



APPENDIX

Engagement Summaries

A

Range Road 231/232

What We Heard Report

Open House Feedback Summary

Event: On Thursday, May 10, ISL Engineering and Strathcona County hosted an Open House to solicit feedback from the community on development plans for Range Road 231 and 232. The Open House was part of the initial consultation phase to understand community needs prior to developing a plan for moving ahead. Approximately 180 participants attended the Open House and provided feedback via sticky notes, poster pages, and by speaking directly to those involved in the project. Additionally, residents had the opportunity to email feedback to the project team, based on the Open House display board content.

Feedback Summary: Overall feedback was significantly divided, with areas such as roundabouts, traffic lights, and speed limits highly contentious. What follows below is the summarized and themed feedback.

	Rg Rd 231	Rg Rd 232
Roundabouts	<ul style="list-style-type: none"> No roundabouts, people aren't familiar with them Need a roundabout at Meadowhawk/Executive Estates Need a roundabout at Thompson Ave and Hillshire Blvd. Use turning lanes rather than roundabouts No traffic circle or speed reduction Roundabouts good if used properly 	<ul style="list-style-type: none"> No traffic circles Traffic circles at Graham Heights and Scot Haven essential Desire for a traffic circle to be built into RR 232 at the cemetery entrance, similar to RR 233.
Bicycle Paths/Multi-use trails	<ul style="list-style-type: none"> Multi-use trails are crucial to accommodate pedestrian travel Need a solution to keep cyclists safe Extend walking trails between Wye Road and Whitemud Freeway Paved trail for bikes and walking Widen shoulders for bicycle paths Bike paths to join subdivisions 	<ul style="list-style-type: none"> Widen shoulders for cyclists Bike lane required Bike paths linking acreage loops Paved trails Separated bike path No bike lanes needed, road to nowhere No pathway along Wye Rd Route to Whitemud
Traffic lights	<ul style="list-style-type: none"> Lights at both 231 and 232 on Whitemud Extension No lights, roundabouts are better Improve signal timing at 231 and Wye Need traffic lights, preferred over roundabouts 	<ul style="list-style-type: none"> No more traffic lights Traffic lights at 232 and 522 No lights or roundabouts, too much noise and traffic pollution Lights are long overdue Intersection with 628 and Hwy 14 needs lights No lights on Whitemud exit

	<ul style="list-style-type: none"> • Lights at 233 and 231 will control 232 • Safe crossing from Executive Estates to the new developed side • Need intersection controls on 231 and Whitemud 	<ul style="list-style-type: none"> • Street lights would be a practical improvement • Lights at 232 and 522 • Lights at corner of 232 and Whitemud
Lanes	<ul style="list-style-type: none"> • Add a deceleration lane northbound on 231 at Sconadale • Turning lane for each subdivision • Turning lane for Salisbury Greenhouse, Glenwood and Estates • Widen 231 south of 521 • Leave two lane road • Widen the roads • Drivers do not use the left turn lane Executive Estates correctly 	<ul style="list-style-type: none"> • Keep two lane road and maintain a rural setting • No twinning of 232 • Light and merge lane at 232 and 522 • Left turn lane coming out of Estates Village • RR to Estates has become main entrance due to no lights on Wye Road • Narrower ditches and wider shoulders • Less traffic, no four lanes • Widen to accommodate turning lanes • Four lane road on 638 • Leave as two lanes with turning lanes • Widen the shoulders
Speed	<ul style="list-style-type: none"> • Keep speed limit • Speed enforcement on two lanes • No speed reduction on 231 • Don't reduce speed limit unnecessarily • Reduce speed to 60km to reduce noise • No fast speeds – 70km 	<ul style="list-style-type: none"> • 70 km/hr • Slower speeds past Salisbury and a turning lane • All subdivisions should have 30km/hr speed limits • 232 needs to be slowed down • Reduce to 60km/hr with enforcement • Lower speeds would make left turns safer • Don't change speeds • 60km too slow, 70km is better
Signage	<ul style="list-style-type: none"> • Highway 14 signage missing • Note 628 is Whitemud • Clarity as to who has right-of-way in two-way stop • No engine retarder brakes signs needed • Street lights at all neighbourhood entries 	

Other	<ul style="list-style-type: none"> • Coordination required with Alberta transportation • Determine if purpose of streets is local service or through traffic • Road noise associated with future development a concern • Concern about volume of cars coming out of Hillshire on 231 • Transit stops would be good • Provide water and sewers to reduce traffic • Keep wildlife undisturbed • Close 231/232 for local traffic, do not increase traffic flow • Noise barriers • Visibility for cyclists and walkers needs to improve near Meadowhawk 	<ul style="list-style-type: none"> • Highway access deterrents should be considered • Salisbury entrances hazardous • More information about timelines and how input will be used • Difficult to turn out of division during rush hour • Public transportation stops • Deterrents to access Whitemud through 232, 231, and 233 should be included • Noise barriers • Better lighting at night • Better linkage between range roads for walkers and cyclists • Shoulders should be wider
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Appendix A: Open House Comments

These comments are verbatim, using a variety of methods to gather feedback.

Rge Road 231 Post-it Feedback

- No roundabouts it is not the 1970s, also most people do not know how they work
- Rg. Rd 232 – keep 2 lane road, maintain rural setting. Widen shoulders to accommodate bicycle paths.
- Better and much more coordination with Alberta Transportation
- Traffic lights at both 231 & 232 on Whitemud Extension (522)
- Multi use trails are crucial; there is a daily occurrence of pedestrian travel on both 231 & 232. This is an accident waiting to happen.
- Need to identify Hwy 14 signage is not clear or is missing
- Need signage noting that 628 is Whitemud
- No lights on RR 232/231 – roundabouts are better
- No roundabouts anywhere – people don't know how to use them
- Bike lane for 232. There is absolutely NO shoulder to walk on. Why not make a loop with a bike lane from Wye Rd on 232 down to Whitemud extension and back up 231 to Wye Rd!
- Keep speed limits – NO traffic circle – add sidewalks
- What is the primary purpose on 231/232 local service or through traffic?
- What are the landuse/density changes south of Wye Rd?
- Intersections
 - Executive Estates
 - Meadowhawk
 - Hillshire
- Design Roads & intersections as arterial roads
- Complete 231 to Meadowhawk entrance ASAP
- Improve signal timing at 231 & Wye
- Bike paths – Airase loops area's
- NO
- RR 231 needs at least one roundabout at the Meadowhawk/Executive Estates entrance
- Need solution to keep groups of bicycle riders safe/out of traffic
- Traffic lights @ 231/232 (YES)
- Prefer traffic circle over lights
- Speed enforced or 2 lanes – bike path- roundabout or speed bump
- Add a deceleration lane northbound on 231 at Sconadale
- No traffic circle or speed reduction on 231
- Speed on 231 ok as is (I agree also)
- RR 231 – turning lane for each subdivision – NO roundabouts!

- Illuminate the Whitemud
- Ditto. I try teaching this to my son every time we cross. They also don't understand I can't see them waving me on when the sun is in my eyes so we just sit there missing our opportunities to cross. I go with the law, not politeness or feelings.
- Remind the public who has the right of way on a 2 way stop... on to Whitemud everyday people treat it like a 4 way stop. Many accidents are caused.
- Lights at 233 & 231 will control 232
- Traffic circles are as handy as pockets in your underwear
- Does county have long term plan to at least buy the land for interchanges @ Whitemud & 231/232/233 if traffic volumes rise?
- Access into subdivisions left turn lane needed
- Pathway into the powerlines? In/along Henday
- Traffic lights @ 231 & Whitemud
- No traffic circles on 231
- Transit stops
- Road noise with future development a concern
- No engine retarder brakes signs needed
- No traffic circles and don't reduce speed limits unless necessary. If people don't like this they should live in a keyhole, not on a through road.
- Does county envision lower traffic counts in future due to the young generation too lazy to get a drivers license? (aka Iveson thinks so)
- How can you cross the Henday on a bike? Need a path &/or bridge
- Bike paths that join the subdivisions together
- Do not reduce speed limits
- Bike paths on both roads w/ nice!
- I am very concerned about the potential volume of cars coming out of Hillshire directly across from Executive Estates on 231. 231 is already busy with traffic going to 522 and Whitemud with 2 subdivisions of traffic all trying to turn south on 231 plus the already existing traffic coming south on Clover Bar Road is going to be a huge problem in years to come.
- Need a roundabout at Thompson Ave & future Hillshire Blvd
- Extend walking trails between Wye Road & Whitemud Freeway
- Need intersection controls @ 231 & Whitemud ASAP. Ok/preferred if only active during peak traffic times
- No traffic circle on RR 231 or 232. Leave the speed limits as they are.
- Transit stops on 231 would be great!
- Love the bike path on 231!
- Extend walking trail to Whitemud Extension
- Traffic lights @ RR 231/Whitemud. Too many accidents, people impatient, make risky moves
- No roundabouts! Use turning lanes
- Bike and walking trails on 231 to Whitemud Extension
- Safe crossing from Executive Estates to the new developed side (bike path)
- No roundabouts use turning lanes instead
- Add streetlights to RR 231 & RR 232

