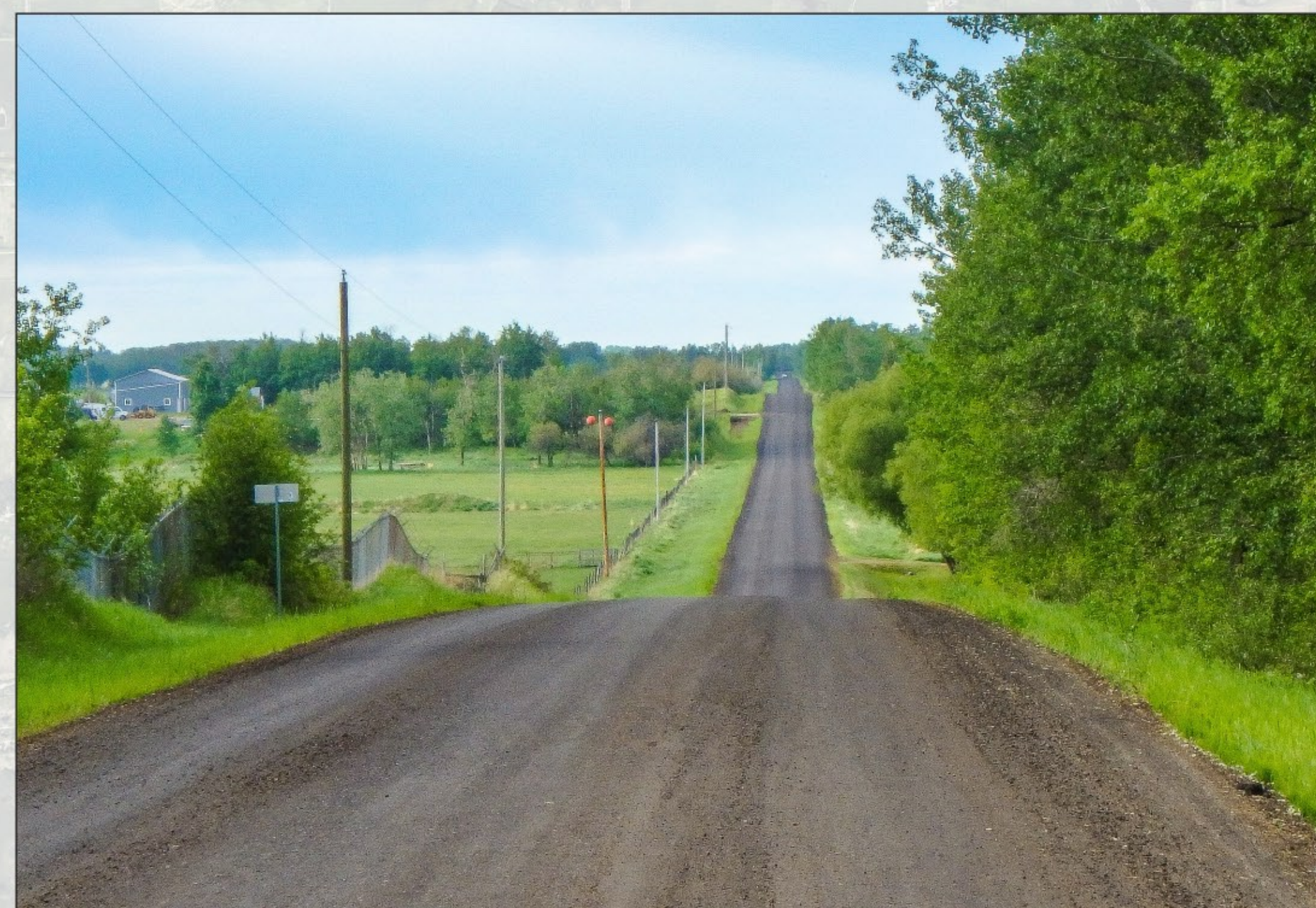
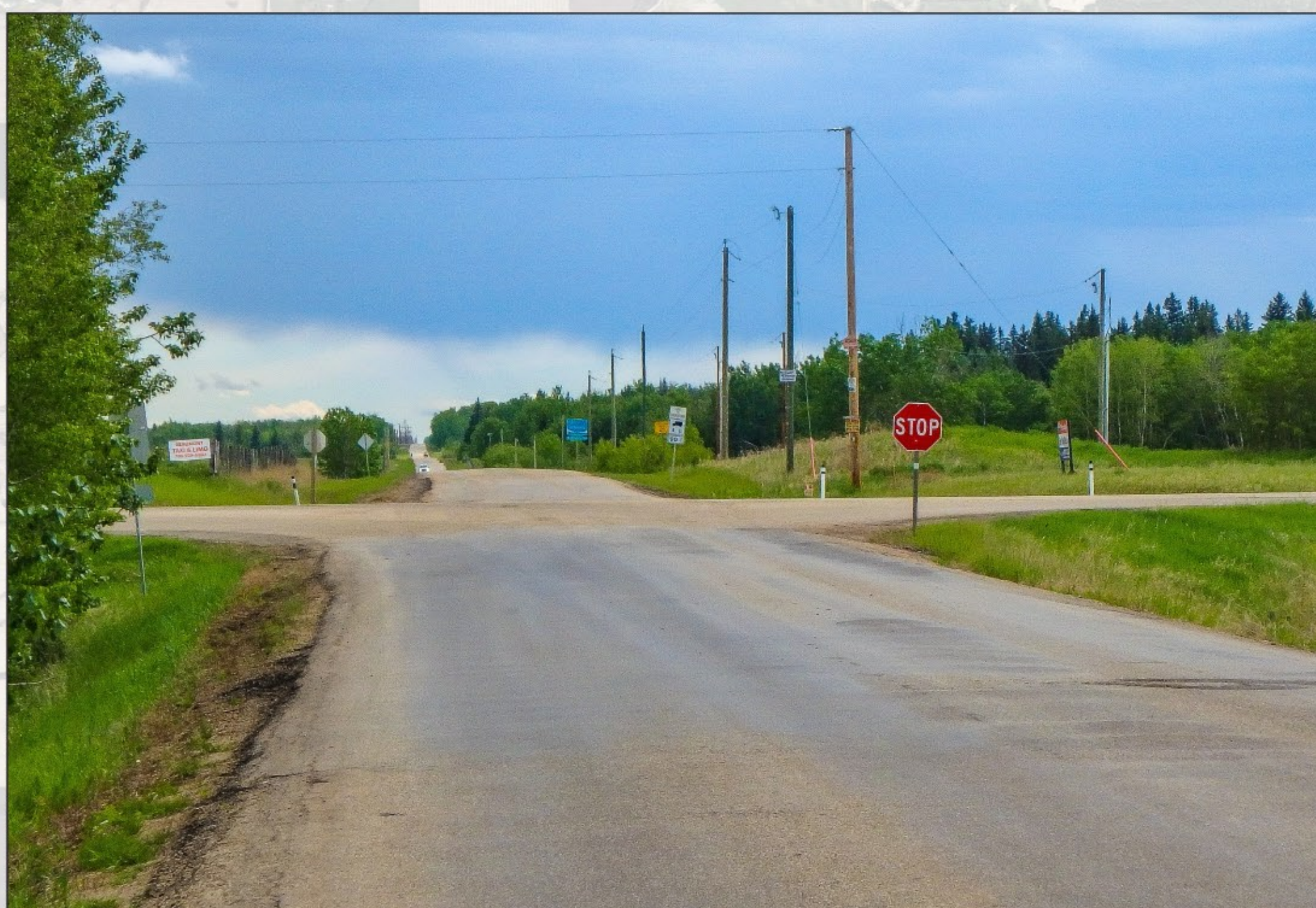
Feedback Activity




