Scheffer Andrew Ltd.
Planners & Engineers



South Strathcona County Functional Panning Study

Phase 3 Public Engagement Summary

July 2021

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 were planned for as part of this study. The first phase (October 3 to 18, 2019) and second phase (September 21 to 29, 2020) 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 three of public engagement occurred from June 18 to 29, 2021. A virtual open house was held to solicit feedback on the proposed improvements through opportunities for comment on the Strathcona County online message boards. 30 individuals provided over 70 comments at the virtual open house.

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

1. Cost / Benefit to Residents & Landowners

There were numerous comments in opposition to roadway upgrades or widening in the study area. Many of these comments focused on the existing low traffic volumes on the local roads and low projected growth in the study area, and that most traffic being generated is from outside the study area, thus the perception that their tax dollars are being used to benefit others. Several people felt that other surrounding municipalities should cost share this type of project due to roadways use by outsiders.

2. Regional Roadway Network Connectivity

There are both comments in support of, and in opposition of, the roadway improvements in-regards to the overall roadway network connectivity. Those in support mention issues such as the increased volumes warranting the upgrades. Others in support mention that the traffic volume increases in the region are inevitable and that much money has been invested in other areas of Strathcona County to the north, yet little has been invested in roadways within this study area. Those in opposition mention issues such as there would be too many high-volume, high-speed, east-west and north-south thoroughfares in the study area. Others in opposition mentioned that these upgraded roads will only serve to cater to the needs of road users and commuters from outside the study area, and will encourage shortcutting through the area, versus directing regional traffic onto the surrounding provincial highways or along the Township Road 510 boundary road with Leduc County.

3. Safety

There are both comments in support of, and in opposition of, recommended roadway improvements in regard to safety. We heard that residents in support of the improvements are concerned with safety in the project area for all road users including pedestrians, cyclists, and motorists alike due to speeding, impeded site lines, and overall increased traffic on the narrow roadways. Those that are opposed to the proposed improvements are also concerned with safety, however they question how these particular modifications

to the geometric design and making the roads capable of a higher volume and faster moving traffic will accomplish that goal.

Some residents expressed a desire for an enhanced traffic controls including traffic lights due to the increased traffic volumes. In particular, we heard concern regarding movements at the following intersections:

- Highway 14 and Range Road 232
- Highway 21 and Township Road 512

It is important to note that safety concerns at Highway 14 and Highway 21 are outside the scope of this project and cannot be directly addressed by Strathcona County because they are within Alberta Transportation's jurisdiction.

4. Landowner Impact & Environmental Concerns

We heard that residents are concerned with the impact to their property including changes to the look and feel of the rural residential areas due to increased traffic, construction, and noise. We note that there is particular concern from residents adjacent to Range Road 232 and Township Road 512.

We also heard that road expansion or realignment of roadways and railway crossings should prioritize minimizing land requirements from private landowners where possible. We did note that any land requirements and/or access relocations will be confirmed during the detailed design stage and include additional consultation with landowners.

There were several environmental concerns about mature tree removals, waterbodies, natural drainage courses/creeks and altered drainage patterns.

5. Comments Regarding Improvements to Other Roadways Outside the Project Area

We heard that many residents have concerns regarding the current design and operational issues of Highway 21, Highway 14 and Anthony Henday Drive and want to see improvements made to these roadways. Highway 14 and Highway 21 are owned and operated by Alberta Transportation, so any changes to those roads would have to be completed by the provincial government and are outside the scope of this project. However, we have noted these concerns in the feedback received for this project.

We heard that residents have concern regarding increased traffic on Range Road 232 and Township Road 512 due to the proposed upgrades and future potential interchanges.

There were a few comments directed at improvements to the Range Roads within Leduc County that connect into Strathcona County at the boundary along Township Road 510. Other comments mentioned other alternatives to the roadway geometry that would cross the boundary and associated cost sharing of these roads with Leduc County. However, roadways in Leduc County are outside the scope of this study area.

6. Comments Regarding Communication of the Project

There were comments concerning communication of the project to residents and the use of an online open house vs an in-person open house format. Some people felt than an in-person open house would have been preferred. However, due to COVID-19 restrictions, this was not possible.

The information collected through phase three of the public engagement will assist the project team in preparing the final recommendations. Scheffer Andrew Ltd. will use this feedback in conjunction with other technical and non-technical considerations to finalize the future plans for these roads. The refined functional plan was presented at the third opportunity for public engagement between June 18 to 29. The final functional plan report and plans will be presented to Priorities Committee.

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 were planned and completed as part of this study. This third phase of public engagement provided an opportunity for the public to provide final feedback about the proposed roadway improvements.

Phase three public engagement occurred from June 18 to 29, 2021 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 virtual open house was held providing opportunities for written comments and discussion with project team members on the online Strathcona County (SCOOP) discussion boards.

2 Advertisements and Media

The open house was advertised through:

- Letters sent to landowners in the project area.
- 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.

3 Virtual Open House

Due to COVID-19 restrictions, the open house was held virtually. The virtual open house provided opportunity for members of the public to comment on the proposed roadway improvements and have written discussions with project team members. The virtual open house was live from June 18 to 29, 2021 on Strathcona County's website. During this time, staff from Strathcona County and the Scheffer Andrew Ltd. project team were available to answer questions and guide attendees through the information provided on the project boards. Presentation boards were produced to provide information about the project including background information (study area, study objectives, guiding documents, and existing conditions), future considerations, recommendations, and proposed cross-sections and upgrades. Copies of the open house boards are included in Appendix A.

During the virtual open house, nine different forums using the SCOOP discussion board program provided opportunities for attendees to comment on specific sections of roadway in the project area.

4 Open House Attendees

It is difficult to determine how many people viewed the project boards project information. However, 30 separate individuals provided feedback at the virtual open house. About 76 separate comments were provided. These do not include additional comments or clarification from Strathcona County moderators.

5 Engagement Feedback

The following sections provide a summary of the feedback we received on the SCOOP message boards broken out by discussion themes/topics in the project area.

5.1 Cost / Benefit to Residents & Landowners

The following comments were generally in opposition to roadway upgrades or widening, largely based on perceived cost-benefit due to low traffic volumes on local roads and use of tax dollars.

One comment stated upgrades to Range Road 231 made no sense because traffic volumes are so low and therefore not an efficient way of spending tax dollars. Another person stated the numbers of vehicles shown on the map for Range Road 231 seem too low and would not warrant the proposed upgrades.

Regarding Range Road 231, someone noted, "changes to the roads in the study area are unnecessary, as the report states that there will be no anticipated increase in population in this area. It looks like what the study is proposing is a thoroughfare for the surrounding counties and people in other locales. Why do we need widened, improved roads if there is no growth? Who is going to pay for these changes if there are no new residents to help pay for them? Are the surrounding counties going to provide funding? This change will be costly with little benefit to residents in the study area."

"Range Road 232 road should not be widened. Current traffic does not warrant the unnecessary financial debt and cost to Strathcona County. Widening this road is not recommended given that widening roads is associated with increases in speed and is not warranted given the volume compared to other roads."

"The area apparently has no anticipated growth, so who is going to pay for this, surely not the residents of Leduc who use Range Road 232 as a thoroughfare."

One person wrote that most traffic increases are the result of traffic generation from Leduc County. They feel that their local Strathcona County tax dollars being spent on this project will only benefit those commuters from outside the study area at the detriment to their own area.

One person mentioned the evolution of transportation technology with autonomous vehicles and transit. That making regional scale investments in transit like rapid bus transit (BRT) or commuter/light rail transit (LRT) networks would be a better long-term option than more high-speed, high-volume roads.

5.2 Regional Roadway Network Connectivity

Support

The following comments are generally in support of upgrades and investing in the roadways within the study area and exploring cost sharing between surrounding municipalities and province.

One person stated that many drivers use Range Road 231 as an alternate route to the parallel Highway 21 when volumes are high or during congestion. They feel that "the southwest of the County has been neglected at the expense of more glitzy areas to the north."

A regular driver on Range Road 232 stated, "it is in horrible shape for the traffic that it takes between Nisku and Sherwood Park to avoid Highway 21. When is it going to be upgraded?"

"Township Road 510 needs a major upgrade. It has become a major through-fare between Beaumont, south Edmonton and Highway 21."

"Township Road 510 had been studied intensely over the past 20 years and was once considered to be a candidate for the south section of the outer capital regional ring road. With all the studies that have occurred, 510 is obviously an important roadway. I believe it has long been neglected and needs improvement."

"Township Road 510 is also a road that borders two counties, and the cost could be shared. This is more of an immediate need. 30 years from now, the whole transportation system will have changed."

Regarding Township Road 514, a resident who supports the upgrades due to the inevitable traffic volume growth wrote, "As the extension of Ellerslie Road in Edmonton, this will become a major thoroughfare regardless of what Strathcona or the province expects."

Concerns

The following comments are regarding concerns about how upgrades could lead to increased traffic volumes caused by vehicles from outside the study area. Concerns noted that upgrades would lead to faster traffic and used as alternate parallel routes to the adjacent provincial highways. Some people feel that there is not much benefit to those already living/working in the area.

A concerned participant stated that if Range Road 231 becomes more user friendly by widening, smoothing out the hills, etc., it will lead to increased traffic by north/south commuters who access Leduc and Beaumont from Sherwood Park. In their opinion, the increase in daily traffic will make the intersection at Range Road 231 at Highway 14 more dangerous than it is at present.

A concerned respondent rhetorically asked why Township Road 512 is proposed to become yet another major east-west artery through this part of the County, then stated the reason was to connect Highway 2 with Highway 21, yet the province and planners have no current plans for an interchange at Township Road 512 and Highway 21.

One participant stated this change to Township Road 512 is for people outside the study area and not for Strathcona County, and certainly not for the property owners along this route.

Another opposing commentor roughly stated, "Township Road 512 currently has very low traffic volumes compared to Township Road 510 or even Ellerslie Road. The data shows a dramatic increase in traffic flow in the future, but only because of these plans to develop the road into something more than it is, so who is this being done for? You already state that it is not because population growth is expected within the study area...so why on earth is this our communities' issue?"

Another person mentioned their community area does not need three busy east-west roads.

Regarding Township Road 512, a concern participant commented "the plan to take this low traffic road that is lined with beautiful acreages and farms and convert it into a connector between two major highways makes absolutely no sense. The current proposal directs traffic from Nisku, Beaumont, and Leduc County directly through our area vs staying along the existing boundary between the two counties that is Township Road 510."

Regarding Township Road 512, a concerned participant stated how these upgraded and realigned roadways will "carve up the County and be a corridor for everyone passing thru. Having a difficult time seeing how this benefits residents".

5.3 Safety

Support

The following comments are generally in support of the project largely based on improving the operational safety for all road users, including pedestrians, cyclists, and motorists alike.

One participate noted they drive Range Road 231 frequently saying it is "an accident waiting to happen." "The road is narrow with many pedestrians and cyclists. Many drivers do not slow down when passing others."

In a focus on safety, one person mentioned they "would love to see Range Road 231 widened, the hills smoothed to improve sightlines and shoulders added." Specifically, they felt that shoulders being added would improve safety of all road users regarding the number of cyclists and pedestrians that use the roads.

One person mentioned speaking with Leduc County and that they were told that the County was looking to upgrade Range Road 232 where it connects with Township Road 510 due to a higher number of traffic accidents at this location.

"The County should post signs informing bikers to ride in single file, and maybe hand out some tickets."

"Many people use Township Road 510 to ride bicycles and walk on and that poses a danger to safety. It needs widening and a separate dedicated walking/cycling lane."

"Hilly terrain and many wetlands along Township Road 510 pose risks to vehicular collisions, and incidents of running off-road into the ditch with steep banks and possibly entering a waterbody."

One comment was made that the improved angle of the roadway crossing over the tracks would help prevent cyclists' tires from catching in the rail flangeway.

Several people suggested that the at-grade crossings should be upgraded with gates and bells.

Some people also suggested that as part upgrading the railway crossings with gates and bells, that Strathcona County negotiate with CN Railway for train whistle cessation due to excessive whistle noise, as this has been done with other municipalities/regions.

One person questioned how increased traffic volumes will interact with local farming operations, as farmers operate heavy slow moving agricultural equipment and use these roads to access local fields.

Concerns

The following comments are generally in opposition to the project based on the revised geometry at the railway crossings and altered access to private property. Some also mentioned that new upgraded roads would cause traffic speeds and volumes to increase, which would actually lead to the roads becoming more unsafe.

"Introducing new horizontal curved geometry combined with the downslope profile grade and horizontal blind spots with trees could be more problematic than just leaving the road/rail crossing as is."

Some people feel that making these horizontal S-curve alignment changes will not improve sightlines at the crossings because of issues like railway horizonal curvature and mature trees.

At Range Road 233, one person mentioned concern with proximity of the cul-de-sac entrance away from the railway and on a horizontal curve and vertical graded slope.

One person questioned the engineering, stating how they find it difficult to believe that taking a straight road and making it curvilinear is better than just leaving as it is. Their position is that if crossing gates and bells are going to be added by CN Rail anyways, then what is the point of bothering to worry about sight lines of the railway track for road users.

"Moving the crossing on Range Road 233 closer to the blind curve of tracks will NOT make this any safer. Visibility from the south will be greatly impaired due to the hill/angle. Although the current intersection is skewed, it is highly visible from all directions. The addition of crossing arms to the current intersection will be effective due to the mandatory stoppage of all vehicles/users."

5.4 Landowner Impact & Environmental Concerns

The following comments were regarding concerns about land, including land acquisition, agricultural and other land uses, and land values. Environmental concerns included trees, water bodies and drainage.

"This study and proposal seem to have little regard for the value of farmland. A big curve realignment at Range Road 231 at Township Road 510 will cut a swath through my farmland leaving two small parcels of land with no explanation of how the county plans to deal with those. Based on the lack of explanation how these parcels will be dealt with, I would not agree to the expropriation of my land for this plan."

Regarding Range Road 233, one person was concerned about the impact to farmland that has been in families for numerous generations.

One person mentioned an elk farmer being able to access a parcel along Range Road 233 after the cul-de-sac to southwest of CN Railway crossing is built.

Someone suggested that at Range Road 233, an alternative recommendation be considered to move the road to the west side of the railway tracks, because site lines are clearer on this side. This would impact fewer homes and alleviate the need to reconfigure the road access to the residents on the west side of the railway with a cul-de-sac. They mentioned issues in rural areas of illegal/unwanted activity such as dumping of waste/garbage). They added that there is an existing and active private crossing for SE21-51-23-W4. In moving Range Road 233 to the west side of the tracks, this uncontrolled laneway would therefore not be crossing the tracks.

Regarding Township Road 512, a concerned participant voiced their view on how these upgraded and realigned roadways will "carve up the County and be a corridor for everyone passing thru. Having a difficult time seeing how this benefits residents". They are concerned that the new road will have the "footprint to be twinned" in the future. Other east-west through-fare roads have already been established, why not upgrade them? "The fabric of the County as a rural haven is being sacrificed to expropriate more farmland and cover the area in blacktop with its' commensurate noise, pollution and crime; at the expense of the residents". "It flies in the face of the County's own mission statement to preserve agricultural land and a rural lifestyle".

Regarding upgrading Township Road 512, a concerned commentor opposed to the project responded, "To disrupt quiet rural life and more importantly take away more valuable farmland seems to go against any kind of 'environmental' thinking".

There were numerous concerns about potential property acquisition.

Several people had concerns about how some properties will access their parcels after the realignments. There were concerns that some parcels will become fragmented and thus unusable.

"How will increased traffic volumes interact with local farming operations, as farmers operate heavy agricultural equipment and use these roads to access local fields."

"Several homesteads impacted by realignment. Some of these are homes that have been family owned for multiple generations."

One person questioned how property owners will be compensated for their land and loss of use of productive agricultural land.

There were several concerns about significant tree removal, especially large size mature trees.

There were a few concerns about the affect on the local drainage/creeks/water courses.

5.5 Comments Regarding Other Roadways Outside the Study Area:

There were numerous comments directed towards roadways outside the scope of the project study area, such as issues with traffic at intersections along provincial Highway 14 and Highway 21. The online moderator had posted response comments to these participants to clarify the scope boundary and the jurisdiction and responsibility of the Province of Alberta. Both Highway 14 and Highway 21 are within Alberta Transportation's jurisdiction and will need to plan and propose upgrades of their provincial highway corridors and infrastructure.

5.6 Concerns Regarding Communication of the Project:

The following comments were concerns regarding communication of the project to residents and use of online Open House vs an In-Person Open House format. Some people expressed that their concerns were not being taken into account or that the project was being pushed through without giving much consideration to their concerns.

"Wait until open houses can be held in community halls again, so that the many people who do not do so well with on-line surveys can talk to real people."

One person wrote they think this study should wait until in person meetings can be held.

Another wrote that they had spoken to neighbours who were not aware of the proposed upgrading of Range Road 231 or other roads and are not happy about the increased right-of-way and are opposed to this plan but will likely not send in comments.

One person stated, "I continue to be disappointed after asking residents to give input, yet the outcome doesn't indicate that this process is valuing that input. It repeatedly appears that the decisions are already made – that this is only a formality".

One resident who was not supportive of the study's recommendation noted "Our opinions do not matter. Our voices are not being heard. No matter how many times we deny this proposal, nothing will ever change. And through this whole stressful ordeal, the County has still not given us one solid, valid reason as to why they factually, logically believe this is a good idea".

One person requested details about the requirements for realignment of road/rail crossings that have non-standard acute skew angles.

One person questioned whether CN Railway had been consulted as part of this study, as CN just invested money into upgrading some railway/road crossings.

6 Next Steps

The information collected through phase three of the public engagement will assist the project team in preparing the final recommendations. Scheffer Andrew Ltd. will use this feedback in conjunction with other technical and non-technical considerations to finalize the future plans for these roads.

The final functional plan report and plans will be presented to Priorities Committee.