- No Traffic Circle
- Turning lane for Salisbury Greenhouse, Glenwood & Estates
- No Roundabouts
- Bike/walking trails along Wye Rad and RR 231
- Roundabouts are good if used properly 😊
- Provide water and sewers to reduce traffic (less trucks)
- Roundabouts good. Speed limit good. Bike trail extended
- Bike trail/walk trail to 231
- Bike lanes, walking trail on 231 to go south of Whitemud please!
- I would love a bike trail along 231. It's ¾ of the way. Lets finish it!!
- Paved trails, bikes & walking
- Keep wildlife undisturbed
- Roundabouts are fine!
- HATE roundabouts – we moved to acreage not close housing
- Wider bike lanes
- Lights 232 & 522
- Roundabouts help control speed and traffic. They keep traffic flowing at a reasonable pace.
- Yes – add a traffic circle
- Maintain speed limits
- No bike trail pass Windsor – the deers cross – will not work because of site of the hill
- Are water/sewer utilities being considered & remove water trucks from the roads?
- Need bike lanes
- Roundabouts fine
- No they're not
- Agreed
- Widen Road 231 south of 521, currently 11 – 13 cars in ditch in winter
- RR 231 – would like to see:
 - Reduce speed to 60 km to reduce noise
 - Leave 2 lane road
 - Install roundabouts into the subdivisions
 - More bike lanes
- Yes we need roundabouts, slows traffic and noise
- Needs to be the same speed currently on 233 – 70/232 – 80/231 – 80
- Widen
- Street lights a all neighbourhood entries
- Lights on #231 & Whitemud
- Transit stop on #231
- Will these roads be restricted from truck routes? Need a clear reconnect to determine truck access
- Can 231/232 be closed to just be for local traffic
- 231 & 232 are residential! Do not increase traffic flow – divert to Hwy 21

Rge Road 232 Post-it Feedback

- No more traffic lights – we don't want another baseline road
- Then how are we supposed to get our water?
- No twinning of 232!
- Create sidewalk or trail for pedestrians
- YES - bike and walking path
- Traffic light – 232 & 522
- Light & merge lane @ 232 and township road 522 (like 233 & 522)
- No traffic circles – no one knows how to use them in Sherwood Park (no traffic circles)
- Speed limit of 70 kph on 232
- No pathway along wye road! Will there be paths along the range roads?
- Wye Road work has been ongoing for years! Taking forever! I suspect work on the Range Roads will be the same!
- Path on RR. Riding bike or walking you take your life in your hands
- Bike & walking trails along the whole length of 232 are long overdue. Children are AT RISK!
- Need left turn coming out of Estates Village
- Slower speed limit past Salisbury – turning lanes a must.
- We don't need more traffic control
- Bike paths link acreage loops
 - Examples: Scot Haven to Whitecroft,
 - Whitecroft to Executive Estates
- No lights or roundabouts – creates too much noise & traffic pollution!
- Bike/Pedestrian lanes adjacent to roadway
- NO
- All subdivisions should have 30kph speed limits & enforced through roaming radar
- Being able to turn out of Division onto RR in rush hours – very difficult at times
- No walking paths on 232 – too dangerous – 232 needs to be slowed down
- RR entrance to Estates has become main entrance due to no lights on Wye Road
- Need walking & bike path on 232 – Need a traffic light on 232 & Whitemud. Left turn very difficult now
- Speed limit on RR faster than Wye Road? Why?
- The speed limit on 232 should be reduced to 60kph and enforced!
- Lights @ 232 & 522 are LONG overdue
- 232 Walking and bike paths
- Add traffic lights on 522 at both 231/232
- Intersection on 628 need lights and 232/Hwy 14
- Align the entrance to Glenwood & the entrance to Estate Drive with turning lanes – No lights or roundabout
- Future 232
 - Public transportation stops
 - Light @ 522/232
 - Paths, widening Winfield Heights
- Wye Road access to Henday should be encouraged to RR use should be discouraged

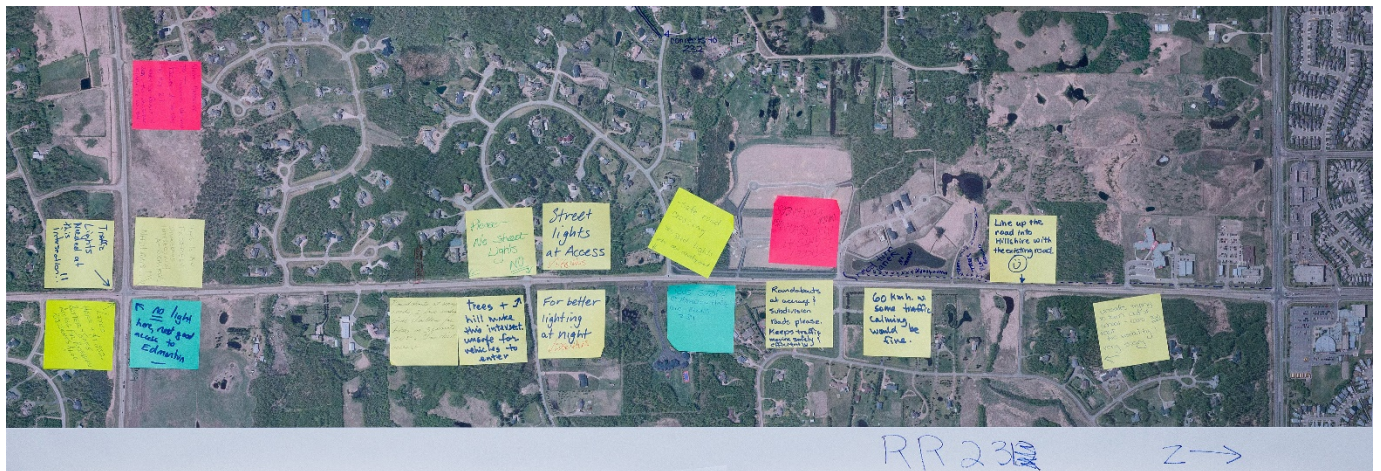
- Deterrents to accessing Whitemud through 232, 231 & 2333 should be included – much lower speed limits
- Walking and bike paths – lights on 232 & 231 @ 522
- Walking path from playing field to Salisbury Greenhouse
- Paved trails
- Not all the way to end – will be dangerous when they develop the Whitemud exit.
 - Ex. Bike path to Windsor Estate and no further
- Must have left turn to go south out of Estates Village
- Salisbury Greenhouses entrances are very hazardous and I have witnessed two major accidents – CHANGE
- Leave RR 232 as it is. I don't want more traffic. Last time construction was a real pain
- Lower speeds would make left turns safer
- Bike/walking paths separate from road not bike lane as part of roadway
- Traffic circles at Graham Height and Scot Haven are essential. Rush hour traffic makes exit VERY DANGEROUS!
- Want 60 speed walk, walk and bike lanes, no big trucks, too noisy. What are you going to do for more land where & how much of our property?
- Have trail system join the range roads, put trail on 232, slow speed limit on 232 to 60km, no traffic circles, lights at Whitemud and 232
- Bike lanes, walking path on 232, YES YES
- NO! Bike lanes needed on 232 – Road to nowhere
- Change speed limit to 60 south of Salisbury to allow easier exit @ Salisbury at the Glenwood Estates
- Don't change speed
- No lights No lights
- Need left turning lane to enter Estates going south on 232 & to exit from Estates to go south
- Have narrower ditches to allow wider shoulders
- 4 lane road on 638. Light at 232 and 231 at 638. Lights are Highway 14 and 232
- Lights @ 232 & 522 would be wonderful – YES
- Please – no lights on Whitemud exit – Please do not decrease (sp) speed limits
- Do not lower speed limit – safe now
- Less traffic – no 4 lanes
- Bike paths are needed
- Widen 522 to four lanes (2 each way) between Whitemud end and Hwy 21. Keep at 80 km
 - Lights at 232 and 522
 - Better winter sanding at 522 & 232
 - Widen 232 to accommodate turn lanes into subdivisions and improve visibility & safety
 - Reduce speed on 232 to 60km
 - Sidewalks and/or bike paths on 232
 - Upgrades @ 232 on Wye very slow
- Multi use trails along 232 for walking, biking etc. YES +1 +1
- Why make any changes all is ok now
- What is the impact of increased density of housing on Wye Road on increased traffic on Rg Rd 232 heading to Whitemud – potentially massive