We want to hear from you!

Please use the sticky notes provided to write comments or concerns you may have and place them on the relevant location on the plans.

This feedback will be used to inform the South Strathcona County Functional Planning Study.





Appendix C

Feedback Form

Open House Feedback Form

Thanks for your input! Completed surveys can be left in the drop box provided.

You can also e-mail completed forms to Shawn Benbow at Scheffer Andrew Ltd. at (s.benbow@schefferandrew.com).

An online feedback form will also be available on the project website www.strathcona.ca/southFPS.

Please ensure comments are submitted by e-mail or through the website before October 18, 2019.

1. Please provide the first three digits of your postal code: _____

2. Which best describes your interest in the project:

☐

Property owner within project area

☐

Tenant

☐

Property owner outside project area

☐

Other (please specify):

Please provide your opinion on the following:

3. What traffic or roadway issues do you experience in the study area?

4. What road upgrades or improvements do you think would be important to consider in this study?

5. Do you have any additional comments about the study?

6. How did you hear about the open house?

☐ A notice mailed to me ☐ Sherwood Park News ☐ Twitter
☐ Roadway sign ☐ County public engagement e-newsletter ☐ Other (please specify):
☐ Project website ☐ Facebook _____

7. **If you attended the open house**, please take a moment to provide your feedback about the event.

Please tell us your level of agreement with the following statements (*circle your response*):

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
I felt that my concerns were understood	1	2	3	4	5
I felt welcome and encouraged to share my views	1	2	3	4	5
I understood why I was here	1	2	3	4	5
The information was easy to understand	1	2	3	4	5
The event was well-run	1	2	3	4	5

Additional comments:



Appendix D

Feedback Form & Online Survey Responses

1 Postal Codes:

- 34 = T8B (Study area property owners)
- 7 = T8A
- 1 = T8C
- 1 = T8E
- 1 = T8G
- 1 = T6A
- 4 = T4X

2 What traffic or roadway issues do you experience in the study area?

- Vehicles not stopping @ 512 & 232/233 danger!
- 231 is not wide enough in winter
- 231 has many cyclists & could use shoulder
- RR231 has most residence acreage house. It has most traffic at rush hours.
- County seems always paving RR232 which has less traffic but not RR231
- Very narrow roads - especially dangerous in winter
- Busy intersection at RR231 & Hwy 14 and Ellerslie Rd & Hwy 21
- Speeding - well over 80 kph
- Cyclists
- I drive 231 & 232 several times a week. I prefer these back roads to Beaumont (summer) over the Anthony Henday. On 232 especially notice the increase in traffic as well as Twp Rd 510
- When the roads were graded last winter, the grader cut too deep on the road edges and filled the ditches with asphalt. Now the edges of the road are beginning to crumble.
- RR231 & Twp Rd 512 traffic, large trucks, no shoulders or centre lines, hills, bicycle groups make unsafe conditions, constant large trucks hauling, roads become broken down & holes, repairs not properly done
- RR231 is a hill and slippery in the winter
- Crossing over Hwy 14 & RR231 very dangerous, please close this nobody understands how to cross & it's way too busy of a Hwy to cross over, especially during rush hour AM & PM. Accidents are a normal thing here
- We definitely need lights at Twp Rd 514 & Hwy 21, several deaths over the last 25 years. Any wait time to turn north is ridiculous
- Difficulty getting on Anthony Henday from RR 232 and 231 somewhat
- Hard accessing Hwy 21 north of Twp Rd 514 at certain times of the day (rush hour & traffic returning on weekends)
- 512 has become quite busy due to 41 Ave, causing washboarding and speed fluctuations as the road gets damaged quickly as its only oiled
- 232 is far too small in width for its traffic
- Painted lines for those who can't judge width as passing is dangerous and becoming often