Appendix A

Open House Boards

WELCOME

to the Southwest Strathcona County Functional Planning Study

Open House #3 (Virtual)

June 18 to 29, 2021

Scheffer Andrew Ltd.
Planners & Engineers

strathcona.ca/SouthFPS

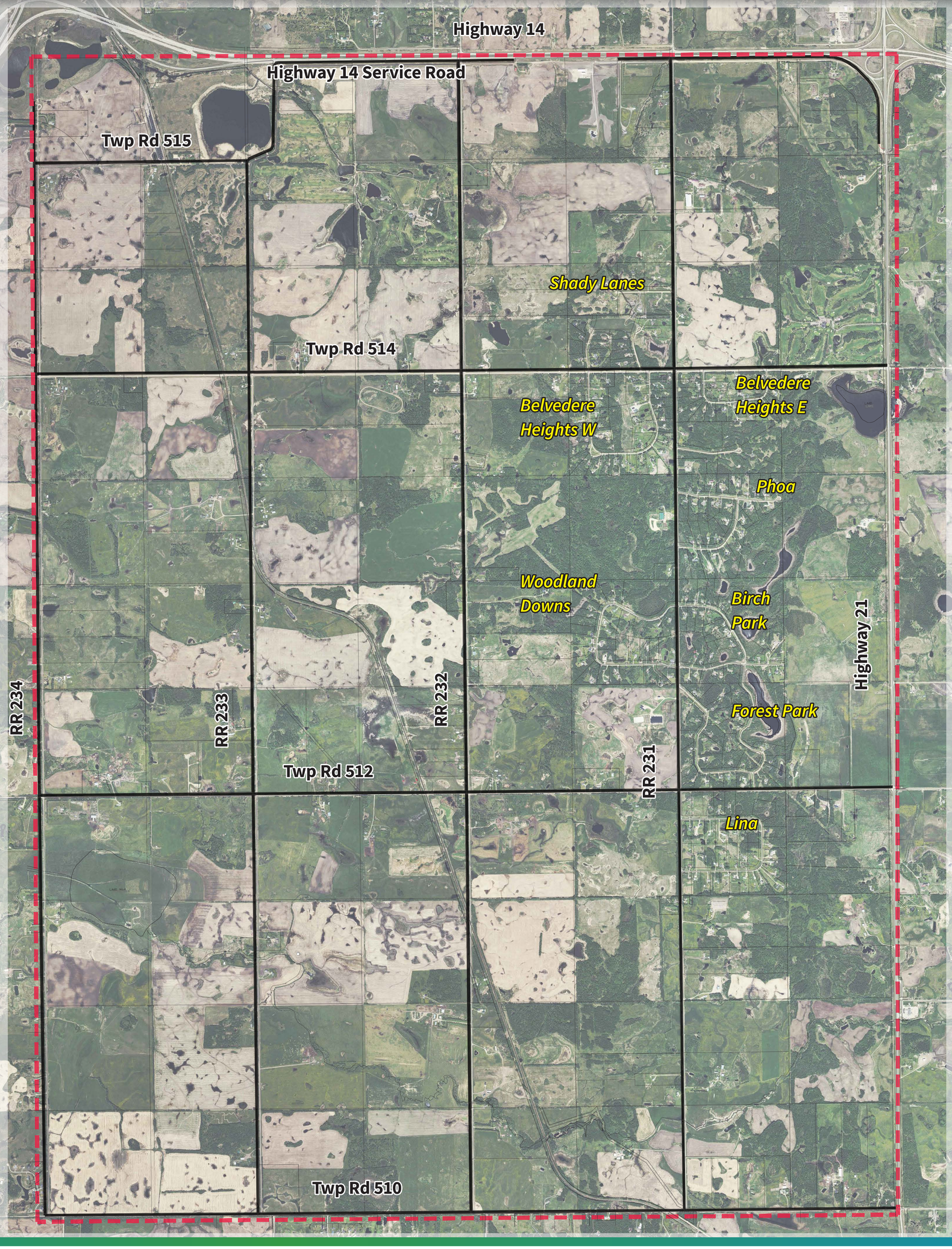
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Southwest Strathcona County Functional Planning Study

Study Area

The study area spans from Township Road 510 north to Highway 14, and from Range Road 234 east to Highway 21.

The study area does not include Highway 14 or Highway 21, because these highways are operated by Alberta Transportation.



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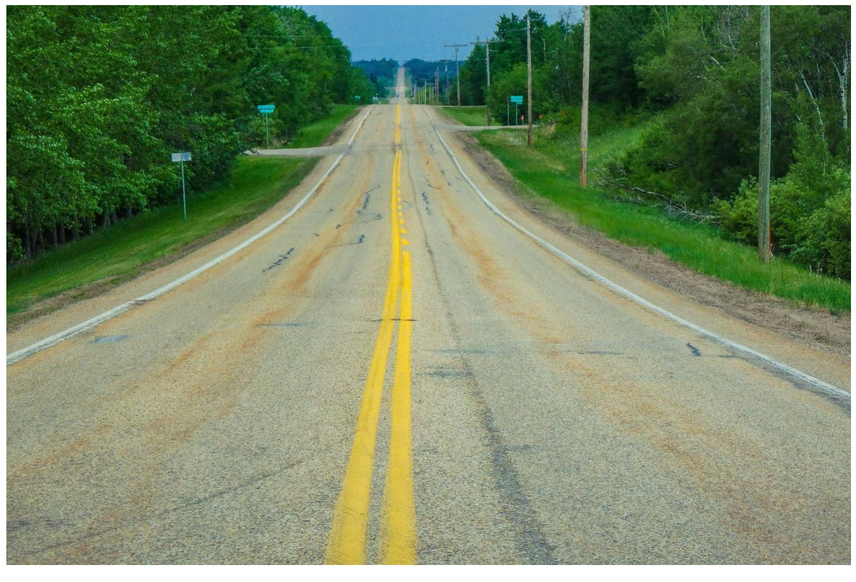
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Southwest Strathcona County Functional Planning Study

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 looked 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 #1 – October 2019
- Open House #2 – September 2020
- **Open House #3 – We are here!**

While this project was originally planned to be complete by fall 2020, timelines changed due to the pandemic. This third and final open house is being held virtually to comply with provincial health restrictions and guidelines.

WE ARE HERE

Planning → **Design** → **Construction** → **Completion**

After this open house, the next step will be to finalize the recommended plans and report, and then it will be presented to County Council. There are currently no plans for design or construction at this time.

Previous Public Consultation

Two previous open houses were held in October 2019 and September 2020. Feedback collected from the open house was used to inform further stages of this project and helped guide the recommendations.

Southwest Strathcona County Functional Planning Study

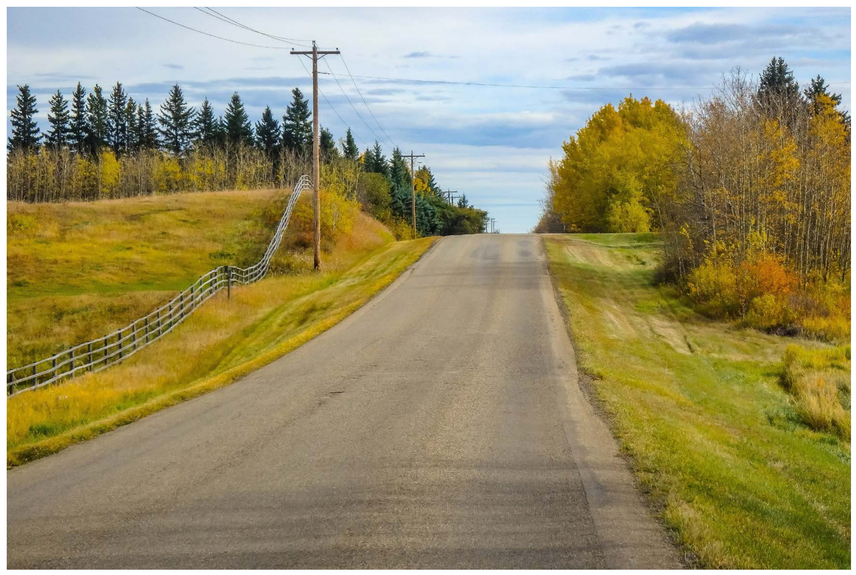
Public Consultation



Open House #1 (October 2019)

Our project team heard from a number of stakeholder, many who live in or near the study area, or travel through the study area regularly. Some of the main themes provided include:

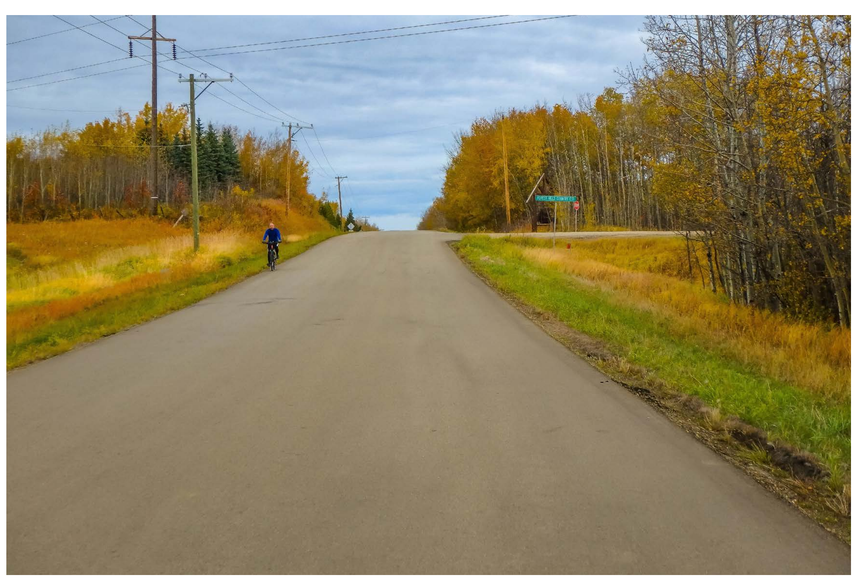
- Concern about increased traffic in recent years, and additional traffic in the future.
- Accommodate cyclists - through wider roads, sightline improvements, and/or bike lanes/paths.
- Speeding on roads within the study area.
- Some roads seem too narrow for the traffic volumes.
- Some intersections and railway crossings seem unsafe.



Open House #2 (September 2020)

The project team presented conceptual designs for upgrades to roads within the study area. Recommendations were based on the best available information at the time, and were heavily influenced by assumptions on Highway 14 and Highway 21, which are outside of Strathcona County's jurisdiction. Highlights of feedback provided are summarized below.

- Minimize impacts to landowners from road upgrades.
- Speeding within the study area.
- Need to widen narrow roads, and improve sightlines (flatten hills).
- Concern about location of future interchange(s) and their impacts to the study area.



What has changed for Open House #3 (June 2021)

As there are currently no plans or timelines for potential upgrades by Alberta Transportation to Highway 14 and Highway 21, we have reconsidered some base assumptions that affect roads within the study area. We have revised projected traffic volumes based on current highway configuration. This resulted in some changes to lane requirements for roads within the study area. Updated recommendations are for all roadways within the study area to be two-lane roads.

As the surrounding area develops and as Alberta Transportation undertakes additional planning studies and work on Highway 14 and Highway 21, this plan may need to be evaluated for potential updates.

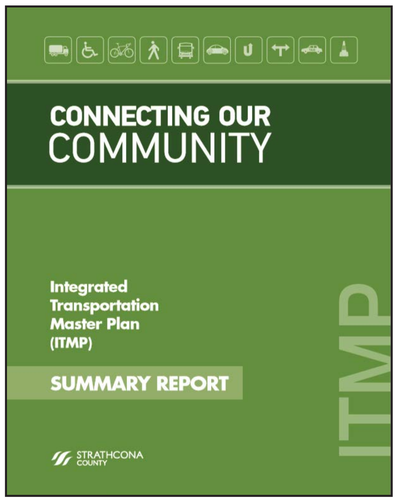
Southwest Strathcona County Functional Planning Study

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 live/work, 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



Edmonton Metropolitan Region Growth Plan (EMRGP), 2017

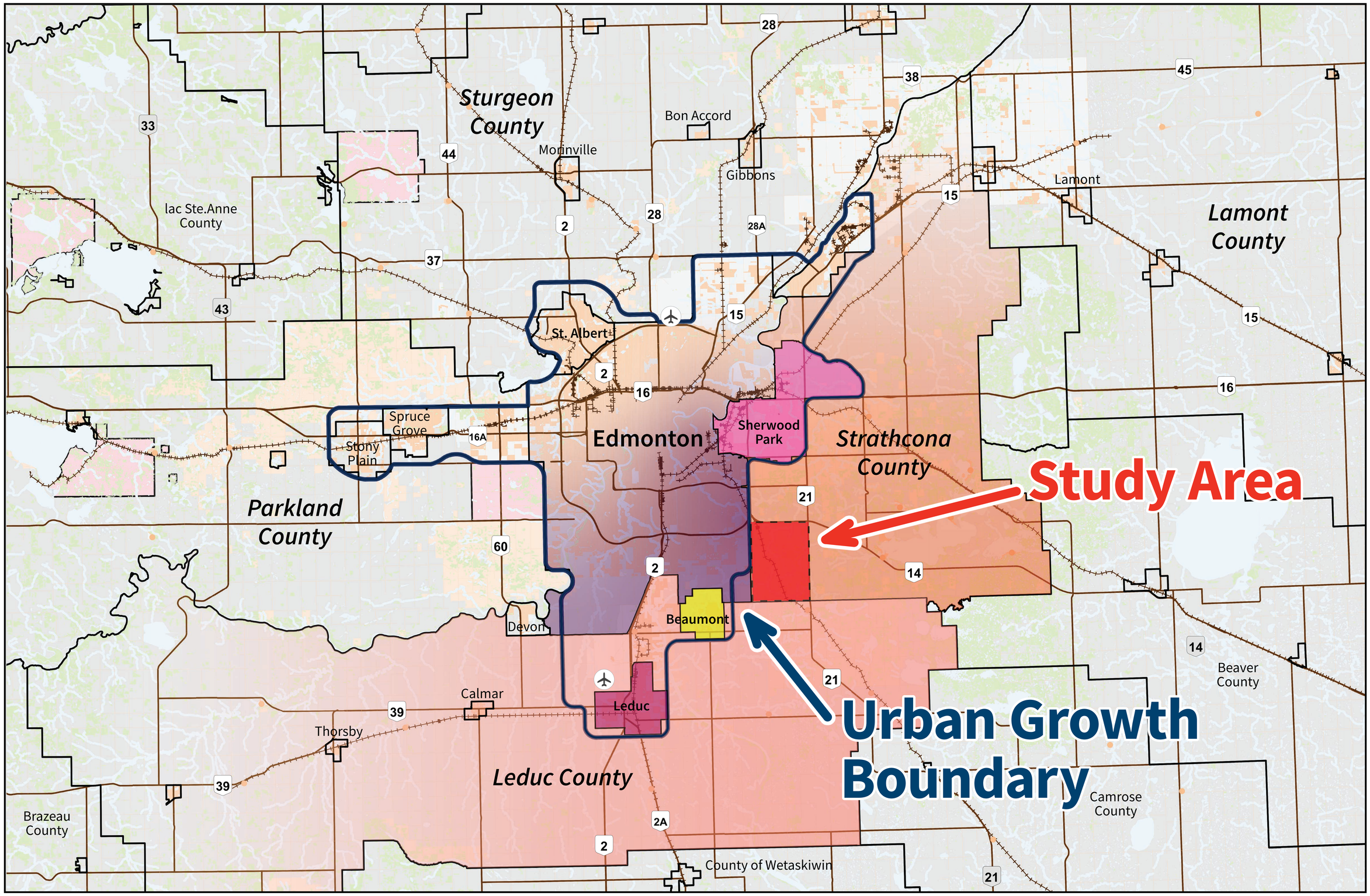
- Ensures all members within the region collaborate and coordinate to manage growth responsibly
- Emphasis on minimizing the urban footprint; integrating land use and infrastructure decisions; building resilient, adaptable, and complete communities; and an interconnected transportation system
- The plan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

Southwest Strathcona County Functional Planning Study

Regional Context

There is no major 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.

Members of the Edmonton Metropolitan Region (including Strathcona County) have established an urban growth boundary that defines the limits of suburban growth. This boundary is just west of our study area.



Southwest 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 on each road

Legend

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

Anthony Henday Drive
Highway 14 10,000
Service Road
Twp Rd 515
Ellerslie Road
Twp Rd 514
RR 234
RR 233
RR 232
RR 231
Highway 21 17,000
41 Avenue SW
Twp Rd 512
Twp Rd 510

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Southwest Strathcona County Functional Planning Study

Future Considerations

Study Considerations

Key issues that inform plans for road upgrades in this study area include existing and future:

- land use
- traffic volumes and patterns
- regional connections

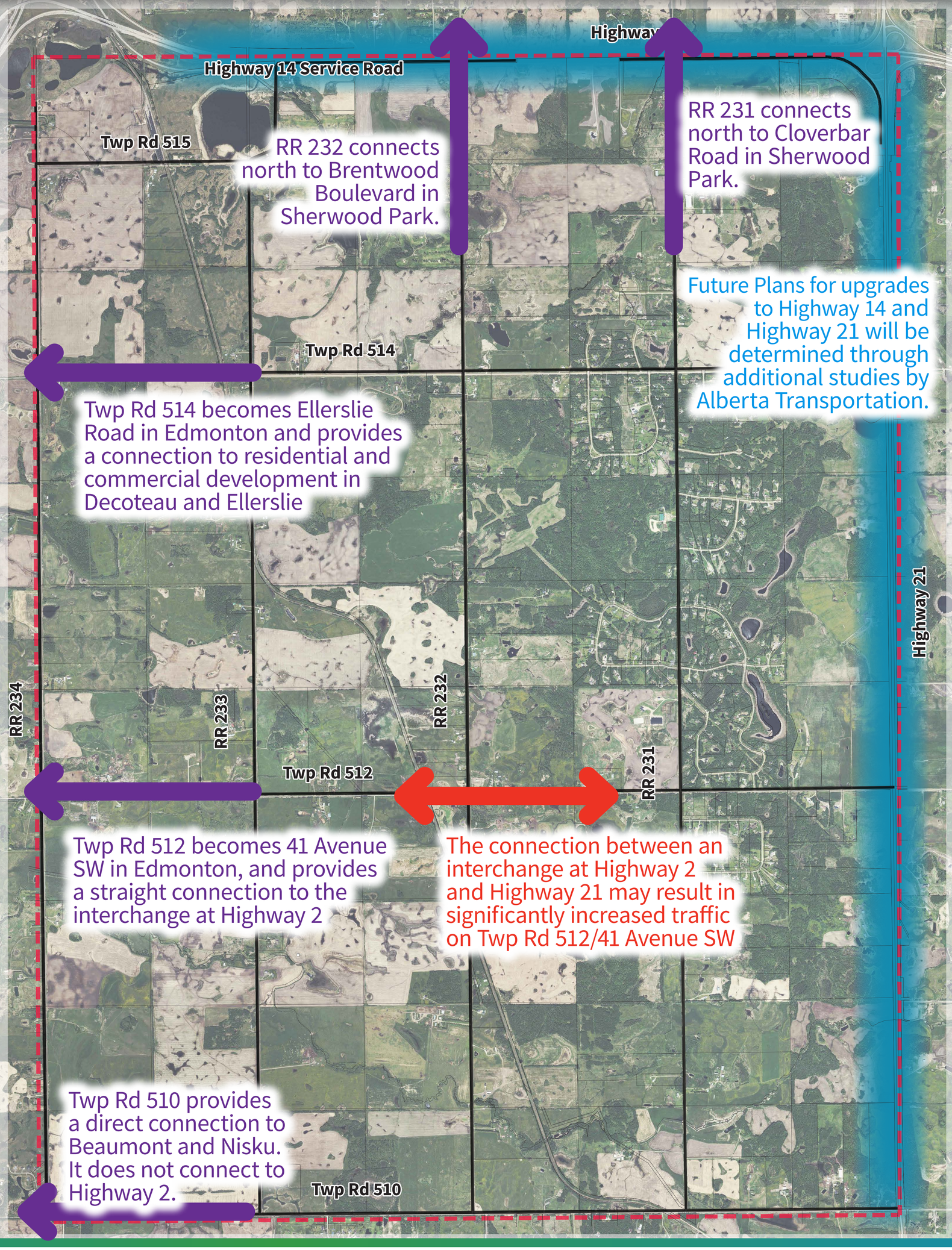
Regional growth including new residential and commercial developments in Strathcona County, SE Edmonton, and Beaumont could increase traffic in the study area.