- How do we get out of our areas boarding on 232 with increased traffic calming traffic circles – are these effective – do they work
- What is happening at the intersection of Wye Rd & 232? It is a disgrace to the county. It has taken forever!! E. Whitecroft (I second that, damaging my vehicle)
- 232 is not built to accommodate larger vehicles & 80 k is too great a speed. Residents can hardly get on 232 in rush hours – E. Whitecroft
- Good idea to lower speed limit on 232 to 60km to cut down on excessive speeding
- Calming circles on 232 – 60 k speed limit (No! No!)
- Leave 232 as 2 lanes with possible turn lanes as much more residential
- Wider road is needed Range Road 232 Whitemud – Township 510
- Bring potable water to the acreages
- Separated walking/biking path on one side
- A multi-use trail is essential to the safety of residents – West Whitecroft
- With commercial vehicles & 80 km speeds, 232 puts cyclists & pedestrians at great risk – West Whitecroft (Yes)
- Street lights would be a practical improvement – West Whitecroft (No light pollution please)
- Left turning vehicles require turning lanes – West Whitecroft (yes)
- Lights are needed now at the extension of Whitemud and 232
- Bike paths – connect neighbourhoods
- Need walking paths on 232 to Whitemud extension
- Need walking path from West White Cr to Salisbury Village
- Decrease speed on 232 to 60kph (Yes)
- Restrict bike traffic on 232 when there is a bike lane
- Training for poor drivers
- Need a walking trail on 232 W.Whitecroft isolated
- Widen the shoulders; add 4 lights and 2 runabouts and turn it into a residential street (No! Lights /Yes)
- Don't narrow the shoulders with each new layer of paving
- What is the plan to minimize traffic using 232 to access the Henday? West Whitecroft (great point!)
- What is the likelihood of potable water access in conjunction with road improvements West Whitecroft (good point)
- Widen to 4 lanes/Add bike trail
- What is the feed back from Salisbury Greenhouse & Glenwood? West Whitecroft
- What is the anticipated timeline for 232 & 231 improvements? West Whitecroft
- How will input be used to decide go-forward plans? West Whitecroft
- Bike path on 232-231 lights on each corner of 522, REDUCE SPEED
- Continue to allow left turn out of Estates Village
- 60km too slow – 70 km better
- Don't spend \$ when it is not necessary
- Bike/walking paths to at least Salisbury Greenhouse/no lights or roundabouts on 232, it just creates more road noise

Flipchart Feedback:

- Force traffic except local to Highway 21 & Henday
- Lights @ 522 & RR232 & RR231
- Need turn lanes on 232 ... “water truck” must make left turns across traffic in a high traffic area
- No Roundabouts – (Why not?? They don’t need lights)
 - Creates acceleration/deceleration leading to noise & traffic pollution for the residents
- No Reduced speed limits
 - So you’re the ones tailgating me as I try to turn into my neighbourhood
- Provide bike & walking paths
- 232**
- All roundabouts!
- Reduced speed limits
- No walking/bikes/paths
- They don’t need lights with traffic circles
- Lights on 231 & 232 on Whitemud Extension
- Some street lights between Wye Road & Whitemud Extension (each subdivision entrance)
 - No light pollution please!
- Should be 4 lane divided 2/curb & gutter
- 1.5m walk or 3m SUP included
- 60km speed sign on #232 should be south of Salisbury
- Traffic circle @RR232 @ Estates – graveyard corner
- Paved multiuse trail along 231 & 232 Wye to Whitemud needed for pedestrian safety
- Don’t what walkway paved to Whitemud on 231
- Don’t want traffic circle on 231
- Need to do something with the rd 231 from Wye to school – still is unsafe
- Have 4 lanes w/walkways to schools on RR 231 then back to 2 lanes with school zones speed limits (lights, etc.)
- Traffic lights at corner of 232/Whitemud
- 232 Needs walking/bike paths
- 232 needs to be wider, at least turning lanes
- 231 – safe crossing from Executive Estates to new development (bike bath) i.e. ped crossing lights
- 232 needs wider lanes
- 231 & 232 paved trails (bikes and walking)
- 231 transit (bus) stops
- 231 & Whitemud – traffic light
- NO fast speed along 232 70 kph (disagree)
- NO 4 lane traffic on 232 (Disagree, agree, me too!! Me also, Me too)
- NO fast speed on 231 – 70mphsa
- Safe left turns and merging without twinning
- Allow us to maintain the rural lifestyle we have been paying for
- Wildlife considerations
- Paved trails
- All schools have this
- Congestion at SCE has decreased with turn off lane (southbound) into school

- NO increases noise & pollution
- Does this mean fences everywhere?
- Paved trails
- In favour of paved bike trail to Whitemud on RnRd 232



Appendix B: February 2018 Survey Responses

A survey was posted to the project website in February 2018. Here are the responses to specific questions about what is liked, disliked, and what features would improve the road:

Are there features that you like about the roadways, and what are they?

- Low traffic, free flowing
- I like that they are single lane.
- Increase number of lanes on range road 232 most important is street light on range road 232 if county provide services like water and sewerage residents will put there in puts as per county advice. that is very important because it help big time on people health by getting city water
- Between Sherwood Park and hwy 14 it's nice and wide
- Traffic flows well
- Faster access to Whitemud Freeway and Henday
- It is a local collector and should remain this way.
- It's paved
- Quick access to highway 628
- Has been good access for our commutes to date but don't like the heavier activity as a bypass road to the Whitemud freeway.
- The turning lane in to Meadow Hawk.
- I like there are no street lights on RR231.
- Easy access
- That they are paved.
- Easy right hand turn onto 522 keeps traffic flow moving.
- Easy right hand turn from 231 to 522 west bound
- Speed limit at 60/80km is good, but confusing near school zone at north end of RR 231. Like the turn lanes at new subdivisions, need for all turnouts.
- No traffic lights are advantageous.

Are there features that you dislike about the roadways, and what are they?

- speed limit too high
- No pedestrian path, poorly lit
- The volume and speed of traffic. Despite spending billions on upgrades to the Henday and Hwy 21, RR232 has become a freeway at rush hour. The vast majority of traffic is using this local road as a shortcut. My children can no longer use the school bus because the traffic will not stop for the bus.
- No street light
- South of hwy 14 it's narrow, no shoulders
- Rge Rd 232 - Junction at Wye Road is a mess - I presume it will be completed soon. Travelling north or south on Rge Rd 232 at Twp Rd 522 can be difficult/dangerous - I used to do this every day but don't travel that way often since I have retired.
- No lanes, big ditches on sides

- The volume of traffic that stops at the light on Wye and 232 plus the number of very loud diesel trucks (chipped up Rams) and the number of motorcycles with straight pipes rather than mufflers. Summers can be quite unbearable with the noise. I have been forced to put in air conditioning so that I can limit noise. I still sleep with a loud fan and earplugs. Shouldn't have to. The Sheriffs of Nottingham appear to have no authority to combat noisy vehicles.
- For the past 4+ years it has been a shortcut to avoid the construction on the AHD. Now it has become a habit for some to continue to use it-particularly delivery trucks using it as a way into and out of SP to avoid traffic lights
- The shoulders are too narrow to safely bike along.
- No lights on Highway 628 Noise increase
- The road noise, speed and activity is increasing which we are not pleased about.
- Yes we need more than one lane or we need separate turn lanes
- All subdivision intersections that don't have a turning lane like Meadow Hawk.
- I do not like that there are no lights or a traffic circle at the Whitemud intersection and RR231. I do not like that there is no sidewalk from Deer Mountain in to town.
- Long waits to turn left
- Badly needed Lights at 231 and 522. Probably needed at 232 as well. Either that or grade separation at both intersections but that's not likely affordable. Single lane is fine at present. Subdivisions should all have merge lanes and left turning lanes.
- Too much traffic going too fast. This road needs traffic mitigation such as was done on 233 with traffic circles and lower speed. Put lights on 231 and Whitemud extension.
- As a 10 year resident of Deer Mountain with 3 young kids it is frustrating that we have to haul our bikes to town to go for a bike ride. It would be amazing if the bike path running from Meadow Hawk could continue right to the off leash park, or at a minimum to TWP Rd 522. This would be a much safer way for bikers and pedestrians to move about the community.