- major speeding issues
- bicycles causing dangerous driving again due to small busy road
- Encounter quite often pedal bikes on 510 as well as RR232. I imagine these would not be the only roads they use. There is zero room on roads for 2 large vehicles, let alone 2 vehicles and a pedal bike
- RR232 and Hwy 14 busy intersection on Twp Rd 514 (between 233 & 234)
- Cyclists: not against them. Actually would love to join them. The County roads provide nice hills and (generally) less traffic. But toads (RR 231 for example) are narrow. I don't mind sharing but others I've noticed - not so much. Goes in hand with other issues- excessive speed by some motorists
- RR 232 & Hwy 14 dangerous crossing turning west
- Speeders on RR 233 east of 514
- Many beer cans in ditch - drunk drivers
- Trees obstructing intersection at RR 233 & Twp Rd 514
- Speeding
- people dropping garbage in the ditch
- Between Hwy 14 & 514 high speeds, passing from Hwy 14 to our property <1 km. 4 vehicles passes me & I was going 90 kph. One passed me as I started to turn left into our driveway
- 232 & Hwy 14: congestion, excessive speeds on Hwy 14 during rush hour
- Traffic avoiding the congestion by taking 514/232 through county
- Dump trucks? Where are they coming from/going to? Incredible increase in numbers over the last few years
- Hwy 14 & RR 232 - congestion unsafe to cross
- Twp Rd 514 - unsafe to walk
- Too many dump trucks large trucks in area
- Wreck roads, increased hazard on road (I.e. take up whole road to turn left into their yard)
- Turning left on to Hwy 21 from 510 during high peak hours can be a problem
- Turning left onto Hwy 14 from RR 232 can be suicidal during darkness in the mornings
- We live on Twp Rd 510 and travel it every day and there is more larger trucks using this route as a shortcut - I think towards Nisku from Hwy 21
- The amount of traffic has increased drastically in the last few years. Range Road 232 is a heavily used road but it is incredibly narrow and they really need to paint a line down the middle. There's way too much traffic on it and many vehicles stay close to the middle while meeting other vehicles. They can't seem to judge where their lane is.
- Too many accesses on major roads. Also many existing developments are too close to major roads that may need to be twinned at some point in the future
- Travel to family that live within study area frequently (512&232). Roads within study area are narrow with sharp ditches. There are a lot of large heavy trucks that travel these roads making it dangerous especially in winter to have 2way traffic pass safely by each other.
- speed/volume/wideness of road (lack) cyclist/quality of the crossing over railway /deadly crossing over hwy 14 and 21/ deadly attempts to merge on to hwy 14 and 21

- Lack of adequate exit signs. That is to say i don't know is. 532 etc until 50 feet from the turn. And/or no turning lanes to help slow down prior to a turn, impacting traffic behind us or many using emergency lanes to slow down and turn
- I hate the lights on 522. I understood that road was supposed to be an extension of the freeway to get into Edmonton, and it no longer functions as such.
- Artificially low speed limits, poorly timed traffic lights. Why in the ever loving [obscurity] is Highway 21 80 km/h? It was 100 right through Strathcona as a two lane road; now, as a four lane divided highway with a huge gap between opposing directions and turn/merge lanes nearly a quarter mile long, it has an 80 km/h speed limit? [obscurity]. That's a blatant cash grab, and one that unnecessarily impedes the movement of traffic. Traffic lights in the whole of Sherwood Park and area are timed so the only way to consistently hit greens all the way through is going 15-20 km/h over the speed limits. Switching every double left turn to protected only is absolutely ridiculous as several of these locations are intersections with minimal traffic coming the other way.
- Gravel trucks
- Increased volume, excessive speed
- Commute down Clover Bar Rd / Whitemud Dr
- The recent traffic calming measures in the Glen Allen area are dangerous. Narrowing any street is a potential traffic hazard. In the winter these streets are difficult to negotiate. The introduction of traffic circles has also made travel more difficult and unsafe as many individuals do not know how to use a traffic circle.
- Road conditions are not favorable on many of the roads I drive on, Hwy 14 from Hastings lake to Edmonton, and township road 510 has intermittent fixes, but skips many potholes. My own roads are RR204/twp 512 and only some parts have received attention. We could also benefit from having a yellow line painted on many of the paved back roads, as many people do not seem to understand where their side of the road is, especially at night or in inclement conditions.
- Large gravel trucks drive 514 and makes road narrow and feels unsafe. Range roads feel narrow, especially in winter. Some family members have hit the ditch due to inability to see edge of roads and too narrow to pass oncoming traffic.
- I've always found the road a little narrow but my thinking is if they were wider drivers would easily go faster
- Township Road 510 has gotten much busier. The road is in need of widening and bank improvements for the safety of the drivers. There are regularly vehicles in the ditches along Township 510 in the winter.
- Twp Road 510 . Narrow and dangerous ditches. In winter portions of it are not sanded
- 1) Potholes 2 Narrower road on Range Road 231 than Range Road 232 3) Snow drifts on Township Road 514, for example, last winter that were not cleared 4) The speed limit is 80 km/h but some vehicles travel much faster and pass other vehicles even when the drivers cannot possibly see if there's oncoming traffic on narrow rural roads 5) Dogs and cats are frequently spotted without their humans on the roads 6) Range Road 231 is a bit hilly so there are some subdivisions where we are exiting the subdivisions onto 231 that we cannot actually see if there's traffic coming from one direction. Last summer, abundant roadside vegetation hindered vision even further