Integration within the regional road network is particularly critical to achieve a cohesive transportation network in the region.

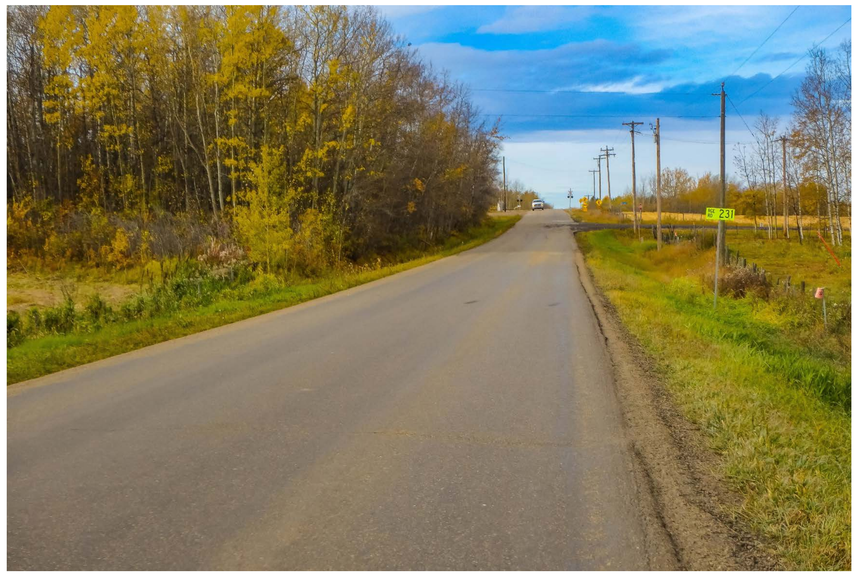
Alberta Transportation (AT) has identified that Highway 14 and Highway 21 may become freeways in the future due to traffic volumes. This means that access to these highways would be though grade separated interchanges only.

There are no plans or designs for interchanges or access closures at this time. Alberta Transportation will be responsible for any future modifications to Highway 14 or Highway 21. **Changes to the highways, including new interchanges and/or intersection closures, will be determined by Alberta Transportation.**

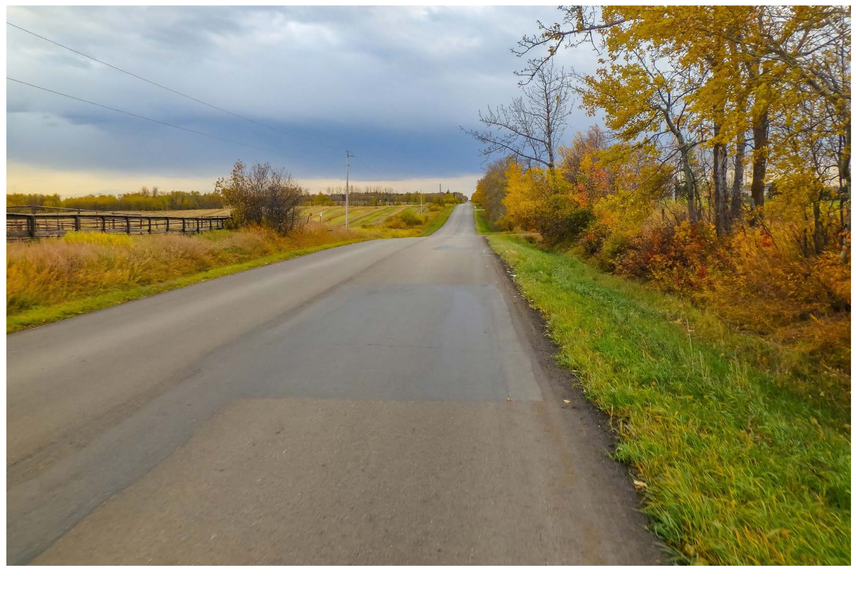
Highway upgrades may affect Range and Township roads within this study area, but would be determined when Alberta Transportation confirms future highway plans.



Recommendations







Recommendations presented in the concept plans are expected to occur when traffic volumes or other criteria warrant upgrades and upon approved funding by council. We are planning for the future – improvements are anticipated to be implemented over the next 20-30 years.

Roadway

Recommended improvements vary on each road segment. Typical improvements could include:

- adjusting the road profiles to improve sight distances
- widening 2-lane roads to a wider pavement surface with wider shoulders
- realigning roads across railway crossings to improve crossing angles
- realigning or changing some accesses to improve sightlines and safety as roads become busier.

Some traffic controls (stop signs) may be adjusted at some intersections based on future traffic patterns.

Right of Way

In some cases there could be some backslope encroachments outside the road rights-of-way. In some cases additional road right-of-way may need to be purchased from adjacent landowners.

Accesses

Although we have identified possible access changes on the plans, we do not anticipate any changes until traffic volumes or other criteria warrant changes. If roadway improvements are planned, required access improvements would be discussed with landowners as part of the design process.

Railway Crossings

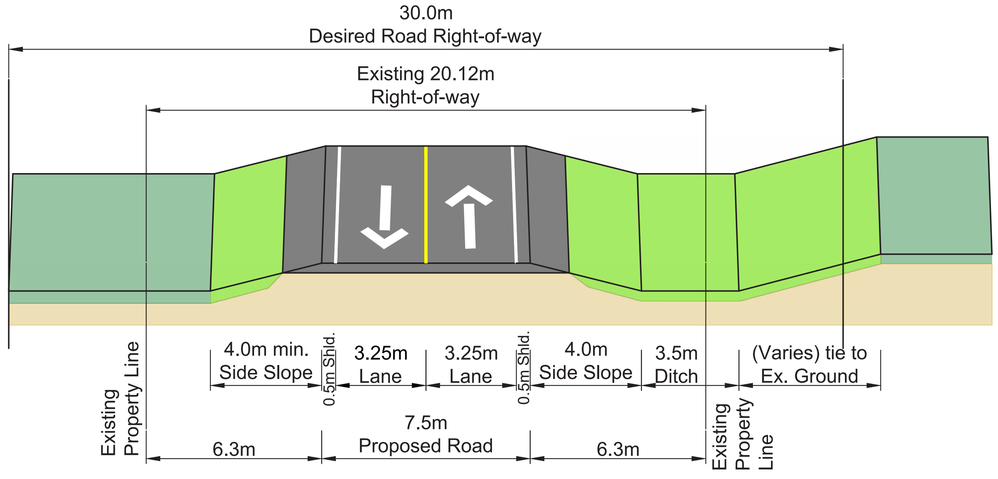
All railway crossings, whether relocated or not, will be upgraded to have gates, bells, and lights. This is a directive from Transport Canada that CN will be implementing over the next few years.

Future Plans

In the future, when Alberta Transportation develops plans for Highway 14 and Highway 21, the recommendations from this study may need to be re-evaluated to ensure that the road network will accommodate any traffic pattern changes due to future improvements on the highways.

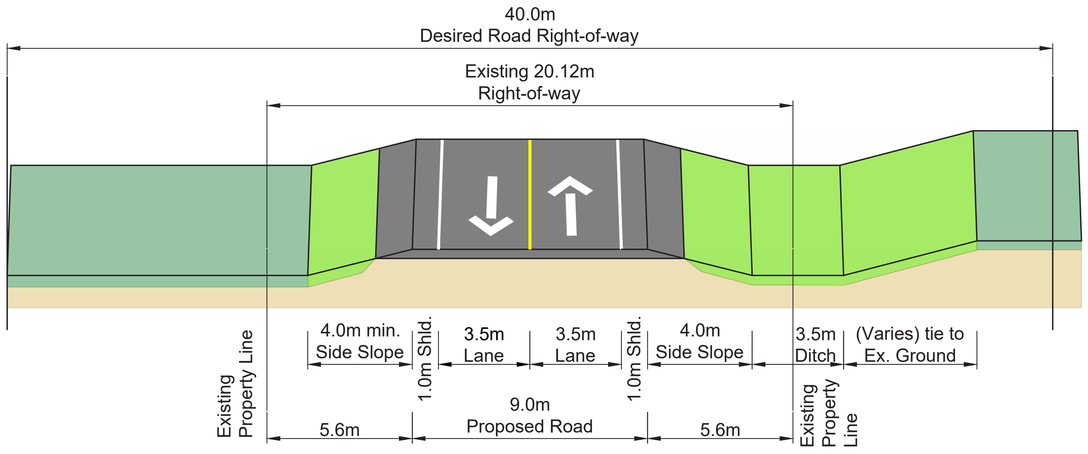
Southwest Strathcona County Functional Planning Study

Proposed Cross-Sections



Class 2 Road – 7.5 Metre Road Surface:

- Low volume traffic
- Two 3.25 m travel lanes
- 0.5 m shoulder on both sides
- 1.0 m deep and 3.5m wide ditch bottom in cut areas
- Desired Right of Way is 30 metres – in new construction areas
- No change to existing 20.12 metre right of way, where possible
- Backsloping Agreements where needed due to existing right of way width



Class 1 Road – 9.0 Metre Road Surface:

- Moderate traffic volume
- Two 3.50 m travel lanes
- 1.0 m shoulder on both sides
- 1.0 m deep and 3.5m wide ditch bottom in cut areas
- Desired Right of Way is 40 metres – in new construction areas
- No change to existing 20.12 metre right of way, where possible
- Backsloping Agreements where needed due to existing right of way width

Southwest Strathcona County Functional Planning Study

Proposed Upgrades

The map on the right shows the proposed changes to the road network within the study area.

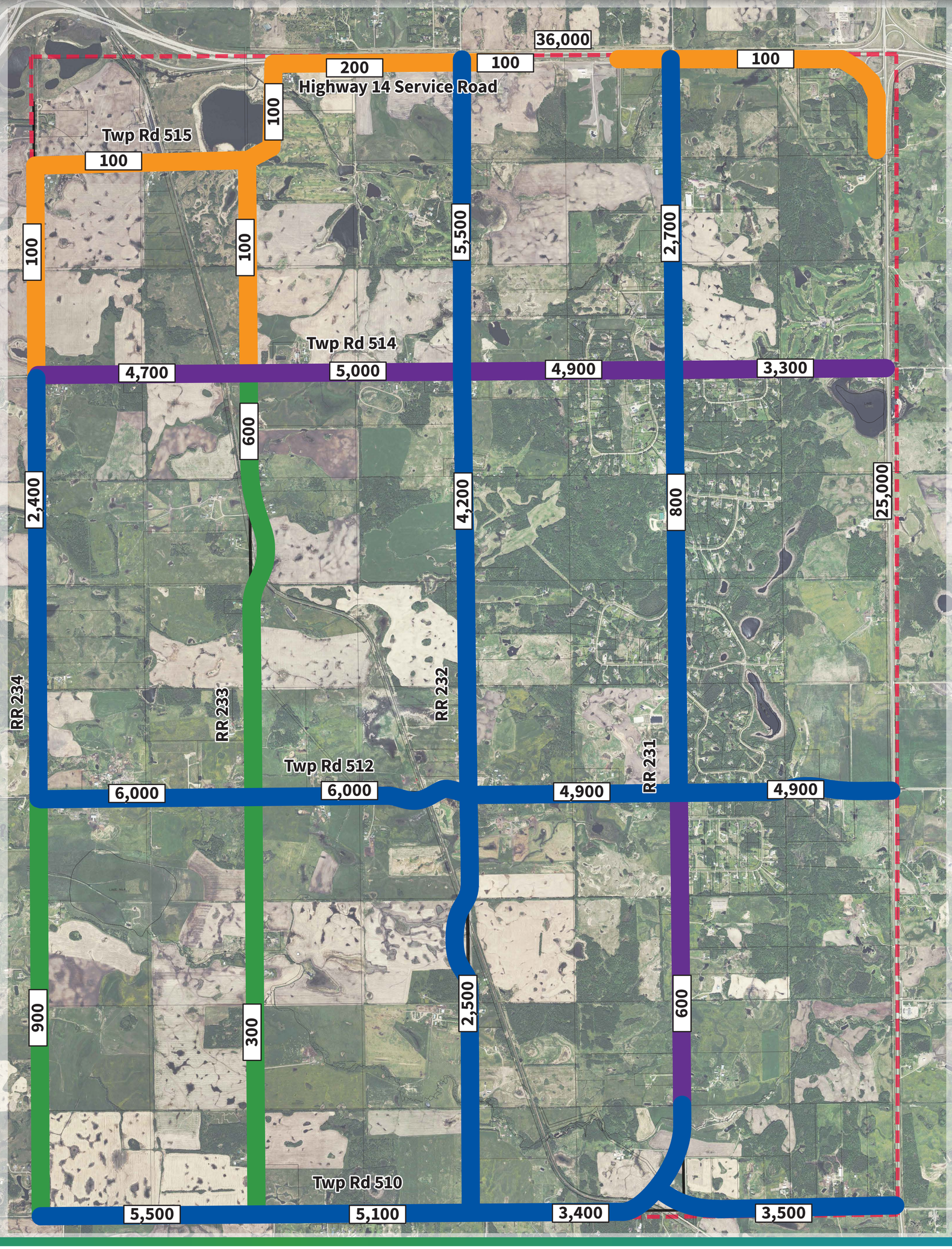
Further details showing the proposed profile changes, realignments, and/or widening can be found on the detailed plans for each road.

Legend

- 7.5m Road Surface, 2 lanes (Class 2 Road)
  - changes to grades/profiles
  - road width similar to existing
  - paving
- 9.0m Road Surface, 2 lanes (Class 1 Road)
  - changes to grades/profiles
  - road widening & paving
- No changes (Existing Class 1 Road - 9.0m Road Surface, 2 lanes)
- No changes (Existing Class 3 gravel/cold mix road)
- 6,000 Estimated Future Daily Traffic

Message boards have been set up to group discussions together along each township road and range road.

After viewing the plans, please participate in the message boards to provide comments and ask questions!



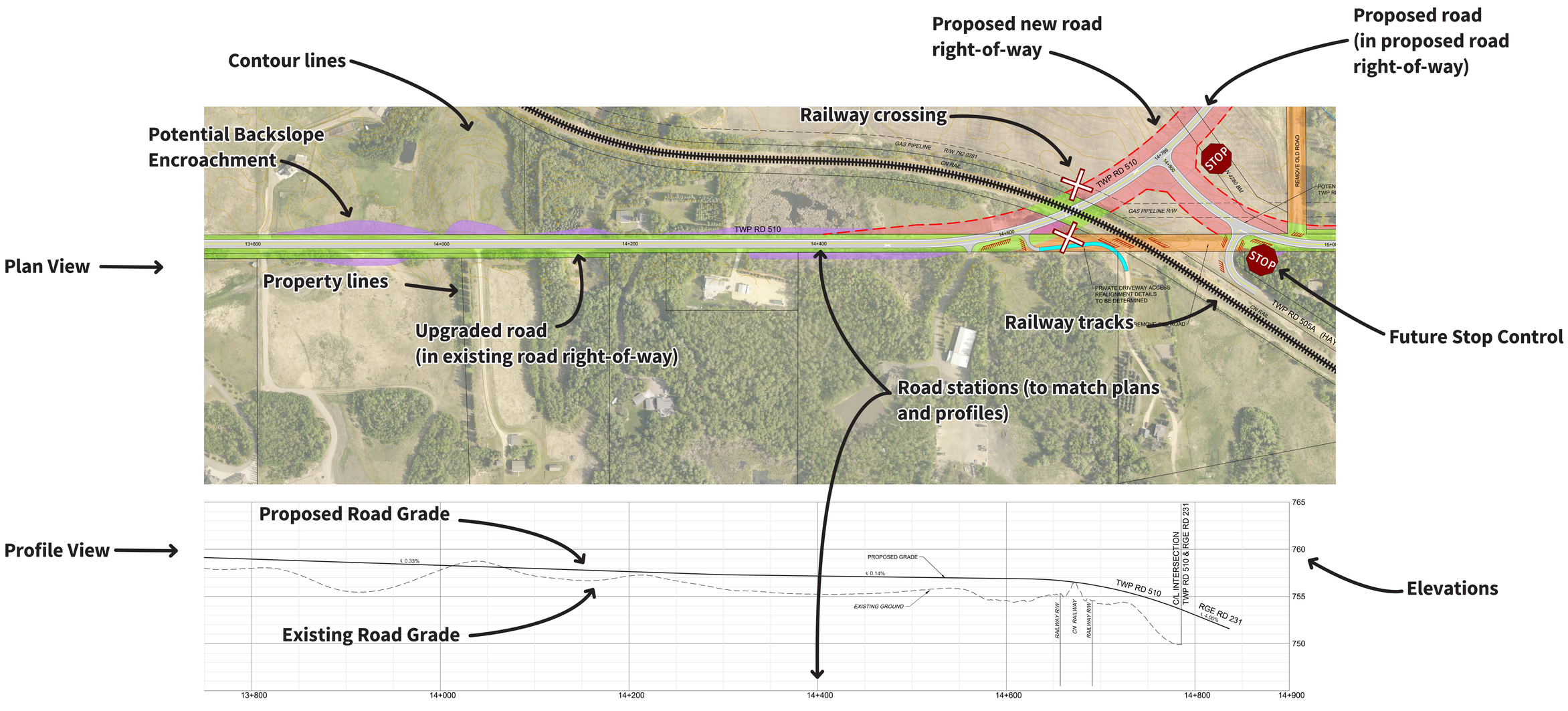
Understanding the Plans

On the online discussion boards you will be asked for comments and feedback about the recommended plans.

This sample plan shows you some of the features you will be able to comment on. This includes railway crossings, potential road realignment, backslope plans, and more.

The plans show a plan view with an airphoto, and a profile view which shows the road grades along the corridors.

- **Plan view** – airphoto with aerial view of proposed upgrades
- **Profile view** – elevation profile showing road grades
- **Property lines** – legal and right-of-way lines
- **Contour lines** – illustrate topography where there are steep hills, lines are shown every one metre elevation difference
- **Existing Road Grade** – elevation of the middle of existing roads
- **Proposed Road Grade** – elevation of the middle of proposed roads
- **Stop signs and railway crossings** – show future controls; all railway crossing to have gates, bells, and lights
- **Potential backslope encroachment** – location where backslopes may encroach outside of road right-of-way
- **Proposed new road right-of-way** – potential new property lines for road rights-of-way



Southwest Strathcona County Functional Planning Study

Feedback Activity

We invite you to provide your comments on the proposed improvements.

Let us know what you think about the study, or if we may have missed something you think should be included as part of the study.

You can enter your comments in the message boards where you can provide your comments. Project team members will be available to respond and provide additional information.

The message boards will be open from **Friday June 18 through Tuesday June 29**.

Your feedback will be used by the project team and Strathcona County inform our final recommendations.

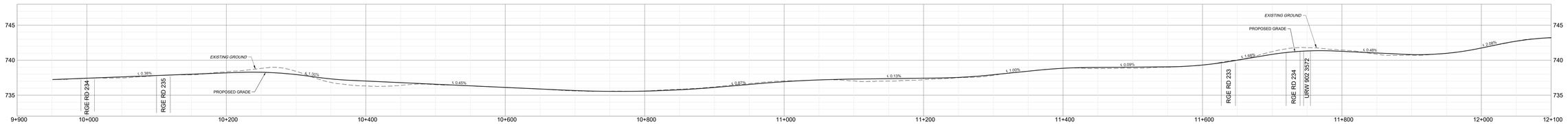
Your involvement will help make this project successful, ensuring improved safety and efficiency for future roadway users in the South Strathcona County area.