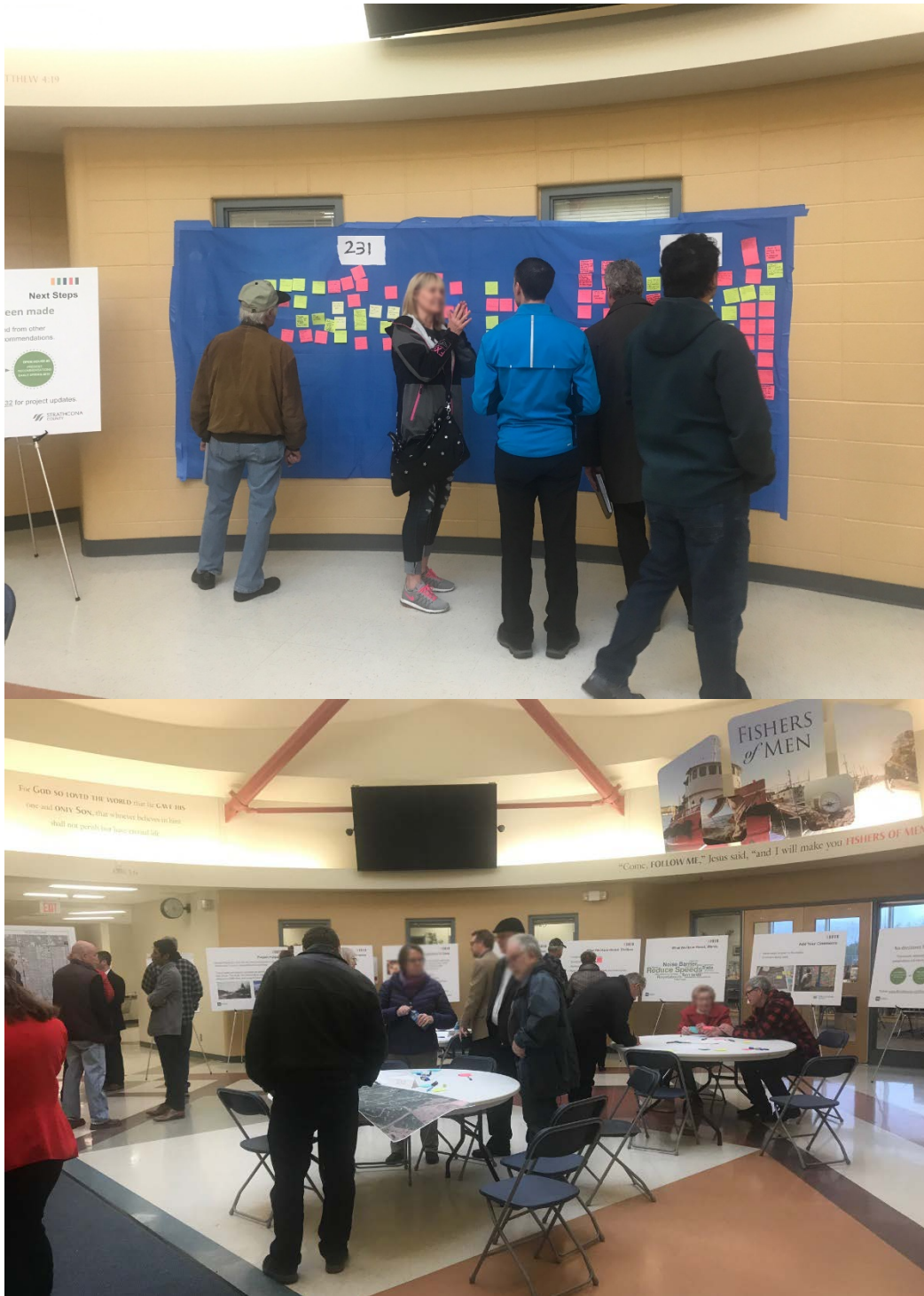
Are there features that you would like to have included when these corridors are improved?

- reduce speed limit to 30 km/hr from greenhouse north to Wye reduce traffic noise
- Safe pedestrian path connecting to other paths
- I would like the small roundabouts as on rg.rd. 233.
- street lights and turning lane to subdivisions from main road 232
- Shoulders, please
- Traffic lights at Rge Rd 2322/Twp Rd 522 would make it safer
- Lanes, signs, better sideways
- Lower the roadway and install noise barriers where the road abuts residential areas.
- I am not a fan of traffic calming devices. Turning lanes, I accept. Reducing the speed is sure to annoy some. Other than school buses, water trucks and other local deliveries, I see no reason to restrict truck traffic to permitted vehicles only. With 6 lanes on Wye Rd there should be no reason to have large trucks use these roads. The access to AHD should be Wye Rd.
- A musical feature would be nice...and throw a few bus stops in.
- Noise Barrier on east side

-
- Would like to see speed reducing features that also include features to minimize traffic noise.
 - Twin road with turn lanes into subdivisions
 - Bike path and turning lanes.
 - I think there could be a left turning lane in to Deer Mountain going north. There must be lights or a traffic circle at the intersection of Whitemud and RR231. Sidewalk in to town.
 - Traffic lights
 - Pedestrian Paths
 - Just traffic calming.
 - Bike/walking Path

Appendix C: Photos









Open House
October 17, 2018

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1.0 Introduction

1.1 Event Summary

On Wednesday, October 17, 2018, at 5 p.m. – 8 p.m. ISL and Strathcona County hosted an open house to solicit feedback from the community on development plans for Range Roads 231 and 232. The open house was part of the consultation phase to obtain public opinion on proposed options. Approximately 160 participants attended the open house and provided feedback via location-specific sticky notes on aerial maps, sticky notes on boards, general comments collected on a sticky wall, and by speaking directly to those involved in the project. Residents had the opportunity to email feedback to the project team, based on the open house display board content that was made available online. Additionally, an event evaluation form was made available and collected throughout the evening.

2.0 Feedback Summary

2.1 Aerial Map Summary

The aerial maps were large printed maps where participants could write directly on the map, or place a sticky note with their comment in a location-specific area on the map.

The main areas of comment were:

- Bike paths/ multi-use trails
- Traffic lanes/ controlled intersections
- Speed
- General safety



Rge. Rd. 231

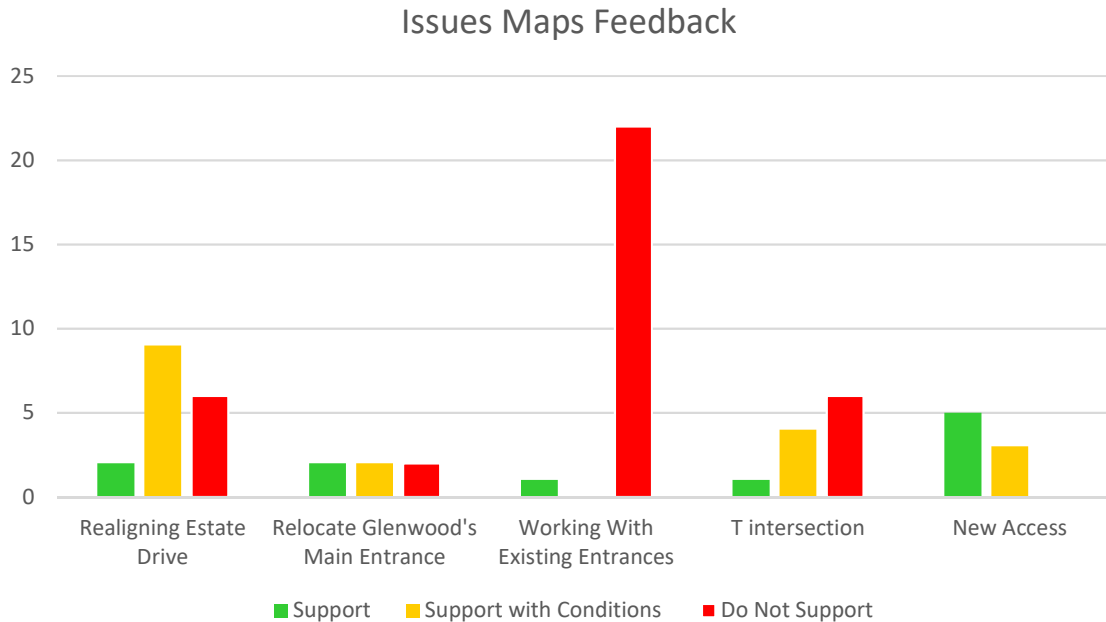


Rge. Rd. 232



2.2 Issues Map Summary

The issues maps were sections of boards at the end where attendees were encouraged to place a sticky note denoting if they Supported, Supported with Conditions, or Did Not Support the proposed idea. There was some contention in this area, and most feedback was cautious about the presented issues.



COMMON COMMENTS:

Realigning Estate Drive

- Combo with Glenwood and Salisbury to reduce impact
- Toboggan Hill concerns
- Parking
- Number of access points
- With a traffic circle

Relocate Glenwood's Main Entrance

- No lights
- Traffic circle preferred
- No access from Salisbury

Working with Existing Entrances

- No
- No lights
- Traffic circle instead
- Turn lanes instead

T-Intersections

- Maintain 60 km/h
- Too many for short distance
- Traffic circle

Strathcona Proposed Trails

- Yes
- More connected to different subdivisions/neighborhoods



2.3 Sticky Wall Summary

The sticky wall was used as an additional venue for attendees to give comments on the project. The sticky wall is a plastic sheet coated in an adhesive spray so that attendees could place index cards with comments upon the sheet for all participants to view, thus further increasing sharing of individual perspectives. Comments ranged from on the project to about the event itself. 20+ comments were posted.