- Excessive traffic
- Excessive traffic
- The Range and Township roads in the area, particularly Range Road 232, are becoming increasingly busy with through traffic. The study area is a country residential area and through traffic should be re-directed to appropriate upgraded/new arterial roads.
- Increased volume of traffic that seems to be due to people cutting through the area rather than local residents.
- Bicycle traffic from outside of the area. I suspect Edmonton primarily but it could be Sherwood park as well. Bikers use the area for themselves to exercise or train. Road 231 is hilly and it creates a dangerous situation when passing the bikers.
- The road being used as a short cut to destinations. This is a country residential road and we would like to keep it that way.
- Extreme difficulty entering rush hour traffic on highway 14 in the morning to drive west bound. Traffic is very thick and extremely fast moving. It is difficult to see what lane drivers are in when looking behind you and to the right while waiting on the median between the lanes of traffic on highway 14 in the morning. This is even more difficult in the darkness of morning. Difficulty crossing highway 14 during rush hour traffic.
- Extremely high speeds, passing unsafely. Problems crossing Highway 14. Tuesday, Oct. 08 at 7:20 AM, truck licence plate BRP 1914, passed 3 cars at 514 & 232 going North to Hwy 14. Then he passed me, I caught up to him at Hwy 14 because he was unable to cross & wrote down his plate. Husband was passed today, Oct. 18th at high speed & truck did not even stop at Hwy 14. I've had a vehicle pass me as I turned left into my driveway. Need enforcement, a lower speed limit and lights.
- High volume of traffic on range road 232 Little or no enforcement regarding speed limits and the running of stop signs Passing of vehicles at excessive speed
- Too much traffic down the Range Roads. 232 in particular

3 What road upgrades or improvements do you think would be important to consider in this study?

- Widening 231
- Flashing red light at stop signs
- Make Twp Rd 512 a through road pass to 41 Ave
- Put dividing land markings on roadways i.e. centre line
- Wider? I was almost forced over the edge by a large truck today. Wheels caught the edge.
- Hwy 21 and the intersections at 231 & 232 have had multiple fatal collisions
- Redirect Hwy 14 traffic to Hwy 21. Double lanes & Bridge needs to be built as soon as possible please
- RR 231 could be made wider - very dangerous in summer with bike clubs riding
- RR231 not even enough room for 2 cars to pass let alone bikes, very dangerous
- Get rid of the chip paving recently applied
- Noise has increased 10 times. Hwy 21 & Twp Rd 514

- 512 becoming asphalt
- painted lines for 232
- high deer areas to have warnings (hill just north of 512)
- Widen roads or better yet add bike path on Twp Rd 510
- May reduce traffic if was safer for workers in areas to pedal bike
- Generally wider roads or research other options for cyclists to make it safe for them and also motorists
- Train whistle cessation
- Traffic lights since it is used as a bypass to the backed up Anthony Henday
- Police enforcement frequently
- Traffic speed enforcement on Hwy 14 at 232
- Stop sign enforcement 232/Hwy 14
- Hwy 21 twinning overdue
- East Hwy 21 widening - overdue
- Overpass at 232 and Hwy 14 already overdue
- Overpass at 232 & Hwy 14 or at 514 & Hwy 21
- Need a safe way to get on to Hwy 14 from the south
- Walking/bike bath - separate from traffic on 514
- Centre lines on Range Roads
- Enforcement of speed and stop signs on range roads & Hwy 14
- As the industrial area develops more around "spine road" there needs to be a better access road from Hwy 21, maybe Twp Rd 510 is that road as it lines up with the 41 Ave SW overpass on Hwy 2
- Twp Rd 510 needs to be widened
- Range road 232 south of highway 14 needs to be wider with lines. Bigger stop signs at intersections. And guardrails at trouble intersections to help protect personal property from constant damage.
- Future twinning of RR 231, 232, and 233. Also Access Management on major roads
- Widening the roads to make 2 way traffic safer. Upgrading the base and asphalt to tolerate heavy traffic (farm traffic) to alleviate Ruta and potholes that plague these roads
- widen 232 (alot); bridge of sorts to cross or access hwy 14
- turning/deacceleration lanes
- widening on Wye road to accommodate bicycles
- Better light timing, higher speed limits
- Maximum weight limit enforced
- Development of overpasses for highway 14
- Properly account for traffic volumes, ensure cross traffic is safe

- Perhaps revisiting the current merging lanes on the Yellowhead / Highway 16 coming into Sherwood Park. It is very confusing and difficult to get onto Broadmore Blvd from Highway 16, you have to merge and get over 2 lanes with traffic many times unwilling to let someone in. Should we have increased traffic into Sherwood Park this will be of greater concern. Sherwood Drive should have its own exit.
- More consistent road repairs, not just a pot hole here and there
- Widening range roads and putting center lines on all paved roads
- i don't see a real need for major improvements at this time. Our County should be more concerned with the intend development in the north east area of our County.
- Improving Township Road 510 ! It has become a well used road and is in worse condition than other, more minor rural roads. Range Road 232 and Township 514 are also well used routes but I don't think they are in need of immediate upgrades as much as 510 .
- Twp Road 510 should be widened. Clear boundaries noted so that the entire road is sanded in the winter so there are no longer arguments between who owns them.
- 1) wider roads to accommodate traffic and for safety 2) for busier intersections, traffic lights rather than stop signs may be safer
- Ellerslie road and highway 21 turned into a four lane
- Since Ellerslie Road is already a wide road with excellent ditches make it 4 lanes. Since highway 21 is already connected to hwy 14 and hwy 16 make the entire stretch to airport road 4 lanes with overpass connections
- 1. Hwy 21 is at capacity and overflow is coming through on RR 232. Upgrade Hwy 21 at least to Twnshp 512/41st Street SE/SW. 2. Complete Twnshp 512 upgrades. 3. Restrict/discourage through traffic on township and range roads in the study area
- I don't foresee any upgrades being needed to range road 232, if it is maintained as a country residential road. Through traffic should be using highways: henday, hwy 21.
- A bike path on a road which the county feels appropriate for its need. This should be an added lane on the road to encourage use and bikers can avoid intersecting roads and driveway stops.
- We are happy with the maintenance of the road
- Merge lanes from range road 232 and 231 by widening the highway to 8 lanes. Cloverleaf at intersection of highway 21 and 14. Light at highway 21 and township road 510 or 512.
- Widen Hwy 14 to 4 lanes. Widen Anthony Henday to 3 lanes all the way so it doesn't get backed up. People are taking Whitemud to 232 to cut cross country to avoid the Henday back up at rush hour.
- Local use traffic on range road 232 Widening of existing roadways No U turn policy on highway 14 Twinning of highway 21 in the area revealed on supplied map
- Widen adjoining highways to funnel traffic away from residential areas