Thank-You!

Southwest Strathcona County Functional Planning Study

Township Road 510 (Range Road 234 – Range Road 233)





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Planners & Engineers

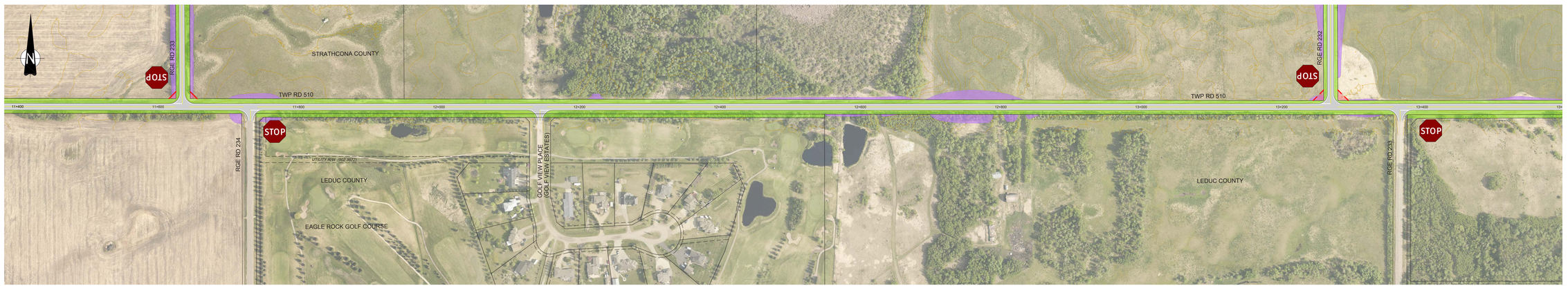
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- Gravel Road
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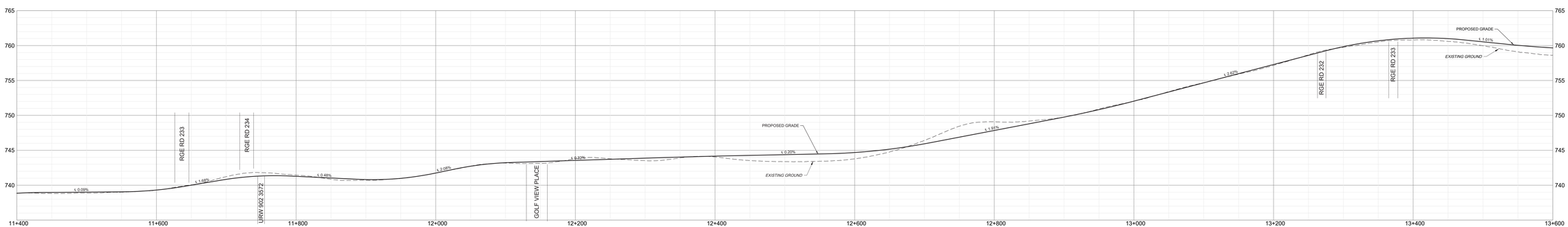
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Southwest Strathcona County Functional Planning Study

Township Road 510 (Range Road 233 – Range Road 232)





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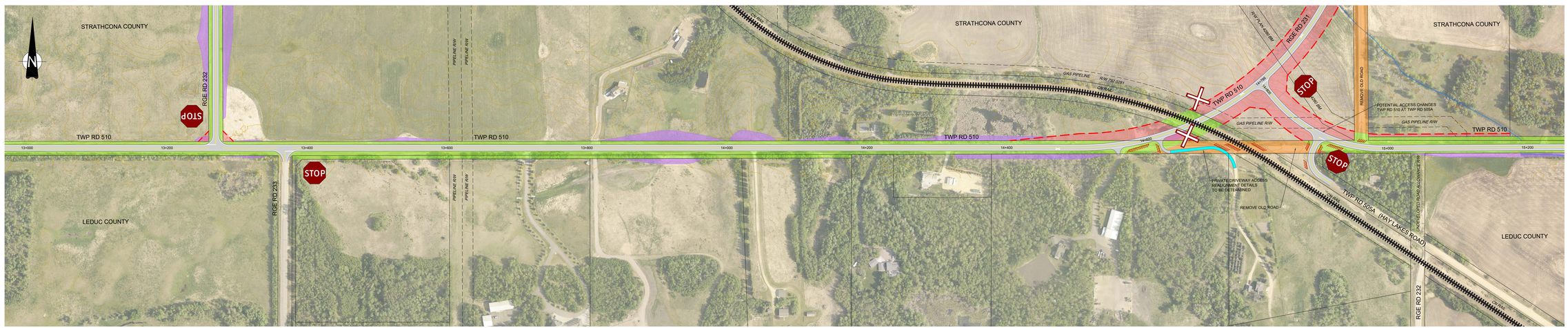
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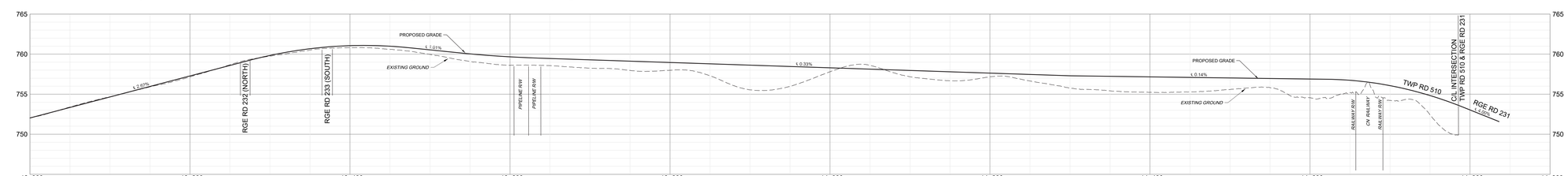
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Township Road 510 (Range Road 232 – Range Road 231)





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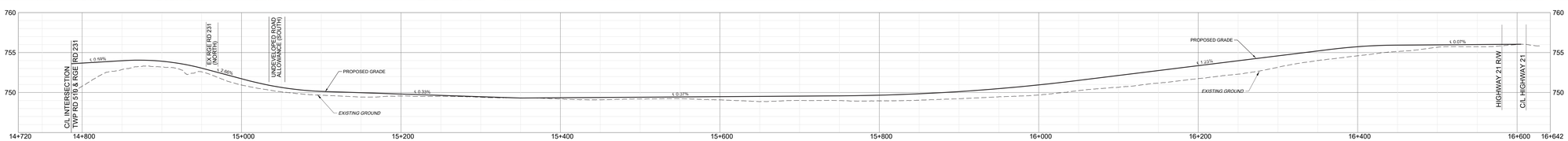
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Southwest Strathcona County Functional Planning Study

Township Road 510 (Range Road 231 – Highway 21)





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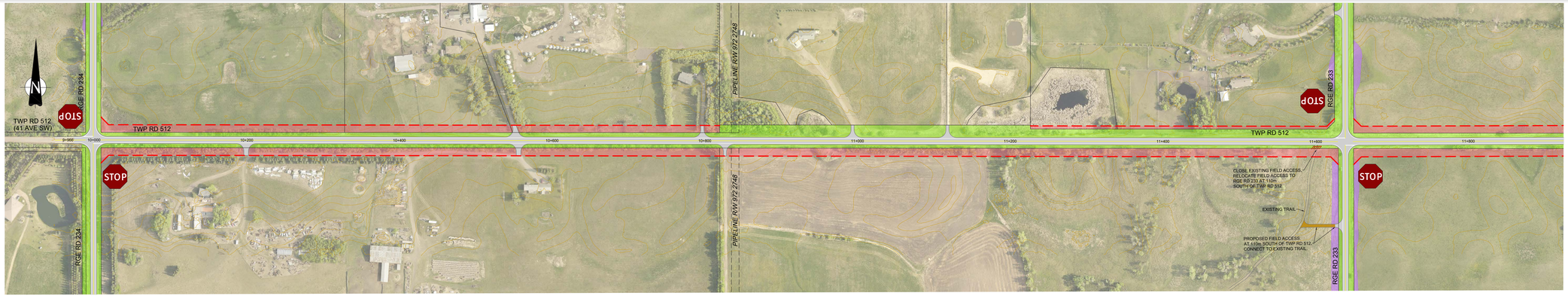
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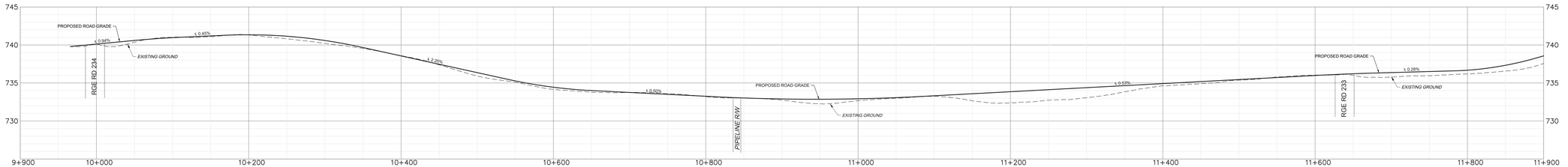
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Southwest Strathcona County Functional Planning Study

Township Road 512 (Range Road 234 – Range Road 233)





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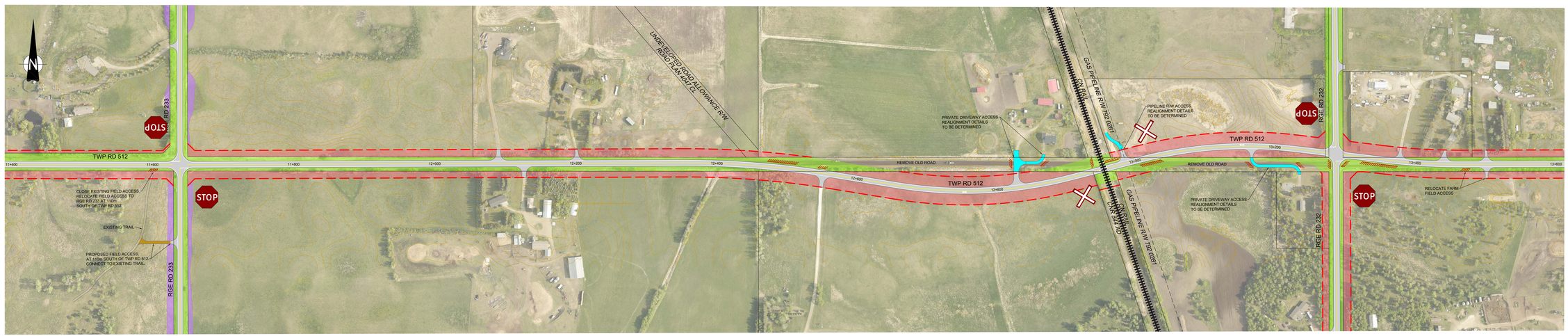
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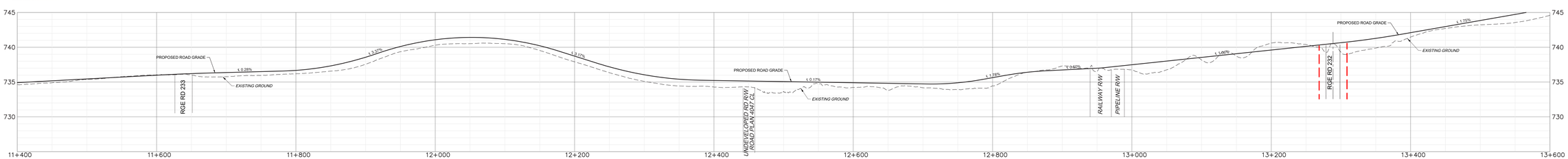
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Southwest Strathcona County Functional Planning Study

Township Road 512 (Range Road 233 – Range Road 232)





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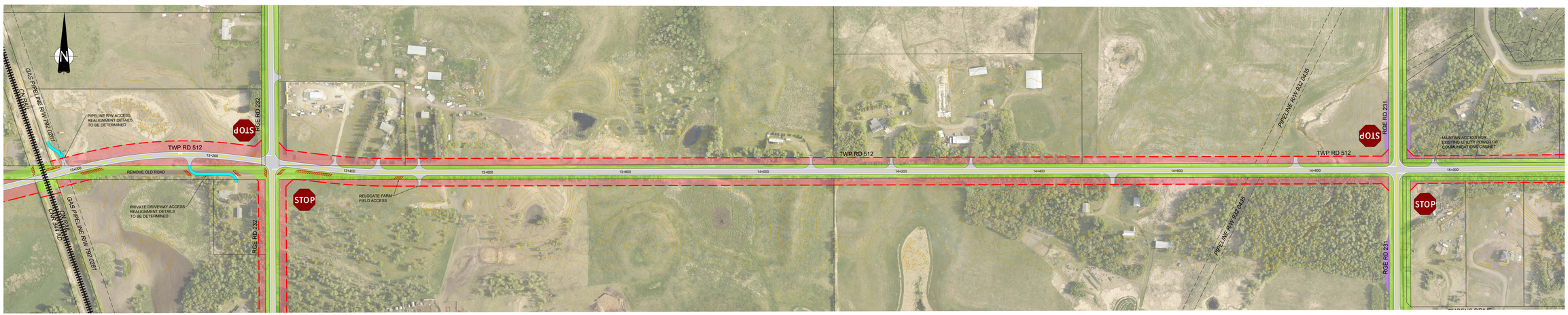
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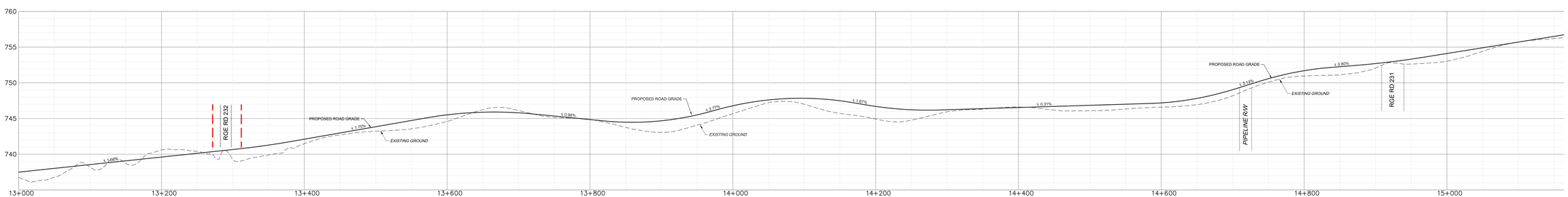
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Southwest Strathcona County Functional Planning Study

Township Road 512 (Range Road 232 – Range Road 231)





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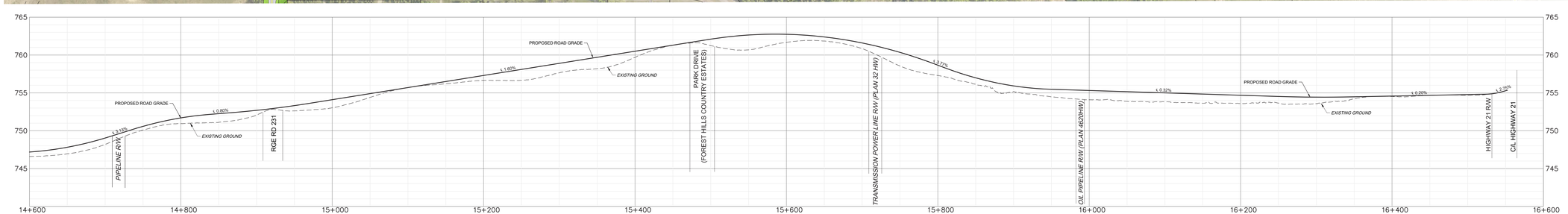
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Southwest Strathcona County Functional Planning Study

Township Road 512 (Range Road 231 – Highway 21)





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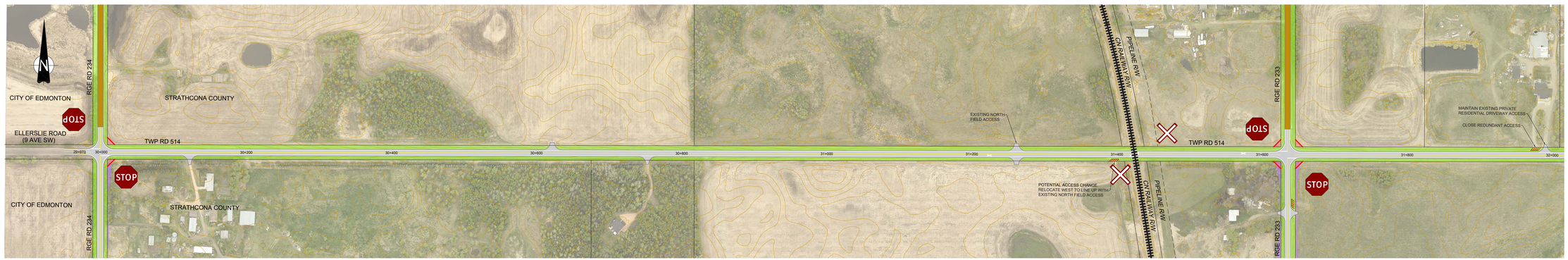
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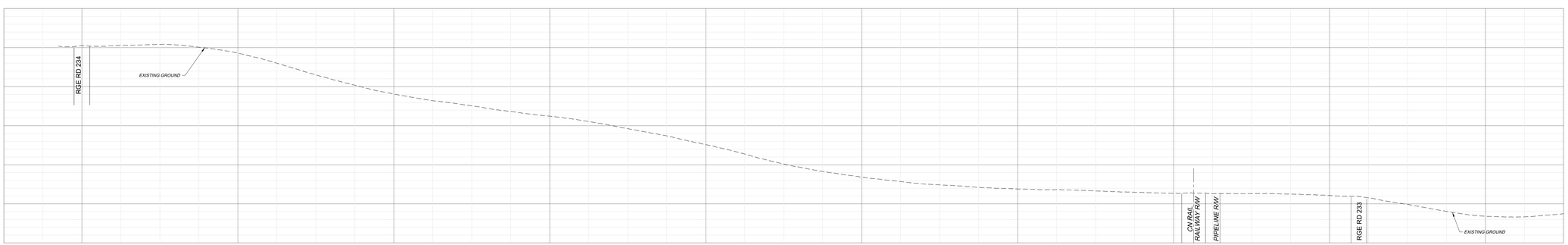
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Southwest Strathcona County Functional Planning Study

Township Road 514 (Range Road 234 – Range Road 233)