Comment themes:

- Traffic circles
- Water stations
- Traffic flow and speed
- Trail suggestions

2.4 Online Survey

In addition to the Open House event, stakeholders were encouraged to fill out an online survey, available through the County's survey website, Scoop and on the Gizmo survey tool.

Table 1.1

Table 1.1 below shows the total count of responses for each survey.

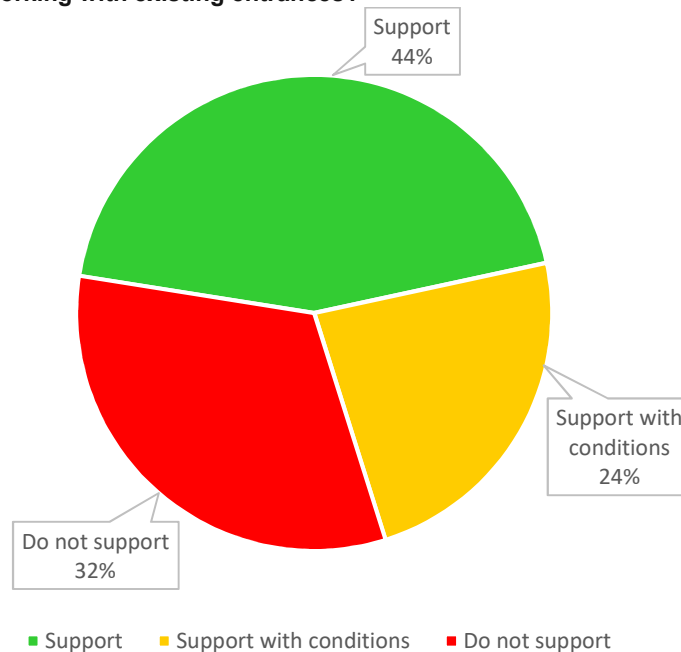
	Count
Scoop	30
Gizmo	5

■ Q1: Do you have any feedback on these two alternatives

- If you use roundabouts, please don't plant vegetation in the middle as it reduces sight lines throughout the circle
- I feel roundabouts would keep traffic flowing better, but should only be added when the traffic volume gets high enough at each intersection
- I prefer the roundabouts if they are large enough to accommodate large trailers and rv's.
- It makes more sense to me to install lights at both of these RR'd's at the 522 Twmp roads, than any roundabouts
- Prefer roundabouts
- I guess I prefer roundabouts in areas where traffic is not heavy
- Prefer roundabout to traffic lights
- Roundabouts the preferred option
- Roundabouts all the way
- No to signals
- Roundabouts preferred for the roads in the study area
- I much prefer roundabouts because they maintain better flow of traffic and are better for the environment (less complete stops), but they still slow traffic down and allow for the safest points of entry from side streets.
- My preference is signals
- Prefer roundabouts
- The traffic circles are preferred over lights. The stop signs are working now though
- No one knows how to properly use the current roundabout we have in Sherwood Park. Adding more roundabouts would not be a positive change in my opinion

- You rearrange the main traffic circle (Sherwood Dr & Broadmoor) in Sherwood Park because no one apparently know how to use one, and then want to put more traffic circles in, seems very counter intuitive. Put lights in already
- Roundabout is preferred. The county is traffic signal "happy" and doesn't seem capable of creating signal timing that actually works

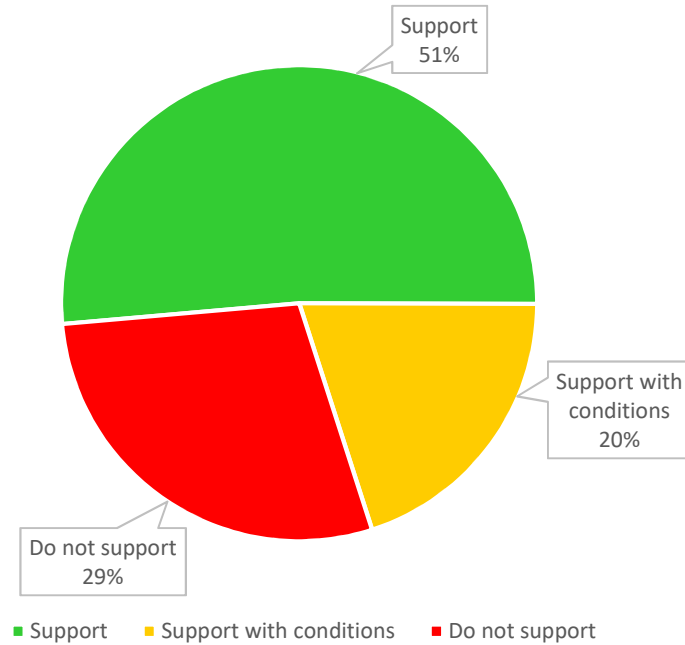
■ Q2: Your support for working with existing entrances?



- Installation of traffic circles or, if it is traffic lights, that they operate during peak hours only
- No traffic lights
- Roundabout instead of lights
- I don't like the signal option
- Too many intersections so close together
- Both lanes could, potentially, be blocked if someone was turning right and someone was turning left at the same time
- I do not see the need for a signal at this area
- No change is required
- Too many accesses. The numerous access points should be consolidated using service roads
- Too bad the roundabout will not work here...would have been ideal

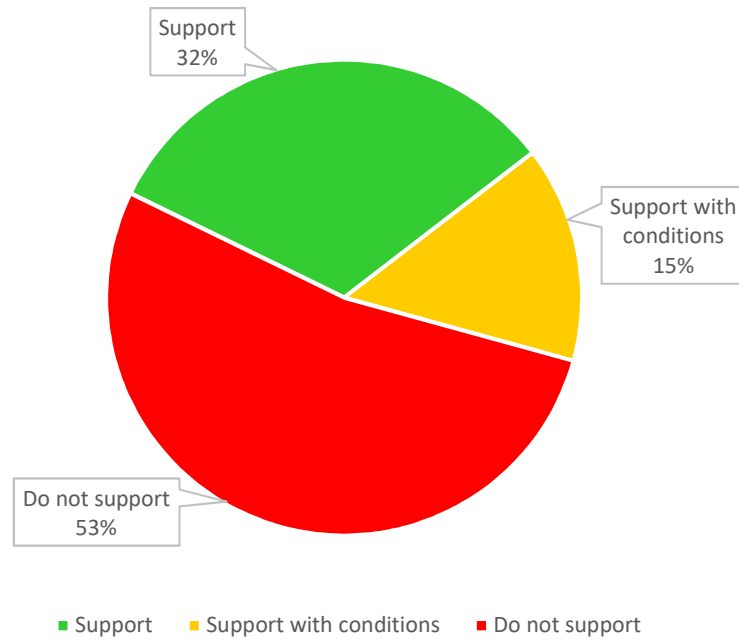


■ Q3: Your support for relocating the entrance to Glenwood Funeral Home and Cemetery?



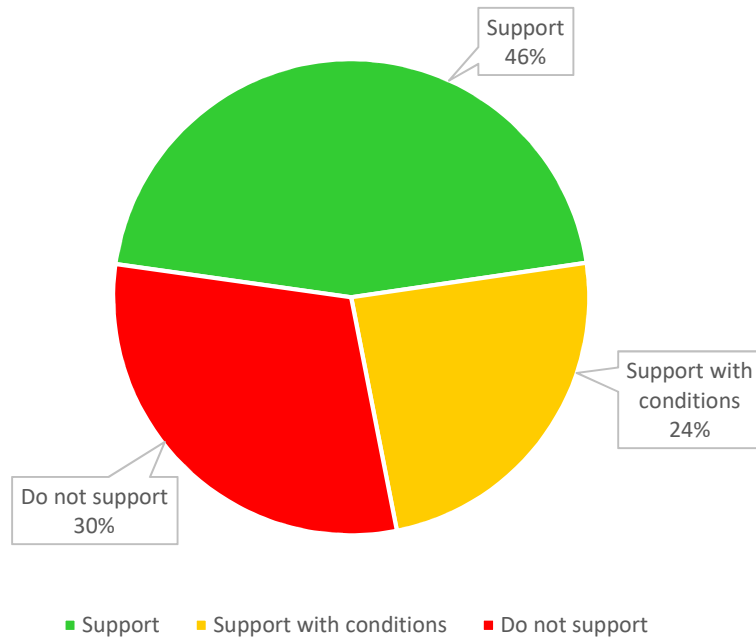
- With a round about
- Roundabout would be preferred
- Roundabout preferred
- Signals. No roundabout
- Too many intersections/lights soo close together
- Both lanes could, potentially, be blocked if someone was turning right and someone was turning left at the same time

■ Q4: Your support for creating T- Intersections?