4 Additional comments:

- Good job has been done over the years
- In the past five years the amount of traffic has increased significantly
- The roads are in good shape but large tandem semis hauling dirt are tough on the roads
- The open house was good. Uncertain what our area will end up looking like in 10-12 years

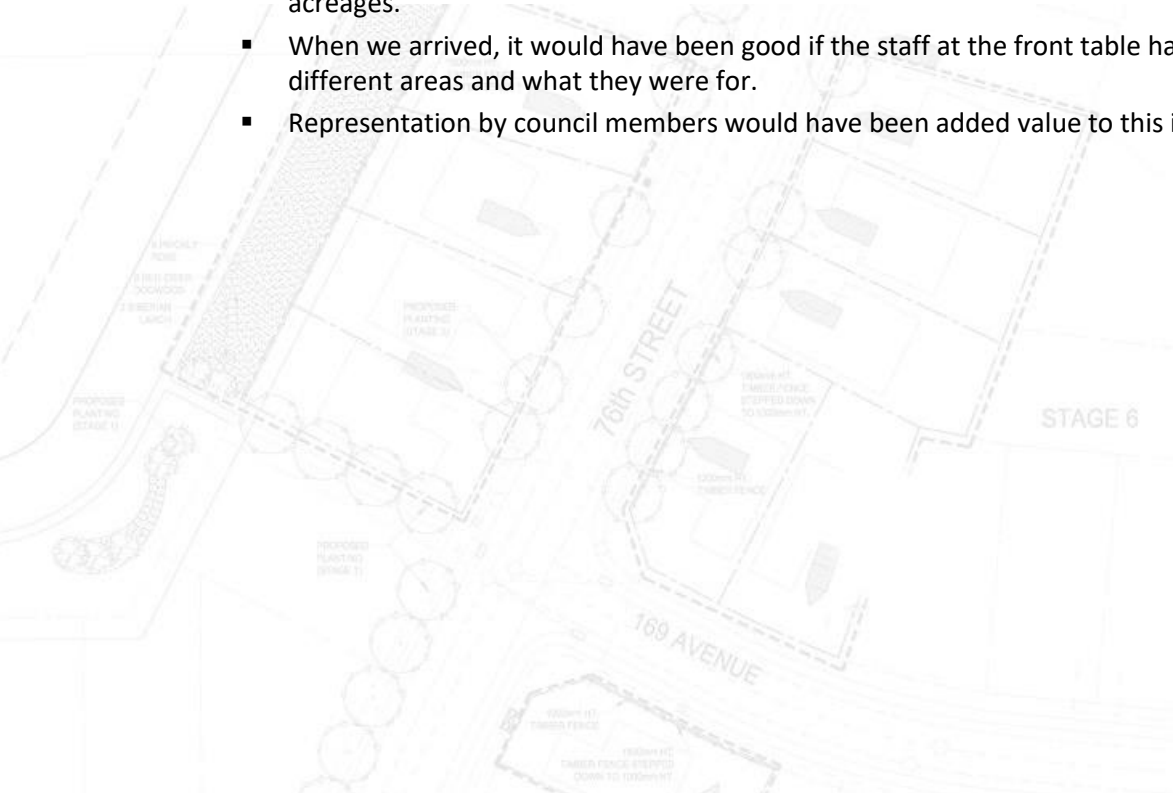
- Hopefully the changes can start quickly as it will get much worse once the Amazon warehouse opens
- Twinning Hwy 21 might alleviate some traffic issues along smaller range roads
- 51433 & RR 232 is not part of Shady lanes?
- Recommend starting sooner than 5 years. Too many accidents on Hwy 14 & RR 232. Move roads over the railway crossings (bridge) on 514 & 512
- I live in the 232 RR and Twp Rd 510 area and there appears to be many shortcuts taken on RR 232 and RR 233 because of congested areas such as the southeast corner of the Anthony Henday
- Forecast for the proper level of traffic and do not under build
- Thanks for the information. We are on RR 233 so don't feel we will be affected (South of 41 Ave)
- Once plan is complete, Council needs to follow recommendations and not bow to local pressure like they did on RR233 north of Hwy 628. That road was to be twinned, but local development and Councillor succeeded in forcing the road to remain untwined.
- please ensure that you are including in your matrix that there are numerous subdivisions south of the county of strathcona that access 232 as it is a direct route to sherwood park and anthony henday/hwy14
- Only that it you go further out, closer to 520 /515 there are many correction roads that should be sorted out
- You don't actually give a flying [obscurity] about citizens' opinions, do you
- No
- Not at this time
- The site states that there is no significant work planned in the next five years - this is shocking and disappointing. I am hopeful that the needed upgrades on Township 510 is in the plan but perhaps is not considered "significant". This road is overdue for improvements. It should not wait more than five years. I think it would be incredibly beneficial for Strathcona County, Leduc County, Beaumont, and the City of Edmonton to work together on improving the increasingly more popular Township 510 from the Nisku Spine Road to Highway 21.
- Please provide updates about the study
- Keep corridors and don't turn residential farm roads into freeways
- That averages in this area are here for people to enjoy peace in the country. Keep the heavy traffic in the already existing corridors.
- We need to maintain the integrity of the residential nature of the study area. Not make it a thoroughfare.
- As the zoning of this area is to be kept country residential, the roadways should reflect that.
- If TWP 512 is going to become a major route from Highway 2 to Highway 21 any width expansion should take place on the south side of the road and both sides should have noise barriers installed.
- We feel that highway 21 or Anthony Henday should be used and not the range road 232 for shortcuts.
- We'd like to keep the rural roads as "rural" roads. That is why we moved out here