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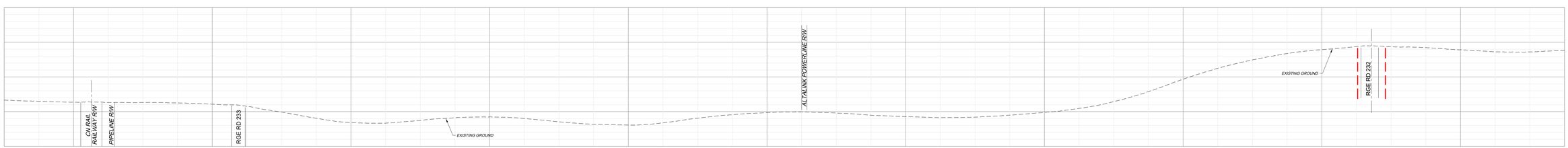
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Southwest Strathcona County Functional Planning Study

Township Road 514 (Range Road 233 – Range Road 232)





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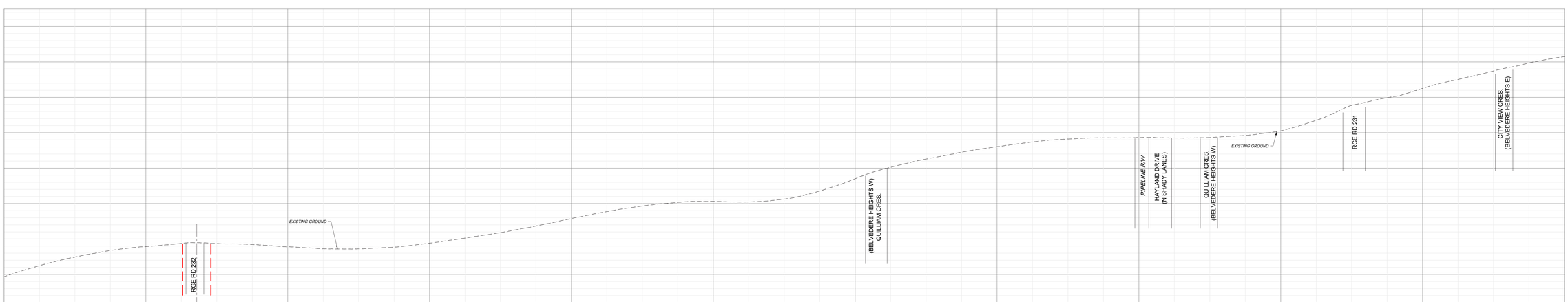
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Southwest Strathcona County Functional Planning Study

Township Road 514 (Range Road 232 – Range Road 231)





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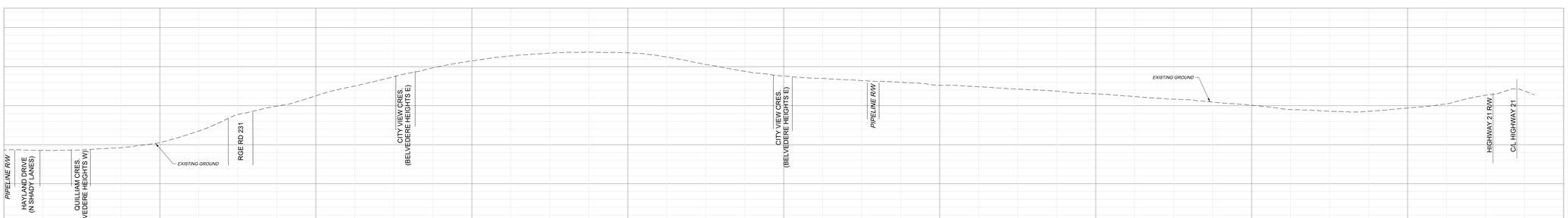
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Southwest Strathcona County Functional Planning Study

Township Road 514 (Range Road 231 – Highway 21)





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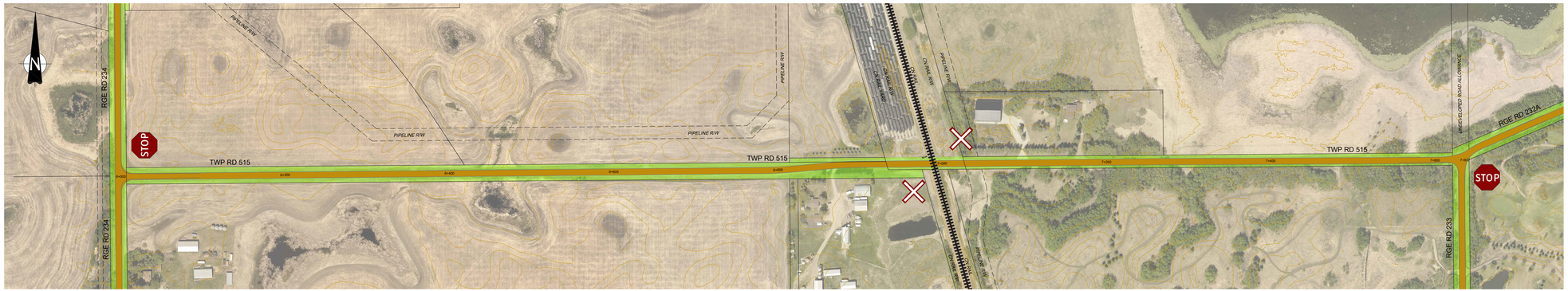
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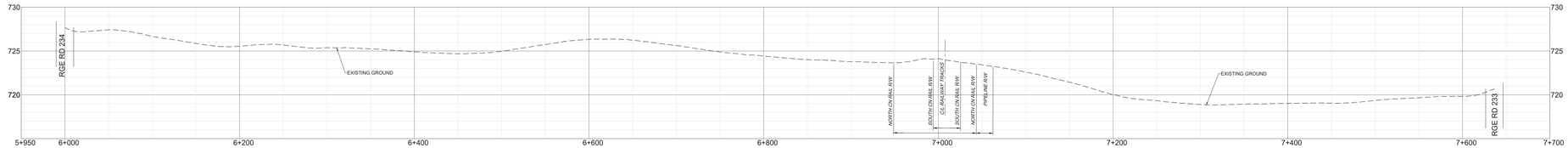
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Southwest Strathcona County Functional Planning Study

Township Road 515 (Range Road 234 – Range Road 233)





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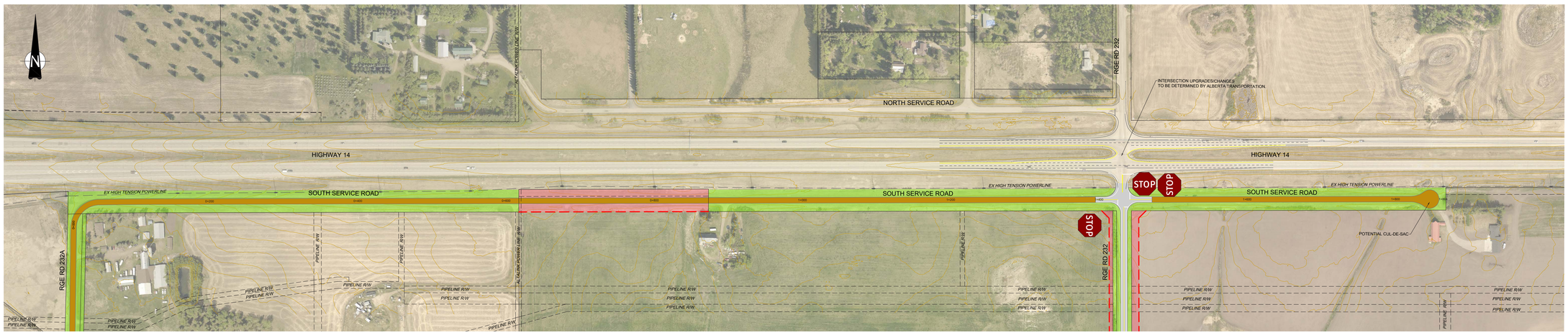
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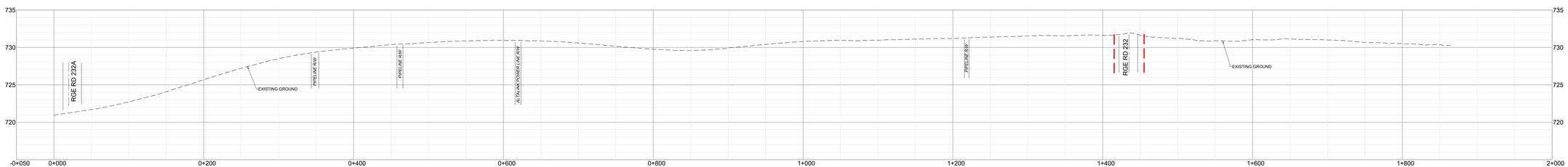
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Southwest Strathcona County Functional Planning Study

Highway 14 Service Road (Range Road 233 – Range Road 232)





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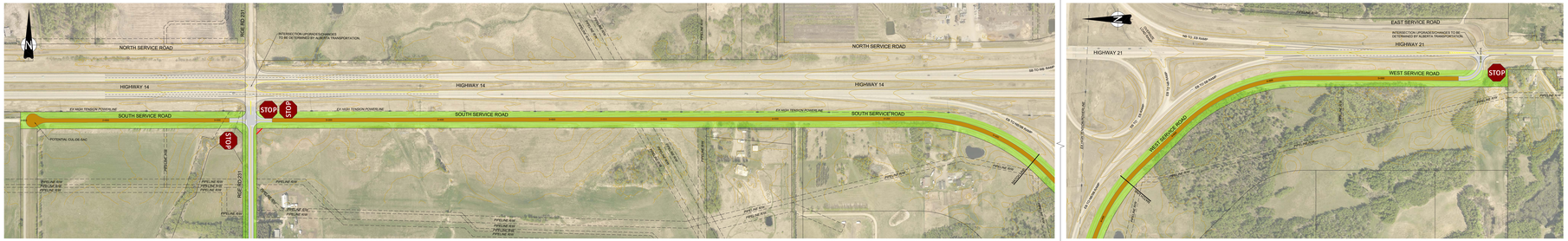
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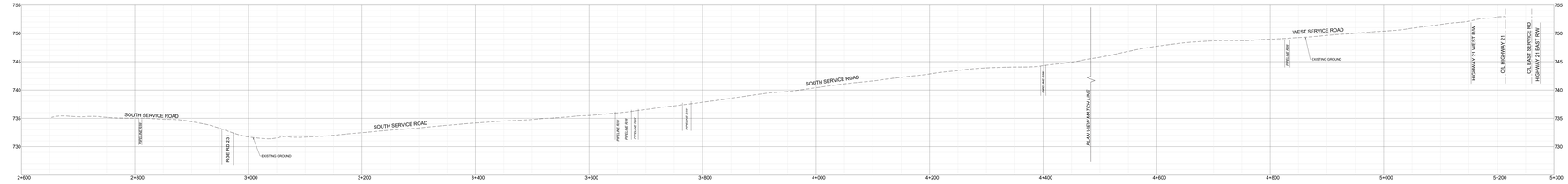
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Highway 14 Service Road (Range Road 231 – Highway 21)





Centre Line
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Gravel Road
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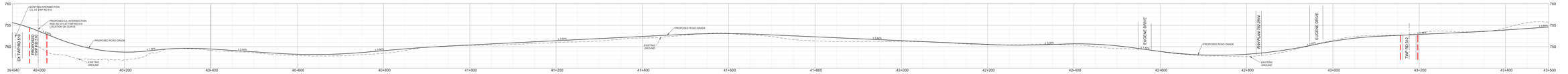
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 231 (Township Road 510 – Township Road 512)





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STRATHCONA COUNTY

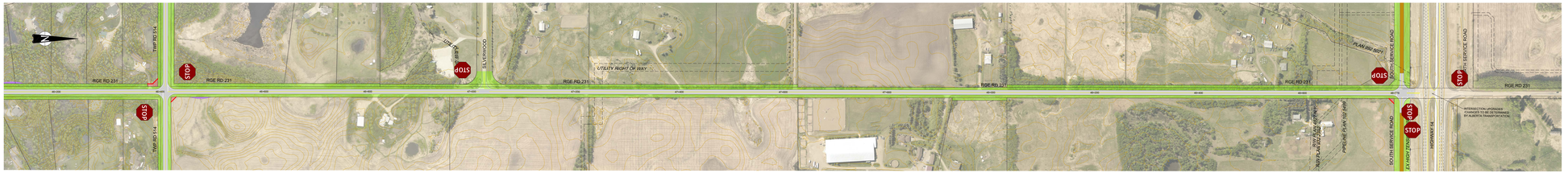
Southwest Strathcona County Functional Planning Study

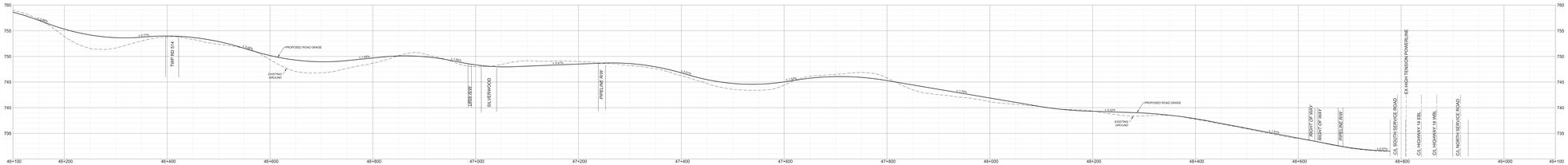
Range Road 231 (Township Road 512 – Township Road 514)


RGE RD 231
EUGENE DRIVE
FOREST DRIVE
FOREST DRIVE (COUNTRY ESTATES)
BIRCH DRIVE (BIRCH PARK ESTATES)
WEST WOODLAND DOONE (BIRCH PARK ESTATES)
GLENWOOD CRES. (GLENWOOD PARK ESTATES)
GLENWOOD DRIVE (GLENWOOD PARK ESTATES)
WITTERSHAM DRIVE
TWP RD 514
R/W PLAN 782 0008
R/W PLAN 2120 HW
R/W PLAN 0426JK
R/W PLAN 0426JK
R/W PLAN 0426JK

Southwest Strathcona County Functional Planning Study

Range Road 231 (Township Road 514 – Highway 14)





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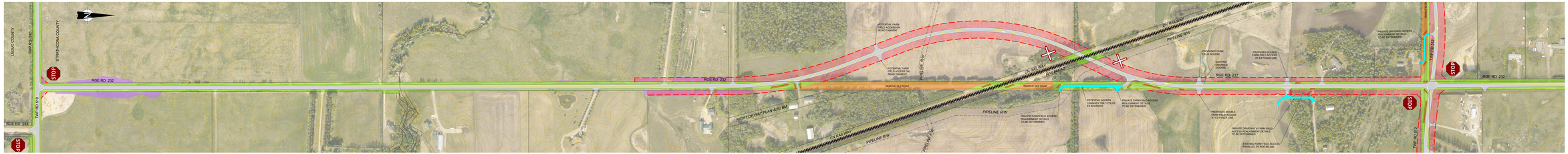
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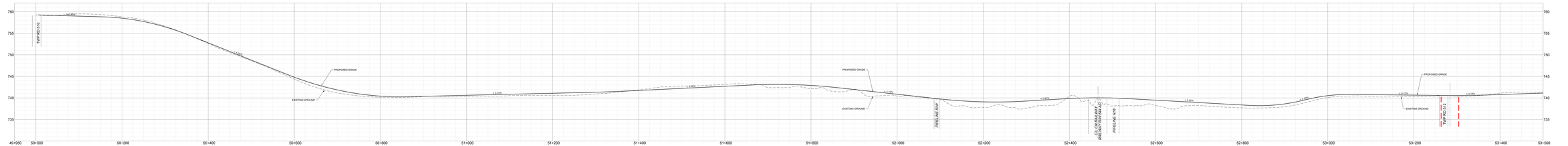
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 232 (Township Road 510 – Township Road 512)





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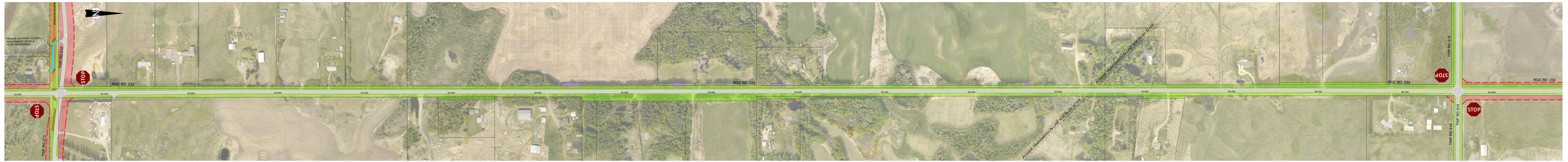
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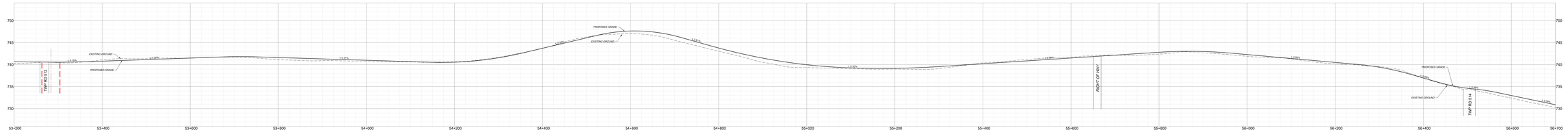
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 232 (Township Road 512 – Township Road 514)





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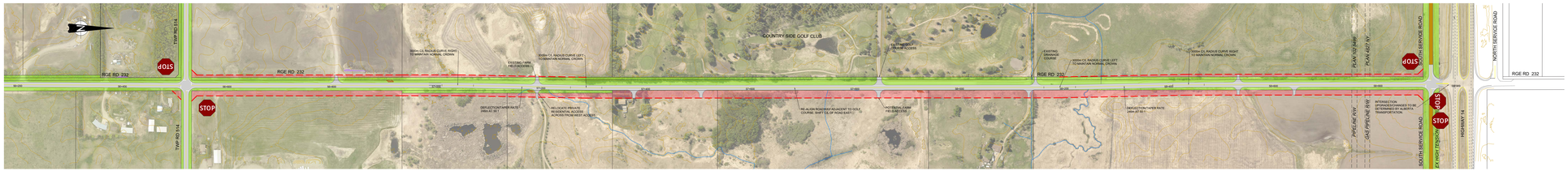
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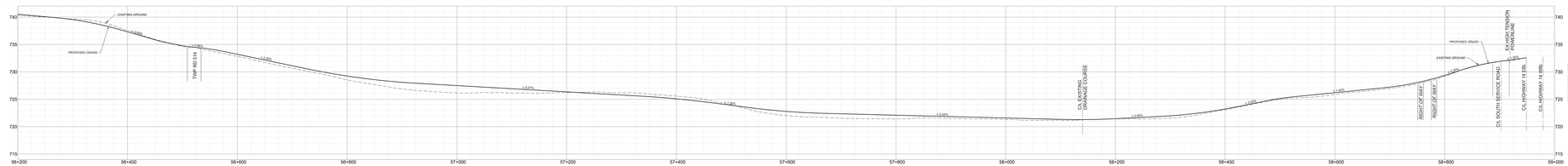
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 232 (Township Road 514 – Highway 14)