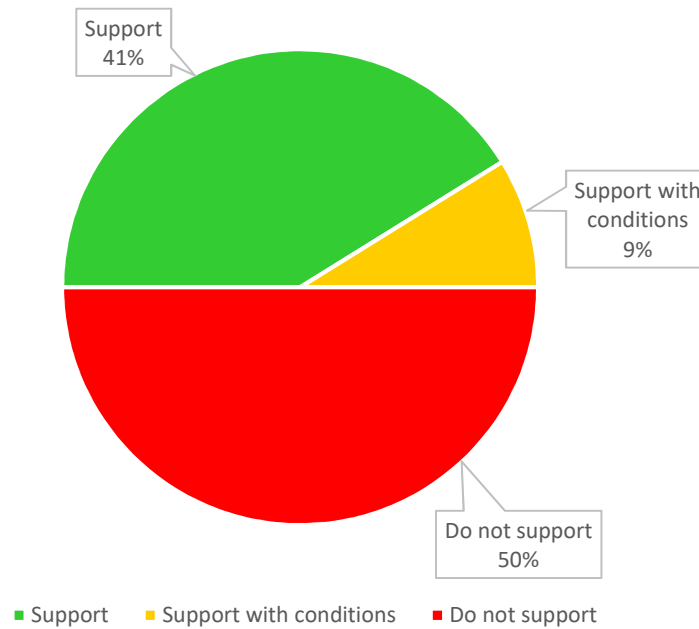
- All with lights I am assuming, information not provided so I have no idea
- Agree to closing accesses, but more consolidation could be achieved using service roads
- Roundabouts are safer and keep traffic flowing. Lights impede traffic flow and would be very disruptive given the number of intersections
- This better depending on the designs of the intersections and how well/safe they would handle traffic
- Do not prefer traffic lights at these new T intersections
- They are NOT made 3 way stops
- T's do not help those trying to get onto RR232
- Too many intersections!
- This seems dangerous
- No change is required

■ Q5: Your support for creating a new access?



- It must be served by a traffic circle or, if it is traffic lights, that they operate during peak hours only
- Again cost is not provided to assess my full support
- With use of a roundabout
- With signals...NO ROUNDABOUTS
- What does this option accomplish. I don't understand
- No change is required
- Get off the roundabout bus already, either people are smart enough or their not
- This is best because it reduces the number accesses. I would also like to see the future Salisbury village access consolidated with the Estates Park entrance

■ Q6: Your support for realigning Estate Drive?



- Yes, let me guess, another roundabout?
- This would be ok if the Salisbury greenhouse accesses were also consolidated at this intersection by extending the service road south
- Unnecessarily impacts the field, aesthetics and traffic flow for the Estates for which I am a resident
- More parking is good, and I prefer one bigger intersection with a roundabout than multiple smaller ones
- Minimizing the number of intersections is important for smooth safe traffic flow
- I rarely see the soccer pitch being used by teams
- Close access on Wye road
- This doesn't address the other issues down 232 and I don't support impacting the park



■ Q7: Additional Comments?

- No, but thank you for the opportunity to provide feedback.
- I believe that better traffic flow must be created, by improving the entry/exit of the cemetery, the greenhouse and the Estates, I use that road every day, and although I do not find it inefficient nor slow, I would consider that it could use improvement in order to be even more efficient.
- I believe that the new access to Salisbury Village has the potential to be a huge problem that doesn't seem to be addressed with most of these solutions. If possible I would NOT want this access developed - I can foresee problems between North-turning left vehicles and south bound vehicles. The only solution might be a roundabout. I would like more information on this proposed solution and how it impacts the other options for 232. Are noise barriers for The Estates of Sherwood Park an option given the increased traffic? This would be appreciated as noise is increasing with traffic volumes.
- The Estates drive realignment would be nice, but might see high speeds.
- I sure do! RR road 232 is semi rural road and does not require special access for the greenhouse or cemetery. The number of times that these businesses create congestion in a day/week/month is minimal that traffic will just have to wait. Strathcona County's mandate to improve traffic is ridiculous - sometimes a driver just has to be more patient. Remove the lights on Wye road at Mitchell and put the Salibury access at RR 232 and by Rona. Adding more lights on main thorough fares slows traffic flow. A subdivision such as Salisbury does not require 3 access points and certainly does not require 2 of those access points to be at Wye road.
- There were questions about RR 231?
- Both Range roads should be twinned between Wye Road and Hwy 628
- Need better looking and more functional sound barriers / solid (attractive) fencing along 232 near the Estates as well as along Wye Road

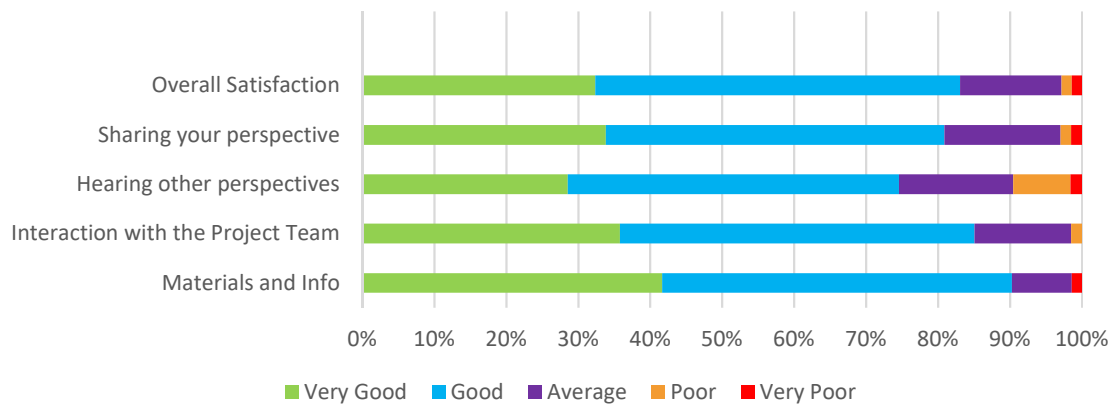
3.0 Evaluation Summary

3.1 Evaluation Form

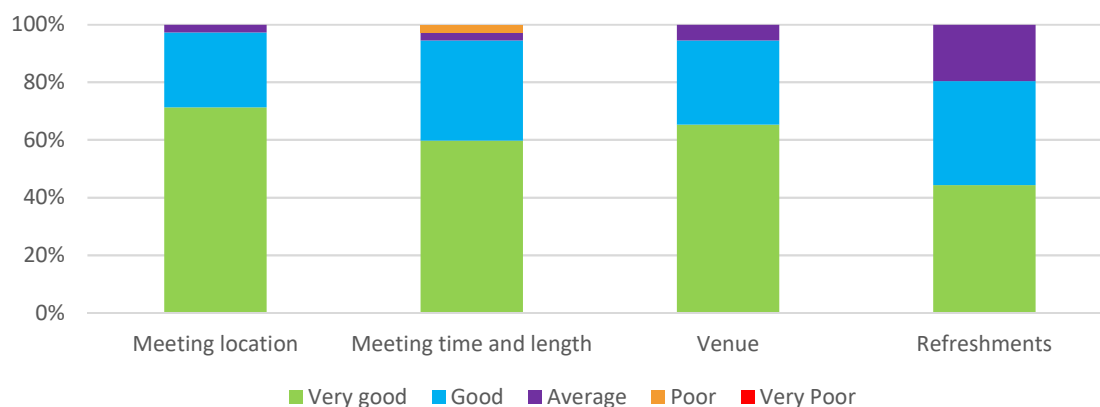
An event evaluation form was provided to participant as they entered the room event as well as on the tables. Pens were provided for attendees to fill out the form and then they were handed to the welcome desk upon their departure. The attendees were asked to comment on three different sections of the event: logistics, information sharing, and marketing. Some attendees used this space to provide additional comments on the project. For the purpose of this summary, these comments on the project are included in the sticky wall feature.

For the staff and informational section, the ratings tended to be in the positive to average range, with a few negative ratings. For the logistical section, most rated trended positive, with overall good and very good ratings for meeting location, timing and length, venue. The ratings also trended positive to average for refreshments and food. And for the marketing of the event, the vast majority of people heard about the event either by road signs or from a letter from the County.