5 Feedback about the open house:

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
I felt that my concerns were understood	1	0	9	8	3
I felt welcome and encouraged to share my views	1	0	0	14	8
I understood why I was here	2	0	0	15	6
The information was easy to understand	1	0	2	13	6
The event was well run	1	0	4	13	5

6 Additional comments:

- Thank you very much for having the open house I felt like my concerns were heard
- Didn't learn a thing
- Did not speak to a consultant [therefore no response to whether concerns were understood]
- the male individual that was there was rather dismissive not what i would have expected for this open house
- I wish I could have made it but I hope it was helpful. Thank you
- Was unable to attend
- I did not really have any concerns before attending and was there to learn more about the study. My concerns now are shown in this survey.
- We went to the open house and thought that we were there to discuss and give our ideas about the current road condition and were asked for suggestions regarding speeding, road signs, traffic enforcement etc. It was never made clear to us that it is possible that RR 232 will be a main corridor. Was that the main purpose of the meeting? If so, that was not made clear. The existing highways should be expanded, not adding main roads through farm land and acreages.
- When we arrived, it would have been good if the staff at the front table had explained the different areas and what they were for.
- Representation by council members would have been added value to this information session

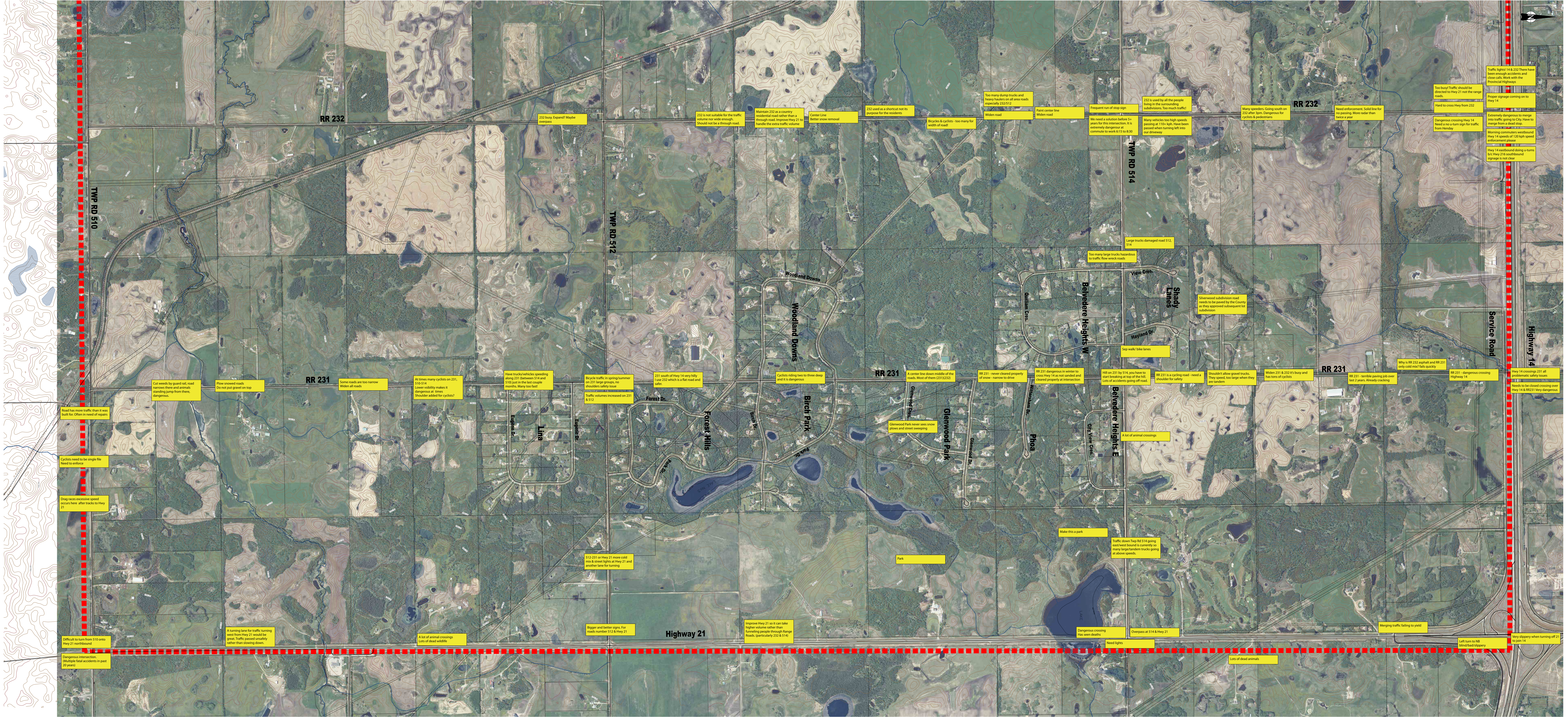


Appendix E

Table Maps

STAGE 1





RR 232

232 busy. Expand! Maybe overpass

232 is not suitable for the traffic volume nor wide enough. Should not be a through road.