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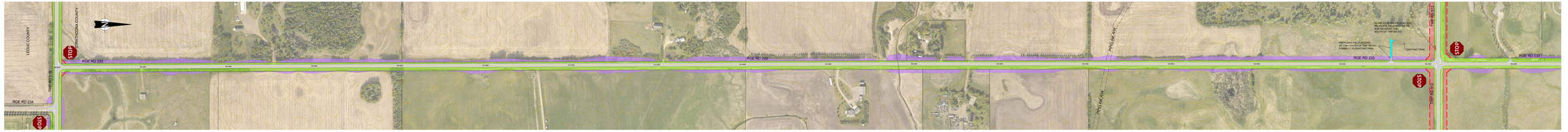
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 233 (Township Road 510 – Township Road 512)



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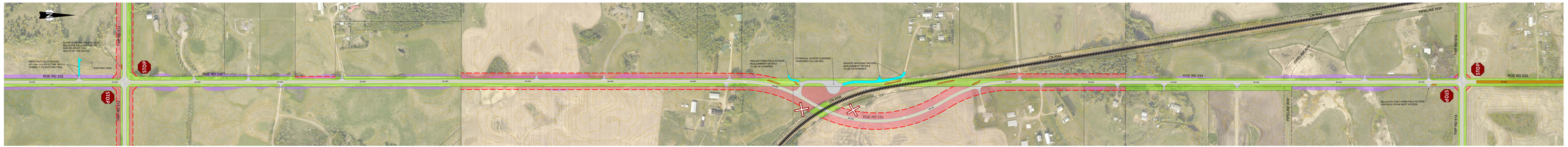
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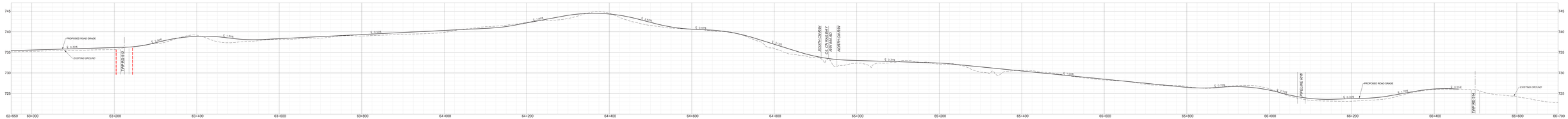
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 233 (Township Road 512 – Township Road 514)





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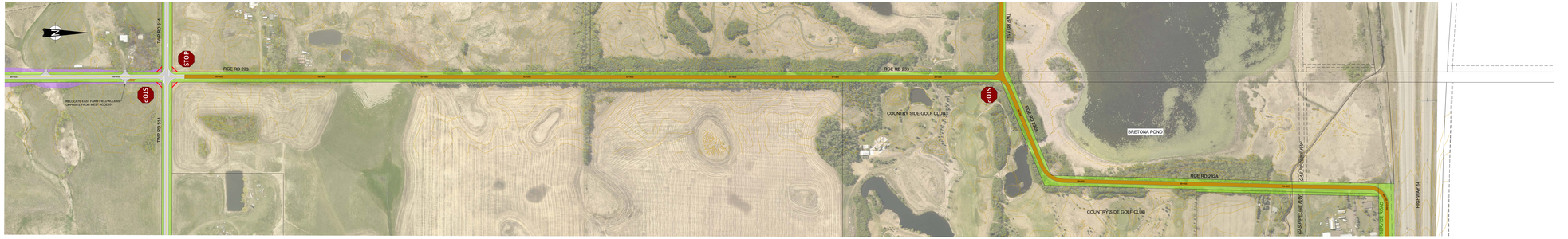
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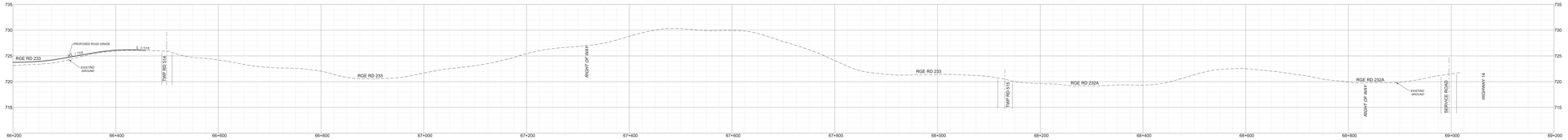
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 233 (Township Road 514 – Highway 14)





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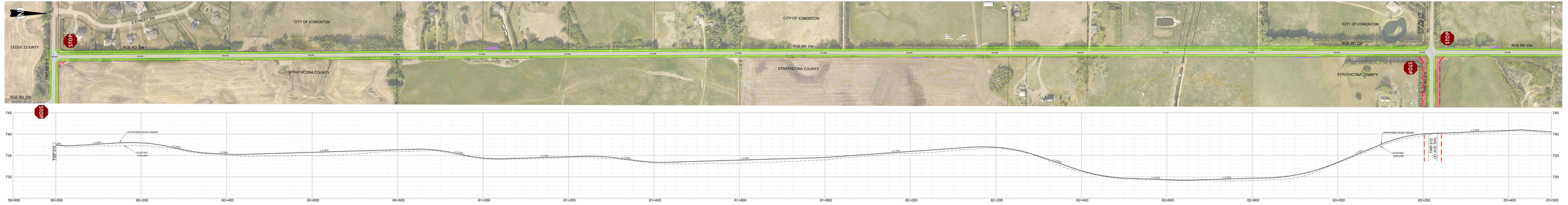
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 234 (Township Road 510 – Township Road 512)



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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 234 (Township Road 512 – Township Road 514)



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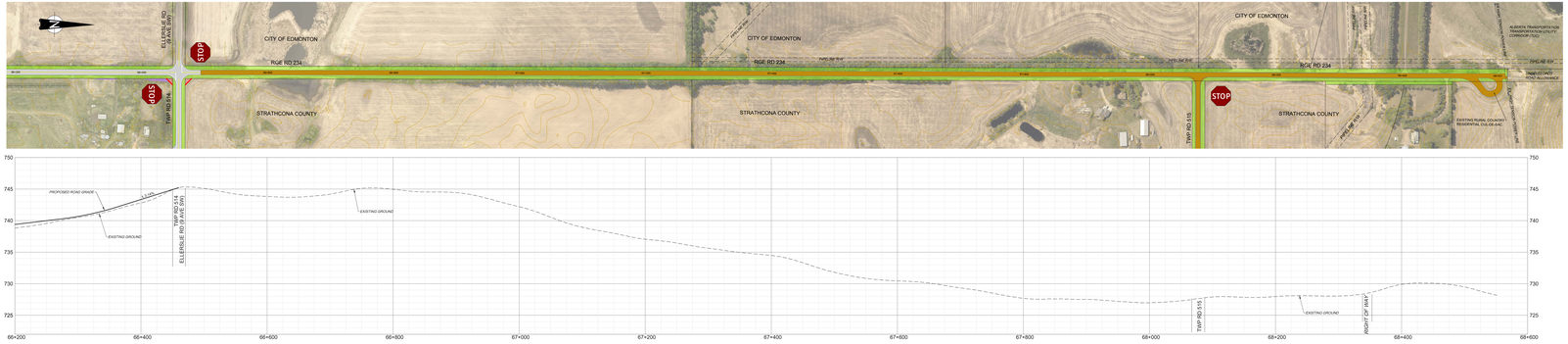
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STRATHCONA COUNTY

Southwest Strathcona County Functional Planning Study

Range Road 234 (Township Road 514 – Township Road 515)



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Appendix B

Open House Feedback Matrix

Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content
1	2666	N/A	N/A	2021-06-17 16:17:51	We are looking for your feedback on the following draft changes to **Township Road 510**. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the SCOOP discussion board participation guidelines when making your comments. If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
2	3048	2666	1	2021-06-18 13:10:40	510 needs a major upgrade. It has become a major thoroughfare between Beaumont and Highway 21. Many motorists use it to reach the southern reaches of Edmonton as well. Even so, many people still use it to ride bicycles and walk on and that poses a grave threat to their safety. It needs widening and a separate dedicated walking/cycling lane. The hilly terrain along the road along with the many wetlands also pose dangers not only due to vehicular collisions, but also if hitting the ditch and entering a waterbody or steep bank. This roadway had been studied intensely over the past 20 years and was even considered to be a candidate for the next major ring road around the Capital region. While I don't support a ring road it is obvious to me, with all the studies that have occurred, that 510 is an important roadway. I believe it has long been neglected and needs improvement. I support any efforts to that effect.
3	3343	2666	1	2021-06-18 14:02:18	I'd like to suggest an alternate plan to the intersection of Twp510 and RR231 (please see the diagram). --- The proposed curving of Twp510 into RR231 will introduce a traffic bottleneck on Twp510. In both the Existing Conditions and Proposed Upgrades diagrams, the through-traffic on Twp510 (those not turning on/off RR231) is shown as 2x to 10x the volume of those turning on/off RR231. Yet the proposal stops this larger volume of people at a stop sign. --- Secondly, if you approach that rail crossing headed eastward, the grade of road is so steep that the driver is 100% blind to anyone at the Twp510-Twp505A intersection. This is rather dangerous. Similarly, anyone using the intersection cannot see oncoming traffic from the rail crossing. Also dangerous. --- My suggestion to fix this location is as follows (see diagram): 1. first, increase the height of either side of the railroad crossing, so drivers can see over it to the other side. 2. use the 'undeveloped road allowance r/w' to turn Twp505A northward as shown, to move the intersection a safer distance from the railroad. --- This is likely cheaper than the current proposal, will not impeded the Twp510 through-traffic, and will improve safety at both the railroad crossing and at the Twp510-Twp505A intersection. Thanks for reading.
4	2995	3048	2	2021-06-18 14:27:05	Yes, Twp 510 has been identified to require upgrade to a Class 1 roadway. As shown in the display boards, a Class 1 roadway consists of a 9m wide roadway with 1m shoulders.
5	2995	3343	3	2021-06-18 14:43:16	Understanding the concern regarding the intersection proposed intersection design (curve and stop sign). As you mentioned, the majority of the traffic will be travelling east-west with little conflicting traffic heading north-south. With that said, our analysis has confirmed that due to the low conflicting north-south traffic, there will be little delay for the east-west travellers. The main reason for the curved alignment with stop sign was to correct the rail crossing skew angle which is currently sub-standard. If we were to raise either side of the rail we would also need to raise the tracks themselves. Changing the geometry of the rail in anyway is extremely difficult.
6	3335	3048	2	2021-06-22 00:05:50	It is also a road that borders two counties and the cost could be shared. This is more of an immediate need, 30 years out the whole transportation system will have changed dramatically.
7	3335	2995	5	2021-06-22 00:13:34	Wrong, there is a lot of traffic moving east/west but there are also many cars traveling north/south as there are many subdivisions on 232 in Leduc. I think you need to have a look at the data again. Also it doesn't matter which way it's done the road surface will have to be raised.
8	3335	3343	3	2021-06-22 00:15:02	You're on the right track. I have suggested a similar proposal. This makes the most sense.
9	3335	3343	3	2021-06-22 00:16:23	You're on the right track. This makes the most sense. I suggested something similar.
10	3343	2995	5	2021-06-22 12:42:33	See my reply in the railroad crossing thread, but for reference - here is an updated suggestion, accommodating the desired rail angle.
11	2995	3343	10	2021-06-23 15:17:39	Please see the response in the rail crossing message boards.

Post ID	User ID	Reply To U	Reply To P	Post Date	Text Content
1	2666	N/A	N/A	2021-06-1	We are looking for your feedback on the following draft changes to **Township Road 512**. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.
2	2342	2666	1	2021-06-1	Please remember the SCOOP discussion board participation guidelines when making your comments.
3	1761	2666	1	2021-06-1	If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
4	3014	2666	1	2021-06-1	I am not sure why the proposed upgrade between highway 21 & RR231 has a slight curve to the north, I was told it had to do with an existing structure, but the current ditch isn't affecting the structure which was built more recently than twp rd 512. It would seem more practical to have the road in a straight line as it is now. Can that be explained better? thanks
5	2995	3014	4	2021-06-2	The road was realigned with a slight curve on Twp 512 between Rge Rd 231 and Hwy in order to avoid impacting the hill of the property to the south. A detailed geotechnical investigation is not part of this study but will be part of the detailed design process which is generally conducted 3-5 years prior to the expected construction year.
6	2988	2666	1	2021-06-2	I'm a little confused with the new revision. It looks like TWP 512 has changed from 4 lanes to two lanes? If that's the case, that's great news! But now I have a few questions. What are the proposed traffic flows? (Before we were given estimates of over 8000 vehicles per day with the 4 lanes) Is this still a 20-30 year outlook? Do any properties have to be acquired for draft 3? I'm close to endorsing this. This project has caused a lot of stress on our family and many others adjacent to TWP 512.
7	2995	2988	6	2021-06-2	You are correct, Twp 512 has been changed from 4-lane to 2-lane. We have updated our assumptions to show no interchanges along Hwy 21 or Hwy 14. These assumptions changed from the previous public engagement session due to the feedback from the public and acknowledging that it would be prudent to wait for the completion of an Alberta Transportation Hwy 21/14 studies rather than include unconfirmed assumptions. The current assumptions has kept all existing intersections open at Hwy 21 and Hwy 14. When analyzing the “new” future traffic volumes, the traffic had distributed more evenly along the Range Roads and Twp Roads therefore not needing 4-lanes on any of the corridors. However, should Alberta Transportation complete a study along Hwy 21 and/or Hwy 14, those recommendations will likely impact this area where this South Strathcona Study will require updating.
8	3027	2666	1	2021-06-2	With major non-stop east /west roads from 520 & Hwy 14 on the north end and 514, 510, Hwy 625 and then Airport Road on the south end, it begs the question; why 512 would become a major artery thru this part of the County? To connect Hwy 2 with Hwy 21 is the obvious answer. The province has no plans for an interchange that we know of at 512/21 and the planners have confirmed that. 512 is the last county road that has not been developed for thru travel east/west. The road bed changes look to be expensive and create more issues than they solve, particularly for residents, as in: property value, security/crime, access, snow plowing. Increased problems for north /south movement of wildlife with 6000 vehicles/day expected when it is now 100/day. Rail crossing lineups of vehicles stopping for trains is a huge factor. This plan changes the area with increased traffic, noise and disruption. It takes it from a desirable place to live to undesirable.
8	3027	2666	1	2021-06-2	What is the plan, to carve up the County and be a corridor for everyone passing thru? Having a difficult time seeing how this benefits residents. Certainly it will benefit Amazon in Nisku for goods transport but there are plenty of other options both north and south of 41st Ave./512 for east/west access. Even though the road has now been reduced to two lane, it will have the footprint to be twinned, regardless. Agreed, there has to be future roadway plans but why are new roads and changes to existing flow required when current east/west corridors have already been established, upgraded and developed? The fabric of the County as a rural haven is being sacrificed to expropriate more farmland and cover the area in blacktop with its' commensurate noise, pollution and crime; at the expense of the residents. This is not the reason why people chose to live in this area and it flies in the face of the County's own mission statement to preserve agricultural land and a rural lifestyle. Despite the assurances that the timeline horizon is 2-3 decades away, it does not feel like that is the case.
9	2995	3027	8	2021-06-2	Even though the road has now been reduced to two lane, it will have the footprint to be twinned, regardless.
10	3027	2995	9	2021-06-2	Agreed, there has to be future roadway plans but why are new roads and changes to existing flow required when current east/west corridors have already been established, upgraded and developed? The fabric of the County as a rural haven is being sacrificed to expropriate more farmland and cover the area in blacktop with its' commensurate noise, pollution and crime; at the expense of the residents.
11	3014	2995	5	2021-06-2	This is not the reason why people chose to live in this area and it flies in the face of the County's own mission statement to preserve agricultural land and a rural lifestyle. Despite the assurances that the timeline horizon is 2-3 decades away, it does not feel like that is the case.

12	3021	3027	10	2021-06-2	As has been stated in other posts this change to 512 is for non residents and not for Strathcona county and certainly not for the property owners along this route. This was also stated in the proposal. Yes it has changed from 4 lane to 2 lane but who would approve a 4 lane and interchanges when the province has not even looked at what is required for Highway 21. Previously I was given the ridicules comment that some county people would use it to get to highway 2. I can not imagine who when there are other routes for most of the residents. Our councilor has referenced studies that the population growth does not even justify the Bremner, how can this change to 512 be justified. I have been involved from the first open house and this change to 512 was never shown or discussed until it the first actual plan was laid out. Asking for input was a joke. I do not see anyone's previous concerns being addressed and what would appear to have been the plan along is being pushed through. I have had my fill of the politics in this county.
13	3032	2666	1	2021-06-2	As others have already said why this discussion is even happening is beyond me. You show 512 currently with very low traffic volumes compared to 510 or even Ellerslie. Yes you show a dramatic increase in traffic flow in the future BUT only because you want to develop the road into something more than it is and who is this being done for? You already state that it isn't because you expect population growth within the study area...so why on earth is this our issue. There are ample areas of access along Hwy 21 already in close proximity to 512 both to the north/ the south why would consideration not be developing any of those interchanges into proper access points if it is so imperative to get travellers from the west to Hwy 21 if you believe that will be in such demand. To disrupt quiet rural life and more importantly take away more valuable farmland seems to go against any kind of "environmental" thinking. Time & time again this proposal has been proven to make no sense and yet it is continuing and to whose benefit? Stop with this nonsense and stop driving down property values of residents that actually pay taxes in your community.
14	2995	3021	12	2021-06-2	The design which led to 4-laning of 512 was due to Alberta Transportation indicating it would be a likely location for an interchange due to interchange spacing. The intent then, as it is now, was to update this study with the recommendations from a Hwy 21 study. Functional planning studies are fluid. They provide plans for the long term and as assumptions made in these studies are confirmed, the studies are updated.
15	3003	2666	1	2021-06-2	This plan makes no sense for 512, other than its seems like it'll just be easier to connect. Your literally chopping up a highly desired and expensive area property value wise, and instead of 2 already busy roads running through, your now planning to add a 3rd! Far more negatives with this proposed plan of having every road being a busy road, as your just ruining the area. There is a reason why this area property wise is so high in cost, and running main roads through it will devalue many properties. An alternative for a connection needs to be thought of for the "already existing busy roads 510 or 514. We don't need 3 busy roads!" Township 512 out of the 3 (514, 512, 510) is the least used, far more narrow than both roadways, and for sure more a rural local road vs heavily used. Majority of residents will use 510 for Beaumont access, or 514 for Edmonton. Your now adding a 3rd very busy road making all roads running through this area high traffic. Vs altering one of the already existing 2 busy main roads we already have (510 or 514) Both are already set up for this expansion in many ways and will help preserve the area vs diminish. The future population expansion will be mainly Ellerslie and Beaumont. The plan to take this low traffic township road that's lined with beautiful acreages, farms, and convert into a connecting road between 2 highways makes absolutely no sense. You're directing a different counties traffic from Nisku/Beaumont directly through vs staying along the bordering of the 2 counties on 510. A good example of devaluing the area/township road with a busier road would be the acreages within Edmonton on 514. Lot of the nice acreages have since been turned into more commercialized properties and are now less cared for. Township 510 being the main road into Beaumont is already a high traffic road. It was developed with a wider paved road, most the homes/ newer development alongs this road have appropriate set backs from the roadway as they've been built after. There are already no stop signs down this township road so the increased traffic flow would not be as big of a change noise wise or a disruption to the environment / nature. It also is the border between Ledu County & Strathcona, and when you get in the city the border between Edmonton & Beaumont. Repurposing this township really could only benefit this road as then it will be better cared for / maintained. This township road bordering counties and cities naturally make it a main busy road. So again why have 3 main roads running through such a desired low density / agricultural area. 514 would be similar to 510 with the wider roadway, and no stop signs already so the disruption to existing property owners would be far more minimal with the free flowing traffic. This road also already connects to highway 2, and would have instant access directly to amenities which would only benefit/promote those businesses and their growth. 514 expansion would be a comparable plan to highway 1 in Calgary, which was once 16 ave and then Calgary expanded the road for highway 1 which gives commuters the full amenity access.
16	3027	2666	1	2021-06-2	The change in traffic flow on 512, by reversing stop signs, makes less sense when one considers the intersection of 41st Ave (512 west) 50th Street, where existing stop signs interrupt east/west free flow. It is very unlikely that would change in the future with 50th being the main road to Beaumont from Edmonton. I'll echo the thoughts of other posters as well and ask; why make 512 a third major road when 510/514 are used for that purpose already as east/west corridors? 510 is the boundary between Counties which makes it an obvious choice and is used as such now from Nisku north and for commuters moving east from the Counties. The Nisku Spine road takes care of dispersing traffic north and south of 510 east of 50th Street. Existing housing setbacks for established/legacy farms/homes put the proposed expanded road into residents front yards or, as indicated, create 'S' curves encroaching on farmland. We are the taxpayers and the proposed changes are all downside, no upside. The County should be mindful of the long term state of the area and how to preserve it best to attract families to live in the County and its much vaunted quality of life narrative.