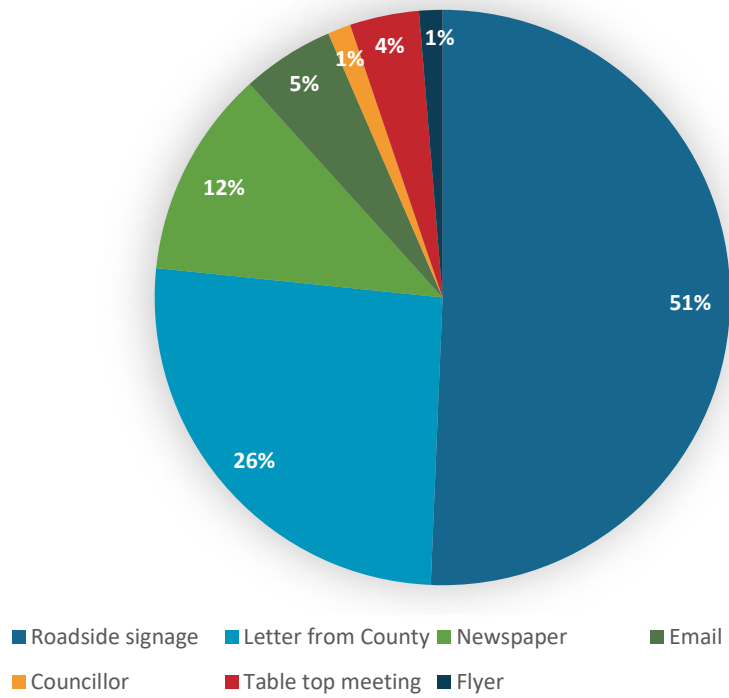
Information Evaluation



Logistical Evaluation



HOW DID YOU HEAR ABOUT THE EVENT?



4.0 Raw Data

4.1 Aerial Map Data

Issue	Rg Rd 231	Rg Rd 232
Bike Paths/ Multi-use trails	<ul style="list-style-type: none"> If any road upgrades, make sure trails are included NOW! With upgrades. (RR middle by intersection upgrades reqd. blurb) Walkway trail interferes with privacy. What will you do for people backing on if approved? To keep theft down. Inside Sherwood Park they have fences. (Windsor Estates) Acreage lands bought outside of city - No walkways! High taxes (Meadowhawk) Nice to have trail connecting Meadowhawk trail to Hillshire 	<ul style="list-style-type: none"> (RR & Edelweiss) Bike path please!!! (Soon!) (RR & Edelweiss) Bike path down RR 232 (RR & Edelweiss) Give us access! People want walk + bike paths! (RR & Edward) Welcome Bike Paths (x2) (RR & Edward) Bike + walking trails all the way. (RR & Scott) Yeah! Bike paths! (RR) Safety and Physical health says: Build trails – Make this a priority please!! (RR) Bike paths are NEEDED! (RR) Bike Trails! Riding on RR is dangerous (RR) Bike-Hike trails along 232 (RR) Bike paths are a Must as a kid was hit by a school bus (RR) Build a trail + Keep intersections to a minimum
Traffic Lanes/ controlled intersections	<ul style="list-style-type: none"> (RR & Deer Mtn.) No lites! (RR & Sconadale Rd) No lites! (RR & Windsor) No Lites! (RR & Sconadale) High risk intersection w/ hill to the S. Roundabout required. (RR & Sconadale) Poor visibility at this intersection due to hill. Need exit & Acceleration lanes (RR & Sconadale) Left turn difficult. Roundabout? (^ Response) Not good. Any other way? (RR & Sconadale) For turn safety: Roundabout. No signals! (RR) no rounds. Lights (RR & Thomson) Traffic circles – keep traffic moving quickly and smoothly 	<ul style="list-style-type: none"> (Hwy 628) Why not have the outside lane west only R Turn – Safer! (HWY 628) Too short of a merge lane uphill (RR & Yorkley) No lights. No roundabouts. => too much congestion (RR & Central) Turning lanes or roundabout off 232 – Dangerous to stop & turn (RR & Central) No roundabouts (RR & Central) Roundabouts are better than lights (RR & Sal. Greenhouse entrance) Roundabout here (^response NO! (RR & Estate drive) This (arrow to intersection upgrade

	<ul style="list-style-type: none"> • (^ response) YES!! • (RR & School) Would this be a good spot for 3 – entrance roundabout? • (RR & School) Lights? Roundabout entrance/exit not safe!! <p>Proposed roundabout</p> <ul style="list-style-type: none"> • Not necessary – this is ludicrous! • (^ Response) I Agree. • (^ Response) You need something • Like the roundabout • (^Response) Agree! • Roundabout great! No lights! • Roundabouts are better than lights 	<p>suggestion). Plus add a passing lane!</p> <ul style="list-style-type: none"> • (RR & Estate Dr.) Need a turning lane • (RR & Estate Dr.) Turning lane when exiting Estates Dr. North • (RR) No Lights. No Roundabouts. Turning lanes on this end. Salisbury village + estates. • (RR & Glenwood) Align Glenwood access North to meet estate dr. Needs turning lanes • (RR & Wye Rd) Corner of Wye Rd and RR231 extremely dangerous. 2 lanes travel south – 1 lane ends immediately and we are all breaking having to let right lane traffic in. (mentions RR231, but is on 232 map)
Speed	<ul style="list-style-type: none"> • (RR) 70 km • (RR) 70 km • (RR) 80 km • (RR) Leave speed existing • (RR & Meadowhawk) Lower Speed! • (RR) RR231 is not a race track! • (^ response) 70 km is not a race track • (^response) Nor is 80 kph! • (RR Between Thompson Ave & Thompson Rd) 70 km the rest & (Between Thompson Rd & WYE rd) 50KM • (^ response) 80! • (^ to OP response) Make this 50 KM to the roundabout! • (^ response) YES • (RR & School) Reduce speed! (School Zone) • (R & School) Agree! With 50 KM Per hour • 	<ul style="list-style-type: none"> • (RR & Cranberry) Keep 80 km/hr • (RR & Cranberry) Lower speed!!! • (RR & Edward) Leave speed @ 80K • (RR & Edelweiss) Lower speed. It's a freeway • (RR) Reduce speed on 232 to 60 for the entire length of study • (RR) Please maintain 80 M/hr limit at Salisbury Greenhouse • Maintain 80 km
General Safety	<ul style="list-style-type: none"> • (RR middle) Probably since 1954 deer have been crossing. No trail because of this. 	<ul style="list-style-type: none"> • (HWY628) Smaller ditches, intersection will flood •

	<ul style="list-style-type: none"> • (RR & School) Clear signage! This is a school zone! Or make it one if it is not • (RR & Elk island school board) School Zone Signage!! 	
MISC	<ul style="list-style-type: none"> • (RR & Thomson) Definite [???] Needed • (Meadowhawk) 30 year philosophy: 231 is a residential street! Not a thru zone. *low speed *kids playing *Bikes/paths • (Meadowhawk) No playgrounds • (RR & School) Repaint lanes leading to school entrance 	<ul style="list-style-type: none"> • (RR & Cranberry) How much is thru traffic? Reduce RR232 traffic to local only traffic <- Toll road • (RR & Scot) Water and Sewer lines PLEASE! • (RR & Wye Rd) Whichever proposal is accepted we need a fast turnaround for this project. (1) Lanes opened when construction is at a halt. We do not need the disaster that is happening on RR232 and Wye intersection at the present time • (Wye Rd) Hire a new road crew to finish Wye road

4.2 Issues Map Data

4.2.1 Realigning Estate Drive

Support	Support with Conditions	Do Not Support
Yes. I like the parking	In combination with new access for Glenwood & Salisbury reduces the max number of impact spots to two	Salisbury Access to Boundary Line move Estates Drive aligned to meet it. Now only one road alteration.
Yes	What happens to our Toboggan Hill if Soccer Park changes direction	No! Bad idea
	Also with "New Access" so have 2 good access points, not 6	Access to new Salisbury Village from 232 should NOT come from that road; rather keep that off Wye like the existing developments
	Agree with realigning Estate Dr. but need to <u>ALSO</u> create new access to Salisbury Greenhouse & Glenwood. This limits the amount of "T" intersections on RR232. Don't want to lose toboggan hill. Also with more parking for soccer/baseball	No access to Salisbury Village AGREE!
	I support relocating the entrance to the estates. At least one traffic circle further south on 232 would	There seem to be more viable options with no impact to green space

	be idea for traffic flow & managing speed. Where?	
	Rather stop once than twice! Put turning lane!	Waste of money. Can live with on street parking for soccer pitch
	With traffic circle for traffic control (please no more lights) and in conjunction with new access to Salisbury & Glenwood	
	Keep the toboggan hill please. Turning lanes off intersection	
	Support – but <u>only with</u> traffic circle <u>OR</u> no access from Salisbury Village.	