Maintain 232 as a country residential road rather than a through road. Improve Hwy 21 to handle the extra traffic volume

Center Line better snow removal

232 used as a shortcut not its purpose for the residents

Bicycles & cyclists - too many for width of road

Too many dump trucks and heavy haulers on all area roads especially 232 & 512

Paint center line Widen road

Frequent run of stop sign We need a solution before 5+ years for this intersection. It is extremely dangerous at commute to work 6:15 to 8:30

232 is used by all the people living in the surrounding subdivisions. Too much traffic!

Many vehicles too high speeds passing at 110+ kph. Have been passed when turning left into our driveway

Many speeders. Going south on 232 after 3pm. Dangerous for cyclists & pedestrians

Need enforcement. Solid line for no passing. More radar than twice a year

RR 232

Too busy! Traffic should be directed to Hwy 21 not the range roads.

Hard to cross Hwy from 232

Proper signage coming on to Hwy 14

Extremely dangerous to merge into traffic going to City. Have to merge from a dead stop.

Morning commuters westbound Hwy 14 speeds of 120 kph speed enforcement please

Hwy 14 eastbound doing u-turns b/c Hwy 21's southbound signage is not clear

TWP RD 510

TWP RD 512

TWP RD 514

Large trucks damaged road 512, 514

Belvedere Heights W

Shady Lanes

Sep walks/ bike lanes

Silverwood subdivision road needs to be paved by the County as they approved subsequent lot subdivision

RR 231

Service Road

Highway 14

Cut weeds by guard rail, road narrows there and animals standing jerry from there, dangerous.

Plow snowed roads Do not put gravel on top

RR 231

Some roads are too narrow Widen all roads

At times many cyclists on 231, 510-514 Lower visibility makes it dangerous at times Shoulder added for cyclists?

Have trucks/vehicles speeding along 231 between 514 and 510 just in the last couple months. Many too fast!

Bicycle traffic in spring/summer on 231 large groups, no shoulder safety issue Traffic volumes increased on 231 & 512

231 south of Hwy 14 very hilly Lane 232 which is a fat road and safer.

Cyclists riding two to three deep and it's dangerous

RR 231

A center line down middle of the roads. Most of them (231 & 232)

RR 231 - never cleared properly of snow - narrow to drive

RR 231 dangerous in winter to cross Hwy 14 as not sanded and cleared properly at intersection

Hill on 231 by 514, you have to start breaking at top of the hill. Lots of accidents going off road.

RR 231 is a cycling road - need a shoulder for safety

Shouldn't allow gravel trucks. They speed, too large when they are tandem

Widen 231 & 232 it's busy and has tons of cyclists

RR 231

RR 231 - terrible paving job over last 2 years. Already cracking

Why is RR 232 asphalt and RR 231 only cold mix? Fails quickly

RR 231 - dangerous crossing Highway 14

Hwy 14 crossings 231 all problematic safety issues Needs to be closed crossing over Hwy 14 & RR 231 Very dangerous

Road has more traffic than it was built for. Others need of repairs

Cyclists need to be single file Need to enforce

Drops excessive speed occurs here after tracks to Hwy 21

Difficult to turn from 510 onto Hwy 21 northbound

Dangerous intersection. Multiple fatal accidents in past 20 years

A turning lane for traffic turning west from Hwy 21 would be great. Traffic passed unsafely rather than slowing down.

A lot of animal crossings Lots of dead wildlife

Bigger and better signs. For roads number 512 & Hwy 21

Highway 21

Improve Hwy 21 so it can take higher volume rather than funneling people through Range Roads. (particularly 232 & 514)

512 231 or Hwy 21 more cold mix & street lights at Hwy 21 and another lane for turning

Park

Make this a park

Traffic down Twp Rd 514 going east/west bound is currently so many large tandem trucks going at above speeds