17	3364	2666	1	2021-06-2	So many people have already expressed how I feel about this, in a much better sense then I ever could. There have been examples of why this is a waste of money with 514 and 510 already being so much busier than 512, 514 already having work done to it to be the road you want 512 to be. There are examples of solutions, examples of why it shouldn't happen and all researched and explained in a far superior way then I can, so I will say that I agree with all of those against this proposition. Since the technicalities of the issues have been explained I'll move on from that because I don't think anyone can explain it better than Anonymous <p>We moved here to be on "the road less travelled", sure potholes need fixing, but I enjoy the fact that some most likely avoid 512 due to this ! So how do I feel about adding an additional 7900 cars on a road that's 40 ft from my front door? Absolutely not 40 FT - Important number... How do I feel about YOUR decision to move my driveway into the middle of my back yard and taking away our land, destroying a trail system we put our blood sweat and tears into, destroying the only open land we have to play with the family and animals, take away our seclusion and space ? Bring on such an excessive amount of unnecessary noise pollution, vehicle pollution and quite frankly human pollution to the area we chose specifically to avoid such things, absolutely not ! Unless my compensation is a brand new acreage in an area that's exactly what we moved here for, then no... absolutely not. I can agree on hard decisions when something is necessary, however this is not a necessity, this is a want. I wasn't provided the option of Amazon moving down the road, therefore I refuse for that to be part of the reason that my life requires to be negatively changed in such a drastic measure. Kick THEM out if they don't like it. Most people in this area have been around longer than any of you have been alive, these things matter regardless of the fact that some delivery truck doesn't want to go north or south out of their way to hit Ellerslie or 510. You can reply and tell me 100 reasons why you think this is required, and I will continuously direct you to a map showing you TWP 514 ... the road that already ruined peoples lives, homes, lands.... why do it to others when not necessary...that's just cruel and selfish.
18	3008	2666	1	2021-06-2	What more can be said that hasn't been said already in the previous forums. Now the road has gone from 4 lanes to 2 lanes and I guess that's supposed to make the residents feel better. Again, the severe and utter majority of the people this is affecting do not want this road splitting up this area of the county, but all falls on deaf ears as per usual. Edmonton benefits, this area of Strathcona County loses. It's almost as if the people running this county want it to go to absolute crap.... I mean if the county actually cared they would come face to face with they're constituents instead of hiding behind screens and surveys that are only made to have the residents feel as if they're opinions matter, when really they never do.
19	3034	2666	1	2021-06-2	There is not one logical reason as to why this proposition should go through. Not one. It does not benefit anybody but the city of Edmonton. Then again Strathcona county are just the city of Edmonton's lapdogs. All the county cares about is they're "pure" little town of Sherwood Park. The moment you step outside Sherwood Park the county does not care about you or your opinion. This ridiculous proposition, again one that makes absolutely no sense whatsoever, is yet another example. Perhaps the people involved in this ludicrous proposal should actually step outside they're little bubble of Sherwood Park and actually see the rest of the county for themselves and how this proposal and 512 just make zero sense. Oh wait never mind that's way too much to ask. Or perhaps the dumbfounded illogical neanderthals behind this proposal don't actually know how to step out of they're little bubbles? Either way what does it matter? Our opinions do not matter. Our voices are not being heard. No matter how many times we deny this ludicrous proposal, nothing will ever change. And through this whole stressful ordeal, the county has still not given us one solid, valid reason as to why they factually, logically believe this is a good idea. But I guess that's what the county want's to do-stress out they're residents. Has it ever occurred to anyone involved in this that people moved out into the "country" for a reason? You know, to get away from it all. The city life, the traffic, the noise. Obviously not, however it is clear that these peoples heads are too thick for any common sense. I will now have a highway right in front of my house, so will others. And somehow the county see's this as a good idea. Gee whiz the residents are really winning with a highway right in front (or behind) they're homes. Such an amazing idea. Yeah right. You could give a monkey this proposal and it'd be able to understand how this is a terrible idea. Not to mention, Alberta transportation already cannot maintain any roads as is. You really think building another highway is a good idea? Give me a break. Also, why is taxpayers money being spent on a county study, when Alberta transportation is going to have to come in regardless and make they're own study. Absolutely outrageous. Like I say though, it doesn't matter. This is all simply and only to benefit the city of Edmonton. How much is the city paying you guys under the table to throw your own residents under the bus?
20	3027	2342	2	2021-06-3	Clearly you do not live on 512 otherwise you would not be in favor of degrading the County further by encouraging even more traffic thru the area when plenty of alternatives already exist. To what end, exactly?

Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content
1	2666	N/A	N/A	2021-06-1	We are looking for your feedback on the following draft changes to**Township Road 514**. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the SCOOP discussion board participation guidelines when making your comments. If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
2	2342	2666	1	2021-06-1	Although the road construction is good, there has been an increase in traffic on Twp Rd 514 with increased speeds as well. I would support reducing access from Hwy 21 as this intersection is quite dangerous and on the decline of a hill which can be problematic for vehicles behind those turning right.
3	3341	2666	1	2021-06-1	I find it quite interesting that during the last round of discussions it was suggested that there would be road closures at range road 231 and hwy 14 as well as twp road 514 and highway 21. This round you have stated that you have no control of what goes on at highways - if that is the case what is the purpose of this survey?? You should not need input from the residents to simply do your job and keep the roads maintained and appropriate for the traffic volumes
4	3345	3341	3	2021-06-1	Agreed, This survey and target group really needs to be included should Alberta Transportation ever decide on changes to Highway 21 and Highway 14 regarding these intersections. A possible consequence of limiting access of Township 514 and Highway 21 intersection as well as Range Road 231 and Highway 14 is greater traffic flow at the overpass for people turning off Highway 14 going northbound on Highway 21. This Left hand turn is by far the more dangerous intersection in the area.
5	2995	3341	3	2021-06-2	As was indicated at the last engagement session, Strathcona County contacted Alberta Transportation to determine how Hwy 21 and Hwy 14 will affect the study area in the long term. Alberta Transportation confirmed there was no studies completed to identify the long term requirements of Hwy 21 or Hwy 14. Alberta Transportation did indicate that there is a likelihood that if an interchange were to be constructed on Hwy 21 (adjacent to the study area) it would be at Twp 512. Similarly, if an interchange were to be constructed on Hwy 14, it would be located at Rge Rd 232. These locations were based solely on the spacing distances between existing interchanges. Alberta Transportation also indicated that with the construction of any interchange, the other intersections would be required to close. Due to the feed back of the landowners at the previous open house and acknowledging that an Alberta Transportation Hwy 21/14 study could potentially propose a different interchange location or possibly no interchange at all, it was determined to proceed with a status quo approach to Hwy access (all intersections to the Hwy remain open). It was stated at the previous engagement session and continues to be our approach, that should these assumptions of Hwy 21/14 change after an Alberta Transportation study is completed, the South Strathcona Study would need to be updated accordingly.
6	2995	3345	4	2021-06-2	Strathcona County will insist that Alberta Transportation engage the landowners as part of their Hwy study process
7	3359	2995	5	2021-06-2	Based on the comments from the county - I fail to see the relevance of a three part study - nothing is certain so the status quo will remain. Road type based on traffic counts does not warrant all of the time/money that has been spent to date.
8	1626	2666	1	2021-06-2	As the extension of Ellerslie Road in Edmonton, this will become a major thoroughfare regardless of what Strathcona or the province expects. Residents in the adjacent acreages will need to understand this and accept it, unless we curve 514 north on 232 to hhighway 14, which I don't see happening. Our pleasant slice of paradise with quiet neighbors (excepting one, who hauls in waste material for their big berms) will soon be spoiled forever.

Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content
1	2666	N/A	N/A	2021-06-1	We are looking for your feedback on the following draft changes to Township Road 515/ service road. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the SCOOP discussion board participation guidelines when making your comments. If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
2	1626	2666	1	2021-06-2	We are excited that module traffic from Edmonton will no longer use the service road from township road 231 to highway 21 as a result of the new connection at the highway 21/14 bridge.

Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content
1	2666	N/A	N/A	2021-06-1	We are looking for your feedback on the following draft changes to Range Road 231. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the SCOOP discussion board participation guidelines when making your comments. If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
2	3342	2666	1	2021-06-1	I have reviewed the proposed plan and see that both Range Roads 231 & 232 are to be upgraded which makes no sense to me when the traffic counts show most of the trraffic being on RR 232 and RR 231 having less traffic than it currently does.. Not a efficient way of spending tax dollars.
3	3048	2666	1	2021-06-1	I use RR 231 frequently. It is narrow and many people use it to both walk and ride bicycles on. It is an accident waiting to happen as many motorists don't slow down while passing other users. Also, as it parallels Highway 21, many folks use it as a proxy to avoid some of the congestion thereon. There are many hills along this range road that further decrease sight lines and safety. I would like to see some of my tax dollars go towards areas that affect me personally rather than other areas in the County that impact me less. I feel the south west of the County has been neglected at the expense of more glitzy areas to the north.
4	1761	2666	1	2021-06-1	231 north of white mud is in significantly worse shape than south. Seems narrower too
5	3341	2666	1	2021-06-1	The numbers of vehicles shown on the map for range road 231 seem way too low and would not warrant the proposed upgrades - has there been a mistake made in the counts reported?
6	2211	2666	1	2021-06-1	I would love to see RR 231 widened, the hills smoothed to improve sightlines and shoulders added. It is terrifying to pull around cyclists riding 3 or 4 wide (perhaps we could remind them of the rules of the road), even when doing so safely, as the road's sightlines are not very good. I don't pass until I'm absolutely sure, but there are a lot of people that don't wait or won't follow the bikes until it is safe to pass. Like someone else has said, it is an accident waiting to happen. I would be very happy to see some bike lanes or a decent shoulder for cyclists and walkers.
7	2995	3342	2	2021-06-2	Unfortunately the wrong file was uploaded. We are working on correcting the slide. Our apologies for the confusion We will post a reply when the website is updated.
8	2995	3341	5	2021-06-2	Unfortunately the wrong file was uploaded. We are working on correcting the slide. Our apologies for the confusion We will post a reply when the website is updated.
9	2995	2995	7	2021-06-2	**The updated display boards with the correct future traffic volumes has been uploaded to the website.** Again, apologies for the mistake.
10	2995	2995	8	2021-06-2	**The updated display boards with the correct future traffic volumes has been uploaded to the website.** Again, apologies for the mistake.
11	3335	2666	1	2021-06-2	The changes to the roads in the study area are unnecessary, as the report states that there will be no anticipated increase in population in this area. It looks like what the study is proposing is a thoroughfair for the surrounding counties and people in other locales. Why do we need widened, improved roads if there is no growth? Who is going to pay for these changes if there are no new residents to help foot the bill? Are the surrounding counties going to chip in? I like the roads with all the bumps and pot holes and uneven culvert surfaces because it serves to slow traffic down, and hopefully cause them to bypass 231. The uneven surface at Irvine Creek is great,as it has really slowed the race cars and hot rod motorcycles way down. I also can't see the urgency in ramming this proposal through if it is 30 years out. Wait until open houses can be held in community halls again, so that the many people who don't do so well with on-line surveys can talk to real people. I have spoken to neighbours who weren't aware of the propsed widening of 231 or other roads and are not happy about the increased right of way and are appossed to this plan, but will likely not send in comments. This change will be nothing but a costly throughfare with little benefit to residents in the study area.
12	3335	2211	6	2021-06-2	Perhaps what the county should do is post signs informing bikers to ride in single file, and maybe hand out some tickets.
13	2995	2211	6	2021-06-2	The long-term upgrades to the Rge Rd 231 does identify the hills to be re-profiled. In the link below, the dotted line is the existing profile of the road and the solid line is the proposed future profile of the road. As you can see, a number of the hills are expected flattened out.
14	3335	2666	1	2021-06-2	It's the 28 of June, 1 more day and only 5 people have responded. Hardly what I call a discussion I think this study should wait until in person meetings can be held. This is a huge costly project and the province isn't on board and doesn't serve the future of transportation. Governments want green transportation and less of it, but Strathcona's plan seems to be planning for a future of single occupant fossil fuel vehicles.

15	3335	2666	1	2021-06-2	This study and proposal seems to have little regard for the value of farm land A big curve will cut a swath through my farmland leaving two virtually useless little pieces of land with no explanation of how the county plans to deal with those. Based on the lack of explanation how these are dealt with I would not agree to the expropriation of my land for this unnecessary ill-conceived plan with little regard for the region or future transportation requirements. I makes little sense to me why this area is zoned ag, small holdings with the development proposed. If the county wants to build these big fancy expensive roads then change the zoning back to a higher density and let's get some development in this area and people to pay for these roads that really aren't needed at this point in time.
16	3363	3335	15	2021-06-2	My concern is that if RR 231 becomes more user friendly by widening, smoothing out the hills, etc it will lead to increased traffic by north/south commuters who access Leduc and Beaumont from Sherwood Park. I think the increase daily car count will make the RR 231- HWY 14 intersection even more dangerous.
17	2995	3335	15	2021-06-2	Approximately 3-5 years prior the expected construction date, a detail design will be completed. At the detailed design stage, land requirements will be confirmed. This is done through detailed land survey, geotechnical investigation and other engineering factors. Land negotiations are part of the detailed design process. Negotiations will include cut off portions of land, driveway/access relocations, fences, trees and other impacts to the landowner. The land and other impacts will be negotiated based on market value at that time.

Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content
1	2666	N/A	N/A	2021-06-1	We are looking for your feedback on the following draft changes to Range Road 232. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the SCOOP discussion board participation guidelines when making your comments. If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
2	2342	2666	1	2021-06-1	Based on previous discussions, This road should not be doubled. Current traffic does not warrant the increased noise and unnecessary financial debt and cost to Strathcona County.
3	3345	2342	2	2021-06-1	Agreed that doubling this road is not recommended given that doubling (and widening) roads is associated with increases in speed and is not warranted given the volume compared to other roads that are not even doubled (ie. Township road 522)
4	2995	3345	3	2021-06-2	As shown on the Range Road 232 plans (available on the project website), Rge Rd 232 is not recommended to be 4-laned. It is to be remain 2 lanes. https://www.strathcona.ca/files/files/sscfps_open_house_3_drawings_rr232.pdf
5	3335	2342	2	2021-06-2	Added to an area with no anticipated growth, so who is going to pay for this, surely not the residents of Leduc who use 232 as a thoroughfare.
6	1626	2666	1	2021-06-2	Searching all i can find about Range Road 232 online, i found a bylaw that shows 232 as being a Class 1 roadway. That's a joke, as it is in horrible shape for the traffic that it takes between Nisku and ShPk to avoid Highway 21. I should know...as i use it for that reason every day. When is it going to be upgraded?
7	2995	1626	6	2021-06-2	Any upgrades to Rge Rd 232 is currently outside of the 5-year capital plan. This study identifies the long-term corridor requirements within the study area. The County is also completing a Sustainable Rural Roads Masterplan Study, which is reviewing the all the County rural roads as a whole.

Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content
1	2666	N/A	N/A	2021-06-1	We are looking for your feedback on the following draft changes to**Range Road 233**. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the SCOOP discussion board participation guidelines when making your comments. If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
2	3007	2666	1	2021-06-2	Moving the crossing on Rge Rd 233 closer to the blind curve of tracks (not shown on map) will NOT make this any safer. Visibility from the south will be greatly impaired due to the hill/angle. Although the current intersection is skewed, it is highly visible from all directions. The addition of crossing arms to the current intersection will be effective due to the compulsory stoppage of non-compliant vehicles. An alternative recommendation to the current proposal could involve moving the road to the west side of the tracks, site lines also being clearer on this side. This would impact fewer homes, and alleviate the need to reconfigure the road access to the residents on the west side (proposal includes the addition of a cul-de-sac, ie. attraction for unwanted activity, including dumping). A very active, existing private crossing also exists on SE21-51-23-4. In moving Rge Rd 233 to the west side of the tracks, this uncontrolled laneway would therefore, not be crossing the tracks. I would suggest that the railroad crossing across Rge Rd 233 would now be moved further north to lots 1 and 2, block 2 plan 1322027 as indicated on the map.
3	2995	3007	2	2021-06-2	Please see the response to your comment on the railway crossing page.
4	3366	2666	1	2021-06-2	I continue to be disappointed after asking residents to give input yet the outcome doesn't indicate that this process is valuing that input. It repeatedly appears that the decisions are already made - this is only a formality. This particular situation which is affecting family farms that have been occupied by many generations of these families, is heartbreaking to hear how it is being handled. PLEASE consider what these individuals are proposing....they are on the frontline 24/7 what is being proposed will have a huge effect on their further enjoyment AND safety, of the farms they love. Thanking you in advance for re-considering this proposal.

Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content
1	2666	N/A	N/A	2021-06-1	We are looking for your feedback on the following draft changes to**Range Road 234**. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the SCOOP discussion board participation guidelines when making your comments. If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
2	2342	2666	1	2021-06-1	Based on previous discussions, This road should not be doubled. Current traffic does not warrant the increased noise and unnecessary financial debt and cost to Strathcona County.
3	2995	2342	2	2021-06-1	As shown on the Range Road 234 plans (available on the project website), Rge Rd 234 is not recommended to be 4-laned https://www.strathcona.ca/transportation-roads/planning-and-design/south-strathcona-county-functional-planning-study/
4	2342	2995	3	2021-06-1	yes sorry my mistake, I misread the RR :)

Post ID	User ID	Reply To Us	Reply T	Post Date	Text Content
1	2666	N/A	N/A	2021-05-26 13:07:08	We are looking for your feedback on the following draft changes to the**railway crossings** in the study area. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the SCOOP discussion board participation guidelines when making your comments. When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.
2	2342	2666	1	2021-06-18 10:28:24	The nighttime train whistles are very disruptive and I can hear three of the six crossings for each train. Does Strathcona County have any intention to engage the members of Ward 6 outside of this discussion regarding concerns and make this ward a priority for Train Whistle Cessation? The east end of Strathcona has been a priority and we in Ward 6 have a significant number of members affected by the whistle.
3	2995	2342	2	2021-06-18 13:17:17	Although whistle cessation is not part of this project, a study was completed and presented to Council in November 17, 2020. A link to the meeting agenda, Priorities Committee Meeting (PCM) Report, Engineering report and location map are included below for your reference. <p>Meeting Agenda <p>PCM Report <p>Engineering Report <p>Location Map
4	2342	2995	3	2021-06-18 14:25:08	Hi, thanks, I am aware of the study. My question is will Strathcona County actually reach out to occupants in ward 6 for further investigation? Actually go door to door.. this type of online engagement is not ideal to reach all residents of ward 6 based on previous response for this study.
5	2995	2342	4	2021-06-18 14:53:12	Forgive my confusion, are you asking about this South Strathcona Functional Planning Study or further investigation regarding the whistle cessation study? If your question is directed to this study, unfortunately, to go door to door and meet with every resident within the study area is not feasible. The COVID restrictions also make that difficult. All landowners within the study area received a letter informing them about this online engagement for this project. Contact information was provided for those who do not have internet access and to those who have difficulties accessing the internet.
6	3335	2666	1	2021-06-20 23:30:57	I don't think these redesigned crossings are a good approach. Who is going to pay for all these upgrades? There are not that many residents in this study area, particularly south of the crossings. The study anticipates negligible growth in the study area, so if that's the case there is no need for improved roads and crossings. With land use bylaws allowing a minimum of 20-acre lot sizes for up to 8 parcels in a quarter section, who can afford to put a road through and subdivid -and make a profit-- when leduc's aggressive land use bylaws allow for smaller parcels and are less expensive? So the increased traffic is not from the study area in Strathcona, but leduc south of the study area. I am not interested in seeing my taxes rise so Leduc's residents have better roads to travel.
7	3335	2666	1	2021-06-21 00:10:02	I also think the S curve and the "speed" curve at 231 and 510 will make this type of crossing more dangerous rather than safer by reducing the track crossing angle (except bicycle tires which can fall into the track groove and throw the rider, ask me how I know LOL) rather than the straight roads with the angled crossing in place now. Few cars cross the tracks at the reduced speed limits and at 510 and 231 where the posted speed limit is 50 km, in my observation few cross at less than 80 km and some faster. Having improved roads plus curves or arcs only serves to increase speeds and create a blind spot at the crossings, so drivers cannot see the flashing crossing signs. As they are now, they can be seen from a great distance, allowing cars to slow before reaching the crossing. Also these improvements do little to benefit Strathcona residents but rather Leduc's residents. I'm not interested in seeing my taxes rise to pay for others and increase the likelihood of an accident. So who are these improvements for: a few bike riders who should know better?
8	2995	3335	7	2021-06-21 09:11:00	The proposed curve at the Twp Road 510 rail crossing increases the crossing angle. The existing crossing angle is approximately 30 degrees and the proposed crossing angle is 50 degrees. Your comment indicated that vehicles are speeding through the crossing. Having the curve and the intersection will force east-west drivers to slow down in order to complete the turn at the proposed stop sign. The alignment/radius of the curve is determined based on the posted speed limit, it ensures to allow proper sightlines and allow for a more comfortable driving experience (if a curve is too tight with a highspeed limit, the driving experience would not be comfortable).
9	2995	3335	6	2021-06-21 09:17:29	The primary reason for the re-alignment at the crossings is due to the skew angle. The goal of this study is to review all transportation issues/concerns within the study area and provide a feasible solution for those issues or concerns. Should there be an urgent need to correct a crossing skew angle, this study would have a “plan” in place. The rail crossing recommendation from this study will be reviewed at the time of detail design and would be updated accordingly. The study's timeline is approximately 20-30 years out.
10	3335	2995	8	2021-06-21 22:24:19	In the almost 60 years I have lived here, I can't recall an accident caused by the existing skew angle of the crossing at either 232 or 510 at Looma Road. I do, however, know that there are many accidents at 232 at the Looma Road intersection where the tracks cross perpendicular to the road. Granted, it's not exactly the same situation, but the point is that although there are many warning signs and speed bumps, cars still end up in the ditch and in my field. Funny, I've never considered comfort while driving rather alert and defensive. That really makes me nervous: having all these comfortable drivers rounding the corner as I round the corner with a 20-foot-wide air seeder or bale wagon. This is a short-term solution to a long-term change in the way people and goods are moved. I expect a real paradigm shift in transportation, and with the advent of electric and autonomous vehicles, and a reduction in fossil fuel use, money would be better spent on perhaps a rail system or bus service . Maintain the roads and think how transportation will evolve, and better uses of the precious little land we have to feed an ever-growing population.

11	3335	2995	8	2021-06-21 22:59:43	But the proposal is to close down 510 at Highway 21, so there won't be the east/west traffic--only the traffic from Leduc and southbound traffic heading to points west. To assume that traffic will slow to the posted speed around a corner is wishful thinking, as I wouldn't imagine speed will decrease with a "comfortable" radius speed corner. It will just cause more accidents in the winter. This will make a dangerous situation for drivers and a worse situation for farm equipment when I move from Strathcona to Leduc or the reverse.
12	2995	3335	10	2021-06-22 08:50:01	<p>You are correct, the collision stats are quite low. However, over the next 20-30 years with increase in vehicle traffic and potential for increase in train traffic the skew angle may become a greater concern. This study has identified that the skew is below current standards and we are providing a technical and feasible solution. Should the need to correct the skew angle be required sooner than expected, a plan will already be in place. The intersection of Looma Road and Rge Rd 232 are within Leduc County. We will forward your concern to Leduc County.
13	2995	3335	11	2021-06-22 08:56:18	We have updated our assumptions to show that Twp 510 does have access to Hwy 21. This assumption changed from the previous public engagement session due to the feedback from the public and also acknowledging that it would be prudent to wait for the completion of an Alberta Transportation Hwy 21 study rather than include unconfirmed assumptions (closing Twp 510 and Hwy 21).
14	1626	2995	13	2021-06-22 10:15:11	Isn't Range Rd 231 going to close at highway 14? I recall being told that only Range Rd 232 would remain open...with both 231 and 233 being closed Why would not propose to swing Township Rd 510 north onto Range Rd 232 instead, and just downgrade the remainder of 510 from 232 to highway 21? All of that Edmonton traffic should be curtailed on County roads.
15	3007	2995	12	2021-06-22 10:43:21	Crossing arms, regardless of skew angle, will create safety and are used extensively in Europe with high speed trains running in close proximity to roadways.
16	3007	2666	1	2021-06-22 11:21:40	Moving the crossing on Rge Rd 233 closer to the blind curve of tracks (not shown on map) will NOT make this any safer. Visibility from the south will be greatly impaired due to the hill/angle. Although the current intersection is skewed, it is highly visible from all directions. The addition of crossing arms to the current intersection will be effective due to the compulsory stoppage of non-compliant vehicles. An alternative recommendation to the current proposal could involve moving the road to the west side of the tracks, site lines also being clearer on this side. This would impact fewer homes, and alleviate the need to reconfigure the road access to the residents on the west side (proposal includes the addition of a cul-de-sac, ie. attraction for unwanted activity, including dumping). A very active, existing private crossing also exists on SE21-51-23-4. In moving Rge Rd 233 to the west side of the tracks, this uncontrolled laneway would therefore, not be crossing the tracks. I would suggest that the railroad crossing across Rge Rd 233 would now be moved further north to lots 1 and 2, block 2 plan 1322027 as indicated on the map.
17	3343	2995	8	2021-06-22 11:52:02	Since the county's goal here is to fix the rail crossing's alignment angle, why not do it like so (see diagram). There is no reason to introduce a stop sign for the 510 westard traffic. - - - 'the curve...will force east-west drivers to slow down...to complete the turn' is backwards logic: a choice point in any situation is the source of accidents. Choosing to move one onto the higher volume road is designing-for-accidents. - - - (from the 510 thread) 'analysis has confirmed that due to the low conflicting north-south traffic, there will be little delay for the east-west travellers.' - why choose to introduce a delay to the larger volume of traffic, however minimal? - - - Leave 231 stopping at 510, it's already optimal for the least accidents. I'd also like to suggest moving the Looma road intersection east, farther from the crossing.
18	2995	3007	16	2021-06-22 13:23:44	The full length of 233 is shown in the link below. Can you please clarify Moving the crossing on Rge Rd 233 closer to the blind curve of tracks (not shown on map) will NOT make this any safer by using a screenshot for contact me at 780-464-8035? <p>https://www.strathcona.ca/files/files/sscfps_open_house_3_drawings_rr233.pdf <p>
19	1096	3007	16	2021-06-22 13:24:40	This seems to be a viable solution with the least amount of disruption to the existing homes. As there are no homes on the west side of the track & far less trees to be removed. Also, the utility lines would not have to be moved. These are all major expenses that can be avoided. There are at least 4 houses on the east side of tracks (on 233) that would now be less than 50 feet from the road (a requirement when we built our house) if the suggested plan goes ahead. How can this requirement be changed? In the report it mentioned that commencement of these upgrades could begin as early as 5 years from now. Can you explain why the difference in timing between the stated 20 to 30 years and the 5 possible years.
20	3007	2995	18	2021-06-22 15:37:27	Sorry, I'm not sure how to make this clearer for you. The proposed change by the County entails moving the crossing to the east into SW22-51-23-4 towards the bend in the tracks which then curves south, not shown in the drawings. The curve in the tracks as it heads south, cannot be seen and by moving the crossing closer to that curve, would shorten driver response time. I hope this helps clarify.
21	3335	3343	17	2021-06-22 22:25:44	The Idea of continuing 232 in Leduc to 510 is necessary as there are many cars continuing straight over the tracks and into the field. I think the road should be straight however as any jog will add confusion and also increase the elevation to match the elevation south of the track. The provinces long range plan is to ultimate twin Hwy 21 and close off 510 completely so why go to the expense of moving roads when traffic will only be local. The north south road will be much more important to move traffic allbeit traffic from Leduc county. 232 is on Leduc plannings radar and has been identified as a high accident point.
22	3335	3007	16	2021-06-22 22:43:55	I agree, how is creating blind corners going to solve safety issues when visibility will be greatly reduced of the track in either direction, take away farmland and place houses closer to the road. The plan states that there is little anticipated population growth in this study area over the foreseeable future so why go to the expense. If it is that unsafe get CN to throw up some brighter lights and crossing arms.

23	3335	1096	19	2021-06-22 22:46:41	Good points! I think they are trying to ram this proposal through while everyone is looked down.
24	3335	2995	13	2021-06-22 22:55:23	But that is the ultimate goal as it would make sense to have major interchanges at 512 and 510...or maybe it would if the purpose 510 was to reach Beaumont and 512 was to reach Hwy 2. Either way sounds expensive and there are to few people in the study area to pay for this thoroughfare.
25	3335	2995	12	2021-06-22 23:01:42	I have spoken with planning in Leduc and they have identified 232 in Leduc as a high accident area and plan to make changes within the next couple of years to intersect with 510.
26	2995	1096	19	2021-06-23 08:01:39	Our estimates indicate that construction will not occur for 20-30 years; however, should traffic volumes increase sooner than expected, than the recommendations may be implemented earlier. On the contrary, should traffic volumes not increase as expected then implementation would occur later. In either case, 3-5 years prior to the construction year, the County will start the detailed design process. The detailed design will: 1. Review the recommendations of this study to see if they are still valid (update accordingly); 2. Investigate the engineering requirements in more detail (survey the land in more detail, geotechnical investigation, etc); 3. Contact affected landowners where either land is required, access is being relocated, or a backslope agreement is needed and begin the negotiation process at that point.
27	2995	3007	20	2021-06-23 08:31:54	Thank you for the clarification. I believe you are referring to the 2nd bend in the tracks which lead south. See image #1. There are no requirements for a vehicle to see a train along the tracks (the 2nd tracks curve heading south). Vehicle must be able to see the crossing and be provided with enough time to stop. This is call Stopping Sight Distance (SSD). With the proposed design, the stopping sight distance was calculated to ensure vehicle will have enough time to stop should a train be crossing. With that in mind, the new crossing it will include gates and bells. Please see image #2 for the stopping sight distances. To summarize, vehicles heading north require a minimum of 160m of stopping sight distance. The design allows for approximately 247.2m. For vehicles heading south, the minimum stopping site distance is 160m. The design allows for 322.6m.
28	2995	3335	22	2021-06-23 08:33:14	Please see the comment above regarding the blind corners
29	3007	2995	27	2021-06-23 09:02:29	If there are no requirements for a vehicle to see a train along the tracks, but need only to be able to see the crossing, then there is no need to realign the existing road on Rge Rd 233. The current crossing is clearly visible for ~ 1 mile from the north, and ~ 1/2 mile from the south. To accommodate the skew on the railway crossings, a set of crossing arms should adequately resolve that issue. I understand your concerns regarding a potential increase in traffic over the next 20-30 years and therefore still strongly recommend that you rework your existing proposal to reposition 233 to the west side of the tracks while that is still an option and before final submission this fall.
30	2995	3343	17	2021-06-23 10:16:21	The proposed realignment you sketched does not meet the minimum Strathcona County engineering standards for a horizontal curve. For this particular class of road, the minimum curve requirement would look similar to the image attached. With the correct curvature (shown in red). The biggest factor is the substantial environment impacts to the creek. Where the creek would need to be completed relocated.
31	2995	3007	29	2021-06-24 08:33:23	Realigning the Rge Rd 233 to the west was not considered in-order to avoid the road impacting a homestead. The attached image was sketched with the proper curve radii which meet the minimum engineering standards to realign the road to the west.
32	3007	2995	31	2021-06-24 14:19:13	The current proposal affects a homestead being in the family for over 100 years. Also 5 homes on the east side of the road
33	1096	2995	31	2021-06-25 11:00:47	I don't think it would be necessary to go so far west as to affect the homestead as your diagram shows, but this would have to be looked at more closely by the county planners. The 5 houses on the east side of the road are also homestead properties & have been in the family for multiple generations, this too needs to be considered if that is a reason for not going west of the tracks. A viable alternative to the destruction of the homestead sites on both east /west sides, is simply to put up crossing arms and leave the road where it is.
34	2995	1096	33	2021-06-25 13:24:59	The purple line in the sketch incorporates proper curvature which meets the engineering design standards for the road along with the design minimums for the road-rail skew angle. If at the design stage (15-25 years from now), engineering standards or other factors have changed, the proposed alignment can be re-examined.
35	2266	2666	1	2021-06-26 12:03:39	First of all, a caveat. I am not well informed about this issue. I am currently in Wembley, and I never go near the neighborhood The entrance to the town of Wembley is a perpendicular railway crossing. Every so often, the bells go off when there is no train. Sometimes, trains will stop right next to the crossing, setting off the bells for a long period of time and, somehow, not affect traffic movement or crossing at all. This is because the people of Wembley know the gates are broken, and will merely use them as an indicator to tell them to look for a train, not to stop. People will slow down as they look both ways, then go. For the two months I have lived here, I have neither seen an accident nor heard of one on that road. My point is: gates are not a cureall. I recommend chimes and high visibility, as I have seen this to be far more effective. As for aligning the road to the railway, this sounds like a waste of money. It's grandfathered in, so I don't think it's a priority. Also: I can relate to the whistle SO well. It's awful, esp. when the chimes are broke.
36	1151	2995	18	2021-06-27 14:32:18	Thank you Moderator for the comment and link to the alignment. I can't speak for anonymous 3007, but I think what they potentially mean by poor sitelines is poor sitelines mainly for the train but also for cars on 233. The proposed new crossing location is further east (along the curve of the tracks) and south (up the hill on 233). The current crossing gives SB cars ample visibility as the tracks are parallel with RR 233 S of existing crossing and the train coming from the east has a longer distance where it is out of trees and visible travelling through the farmer's field . For NB cars, the crossing is at the bottom of the hill and the train can easily be seen if it's coming from the North or from the east as, once again, there is a good portion of tracks with no obstructing trees as it approaches the RR. By introducing a curve and moving it further east and south, NB cars now have to navigate a horizontal curve while going down a hill. The crossing is also further along the sharper curved portion of the tracks which is in trees so you can't see the train coming as easily as the current crossing as the train will be in the trees coming around a curve that's not easy to see from the South or North.

36	1151	2995	18	2021-06-27 14:32:18	The train literally pops out of the trees close to this new crossing location. To my knowledge there has never been an accident at this crossing and despite the sharp crossing angle, visibility is good for both cars and trains at this location. Moving the crossing will introduce more geometric challenges driving for NB traffic and visibility will be reduced for cars and trains alike. If safety is the primary concern, I suggest adding a set of traffic arms at the current location would be the best option.The new curve also eliminates a lot of very mature trees along RR 233 and the 3 driveways it impacts on the east side of the road. What will be done to restore this environmental impact?
37	2995	1151	36	2021-06-27 21:45:39	I also agree with anonymous 3007 that the introduction of a cul de sac is asking for an increase in illegal activity and dumping, something that unfortunately is fairly common in this area.
38	1626	2666	1	2021-06-28 08:54:43	The introduction of a turn off for a local access cul de sac this close to the crossing and that far up the hill to the south is also a safety concern for me. Now you are asking locals to access RR 233 from part way up a hill which may have reduced visibility and stopping ability being on a hill.
39	3335	2666	1	2021-06-28 11:19:19	This drawing also does not show how the elk farmer on the west side of RR 233 further North now accessed his farm or RR 233? Will they have a lane off of the cul de sac as well?
40	3027	2666	1	2021-06-29 10:18:02	How will affected land owners be compensated for loss of land and loss of use of land to this new alignment? For the one resident in particular this curve will cut off their land separating a portion on the west from the east rendering the west side essentially inaccessible and not usable. What about those residents on the west side that now must have a cul de sac for local access only? How will they be compensated for this impact on their land?
41	3007	2666	1	2021-06-29 16:07:35	Could you please provide details and also contact information from both Transport Canada and CN Railways who would explain their position and requirements on existing skews and under what circumstances they would need to be moved. It would also have been helpful if you would have included their input since they also appear to be key factors in this proposal. I fail to understand why CN would have recently upgraded the crossing on RR233, only to now have to relocate it, especially if their intention is to put up crossing arms on all crossings. Is CN mandating this move?
42	3350	2666	1	2021-06-29 17:04:16	Regardless of engineering calculations that look good on paper, I have a hard time believing that taking a straight road and putting curves into it will make it safer and more efficient to accommodate increased traffic. It is usually prudent to plan for the future, but to have these proposals linked to the affected properties only frustrates and hinders the land owners from their future plans and aspirations, and also comes with an unsubstantiated caveat. Also, could you please let anonymous #1626 know that there will potentially be charming, prime, train front property available should the county continue down this dangerous 'track'.