Dangerous crossing Has seen deaths

Overpass at 514 & Hwy 21

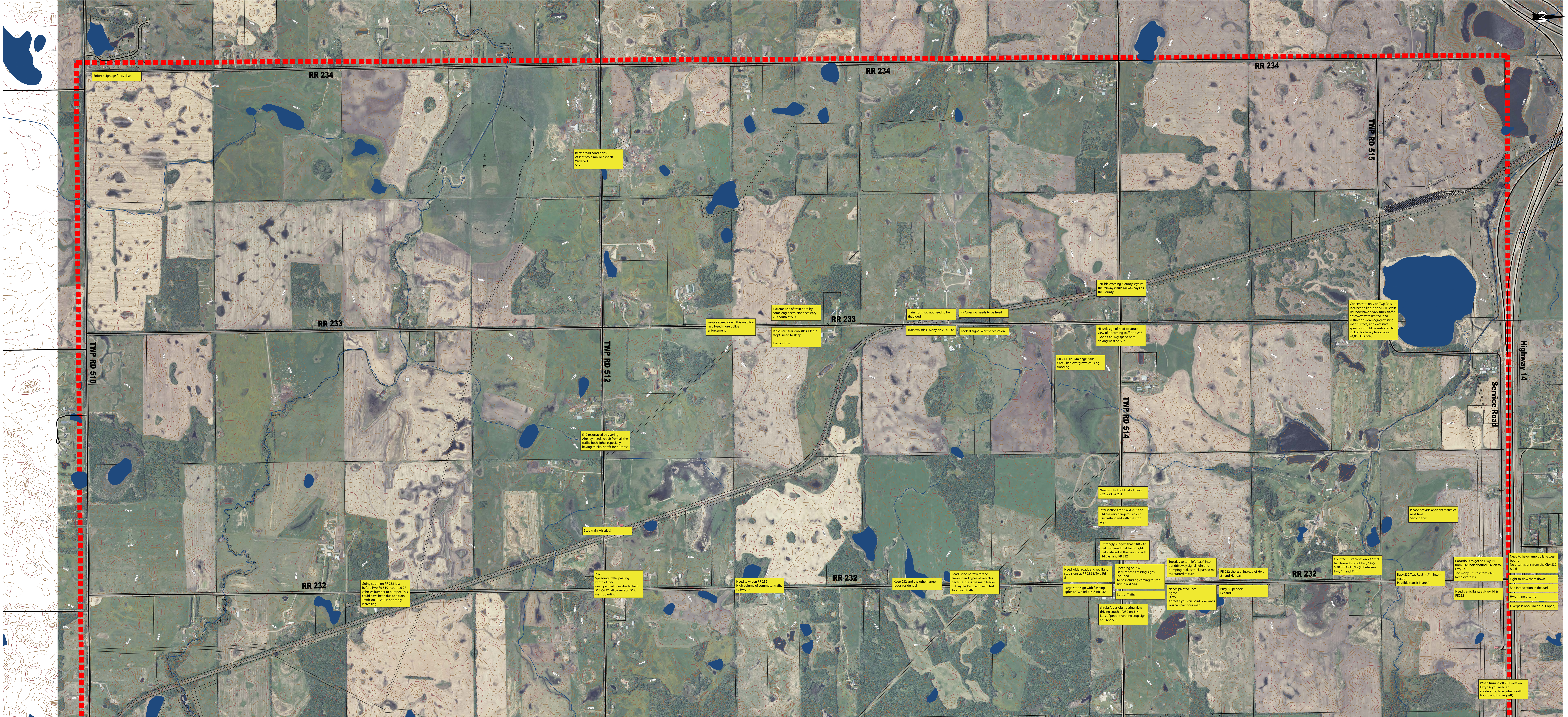
Need lights

Lots of dead animals

Merging traffic failing to yield

Left turn to NB closed dead slippery

Very slippery when turning off 21 to join 14



Enforce signage for cyclists

RR 234

Better road conditions
At least cold mix or asphalt
Widened
512

RR 234

RR 234

TWP RD 515

RR 233

TWP RD 510

TWP RD 512

RR 233

People speed down this road too
fast. Need more police
enforcement

Extreme use of train horn by
some engineers. Not necessary
233 south of 514

Reduction train whistles. Please
stop! I need to sleep
I second this

Train horns do not need to be
that loud

RR Crossing needs to be fixed

Train whistles? Many on 233, 232

Look at signal whistle cessation

Terrible crossing. County says its
the railway fault, railway says its
the County

Concentrate only on Twp Rd 510
(connection line and 514 (Beagle
Rd) now have heavy truck traffic
east-west with limited load
restrictions (damaging existing
road surface) and excessive
speeds - should be restricted to
70 kph for heavy trucks (over
44,000 kg GVW)

Hills/design of road obstruct
view of oncoming traffic on 233
(Get hit at Hwy speed here)
driving west on 514

RR 214 (sic) Drainage issue.
Creek bed overgrown causing
flooding

TWP RD 514

512 resurfaced this spring.
Already needs repair from all the
traffic both ways especially
having trucks. Not fit for purpose

Stop train whistles!

Going south on RR 232 just
before Twp Rd 510 counted 27
vehicles bumper to bumper. This
could have been due to a train.
Traffic on RR 232 is noticeably
increasing

RR 232

232
Speeding traffic passing
width of road
need painted lines due to traffic
512 on 232 all corners on 512
washboarding

Need to widen RR 232
High volume of commuter traffic
to Hwy 14

RR 232

Keep 232 and the other range
roads residential

Road is too narrow for the
amount and types of vehicles
because 232 is the main feeder
to Hwy 14. People drive to fast.
Too much traffic.

Need control lights at all roads
232 & 233 & 231

Intersections for 232 & 233 and
514 are very dangerous could
use flashing red with the stop
sign

I strongly suggest that if RR 232
gets widened that traffic lights
get installed at the conjoining with
14 East and RR 232

Need wider roads and red light
stop signs at RR 232 & Twp Rd
514

Speeding on 232
Deer, moose crossing signs
included
To be including coming to stop
sign 232 & 514

Large stop sign with flashing
lights at Twp Rd 514 & RR 232

Shrub/trees obstructing view
driving south of 232 on 514
Lots of people running stop sign
at 232 & 514

Tuesday to turn left (east) into
our driveway signal light and
pumping brakes truck passed me
and I started to turn

RR 232 shortcut instead of Hwy
21 and Henday

Needs painted lines
Agree
Critic
Agree! If you can paint bike lanes,
you can paint our road

Bury & Speeders
Expand?

Counted 16 vehicles on 232 that
had turned 5 off of Hwy 14 at
5:30 pm Oct 31/13 (in between
Hwy 14 and 514)

Please provide accident statistics
next time
Second that!

Busy 232 Twp Rd 514 & 14 intersection
Possible transit in area?

Hazardous to get on Hwy 14
from 232 (northbound 232 on to
Hwy 14)
Too many u-turns from 216.
Need overpass!

Need traffic lights at Hwy 14 &
RR 232

Need to have ramp up lane west
bound
No u-turn signs from the City 232
Light to slow them down
Bad intersection in the dark
Hwy 14 no u-turns
Overpass ASAP (keep 231 open)

When turning off 231 west on
Hwy 14 you need an
accelerating lane (when north
bound and turning left)

Highway 14

Service Road