4.2.2 Relocate Glenwood's Main Entrance

Support	Support with Conditions	Do Not Support
Ok with No lights! Turn lanes if needed	Roundabout would be good	No access to Salisbury Village on RR 232
Roundabout preferred. No lights	Support roundabout. Prefer no lights here	No access from Salisbury Village
Maintains 2 entrance points for Salisbury Roundabout preference but how doe this impact funeral traffic		

4.2.3 Work with Existing Entrances

Support	Support with Conditions	Do Not Support
Good Idea, that will reduce traffic. A traffic circle will work as well.		Reminder – we are <u>rural</u> residents! We do not need stop lights or street lights!
		No, No, No, No
		Ridiculous OVERKILL It is not a problem as is!
		NO!
		No lights Turn lanes
		No traffic lights – maybe turn lanes
		Make a traffic circle instead
		Turning lane only
		NO!
		Too much traffic noise with lights installed
		No lights at Estate Drive More entrance & add traffic circle
		No lights
		No light! Traffic circle please
		Two way turn lanes. No Lights!
		Not good flow

	No lights at Glenwood
	No <u>lights</u> A traffic circle would be way better.
	Traffic circle <u>not</u> traffic lights. We already have too many lights through SP
	No! <u>Bad Idea!</u> The less stop lights the better
	Prefer <u>no</u> traffic lights Too disruptive to traffic flow Roundabout preferred
	No lights please
	Roundabout better

4.2.4 New Access

Support	Support with Conditions	Do Not Support
	In combination with realigning Estate Drive Reduces the m	Absolutely DO NOT make an access off 232 to Salisbury Village
	Could Work W.H. Estates & Salisbury Village Re-Alignment	No Access to Salisbury Village
	Agree with realigning Estate Drive but need to <u>ALSO</u> create new access to Salisbury Greenhouse & Glenwood Positives – parking for soccer/baseball Also don't want to lose toboggan hill for the kids	No access to Salisbury Village
	And realign Estate Drive to Salisbury Village access	Do not want. Keep access on Wye Road only!!
	This would be good if there was a passing lane at Estates entrance as well	No Signals or Roundabouts necessary – Traffic is fine – I walk it & drive it.
	I support <u>at least</u> one traffic circle on 232. More would be better if possible. Relocating the Estates entrance is a better option	
	No traffic circles in Rge Rd 232. This is a main road. The speed limit is good	
	Support with roundabout	
	Tie in Glenwood south access to Salisbury North access in T intersection with turn lanes	
	I support this	
	No traffic circles	
	Decrease speed limit to 60 past Salisbury Greenhouse	

4.2.5 T – Intersections

Support	Support with Conditions	Do Not Support
Cost effective & good flow	Maintain 60 km until south of Salisbury	<u>Too many T-Intersections</u> then you still have Salisbury Village
	60 speed limit by Salisbury Greenhouse (note on map)	Too many staggered T-Intersections in a short distance
	A speed limit to 60 thru here with turn lanes (note on map)	No access from Salisbury Village
	Need walk access from Estates to Glenwood	Sh. Pk. Loves T-Intersections ☹
		Keep Salisbury Village access on Wye <u>OR TRAFFIC CIRCLE</u> Prefer fewer T-intersections
		Speed limits too slow on 232 – S/B 80

4.2.6 Strathcona County Proposed Trails 2019 – 2030 (MAP) (Photo taken)

Love the idea (off 628/Winfield Heights)	Do it ASAP... Like Yesterday (RR 232 /South Scot Haven)	Bike Path Great! (RR 232/North Scot Haven)
Hope when trails are approved that timeline for installation is 2-3 years please. (Hwy 628)	We need a trail join(in)g* Deer Mountain & Carriage Lane (Hwy 628/Carriage Lane south)	The houses for both subdivisions are right beside each other (continuation of previous?)
I agree – Girl age 12 (Deer Mountain)	We would appreciate increased connectedness via trails b/n subdivisions like one b/t Graham Heights & Windsor (Btw Graham Heights & Windsor Estates)	<u>AGREE</u> We need more short trails through trees joining subdivisions! (Windsor Estates)

4.3 Sticky Wall Comments

- (Reference to RR233 traffic circle) The traffic circle is too small. There is not enuf* space to signal and react.
- Need more water stations!
- Turning left off either road – problems with speeding traffic!!!
- No lights a traffic circle would be nice
- Thank you for your support!!!
- Yay!
- Traffic. Roads are meant for traffic to flow & go safely. Don't just look at options of stopping & slowing.
- Trail joining MeadowHawk to Hillshire.
- I support roundabouts on both 231 and 232. They break up traffic, but are more environmentally friendly than the stop and go at traffic lights. They also keep traffic flowing.
- We need to finish trails ASAP. Encourage safe exercise.
- Extend trail south across 522 on 231 to the natural area.
- 232 – Traffic circles preferred rather than light's. MORE traffic circles reduce speed but keeps traffic flowing.
- Leave speed limit on 231 at 80kph
- Dropping speed limits is not a good solution.
- Keep 80 k on 231 please

- Would like to see more priority on green/trail connections in road development
- Reduce all speed limits to 70kph on 232 & 40kph in all subdivisions.
- More trails needed.
- More water stations.
- Paved trails on 232 the whole way.
- More trails.



4.4 Evaluation Data

Please help use to continue to improve our future events by responding to the questions below:

4.4.1 Please rate the following event logistics:

Questionnaire Responses	Q1	Q2	Q3	Q4
	Meeting Location	Meeting Timing and Length	Venue	Refreshments
Very Good	52	43	47	27
Good	19	25	21	22
Average	2	2	4	12
Poor	0	2	0	0
Very Poor	0	0	0	0
N/A	0	0	0	8
Blank	1	2	2	5

4.4.2 Please rate the following event aspects:

Questionnaire Responses	Q5	Q6	Q7	Q8	Q9
	Materials and information	Interactions with the project team	Hearing other's perspectives	Sharing your perspectives	Overall Event Satisfaction
Very Good	30	24	18	23	23
Good	35	33	29	32	36
Average	6	9	10	11	10
Poor	0	1	5	1	1
Very Poor	1	0	1	1	1
N/A	0	5	4	3	0
Blank	2	2	7	3	3

4.4.3 How did you hear about this event?

Roadside Signage	39
Letter from county	20
Newspaper	9
Email	4
Strathcona County Website	0
Counsellor	1
Facebook	0
Twitter	0
Door to door	0
Table top meeting	3
Flyer	1

What worked well and what can we do to improve the experience for future events?

- Good
- Good to see what is being considered. Hopefully input (of stakeholders) is listened to!
- LISTEN TO FEEDBACK OF STAKEHOLDERS. OFTEN DECISIONS HAVE ALREADY BEEN MADE ☹
- Next time put venue on road signs!
- Shouldn't wrap up until time is up 8:30?
- We need a walk/bike trail on RR232 ASAP. I've been hit before while on my bike. My kids (6 & 10) are now biking on the tiny shoulder. Other families are doing the same & I assume they aren't too fond of the set up either!
- Project team members set the tone for the event – they were welcoming & inviting. They were also knowledgeable when asked questions; actively sought input and listened to perspectives.
- Good conversation with knowledgeable Engineer.
- I liked the sticky not way of getting input
- Good visual displays. Please consider a sound barrier on RRd 231 at Meadow Hawk. Thanks
- Pretty good!
- I appreciate you ask residents/locals for input!
- Mention the name of the school on the billboard. Send a notice out on the Strathcona App like we get for emergencies and garbage collection.
- It was well organized.
- The event itself is fine.
- Councillor should have been here.
- The event was well planned. The staffing was informed and able to answer questions. Very informative and interactive. Worthwhile event.
- Stop talking – just do it!
- Mailing data prior to meeting so I could be better prepared. Hearing too many reactions rather than thoughtful content.
- Thank you for engaging the community and listening to us about roundabouts. No lights on 231 please!
- Staffers (??) helpful with different areas – support with conducts? Against..
- I feel too many decisions have already been made. Like access into Salisbury Village from 232. NOT GOOD
- My concerns could not be addressed – they were “Alberta Transport” issues and those people should have been here.
- Very well done.
- The topic of the meeting output to be the sewer and water services. Without it there is not possibility to grow in this area and move/roads or more loines (?) is a waste of money.
- Having possible options allowed people to comment more effectively. Should take Roseburn Estates and Waterton Estates into the plans for 231 as these subdivisions will be impacted. Traffic pulled from Sherwood Park to 522 and Hwy 14 has had major impacts on the residents of these subdivisions.
- Some good maps/visual aids. Some good options to consider.
- I am concerned that once Hillshire opens up there will be too much traffic to get out of my subdivision. I would like to see roundabouts at Windsor and Deer Mountain. Trail idea is good one.
- Everything was good. Don't need refreshments. Thank you!
- Stuff is presented to support your plan, not a neutral position. Between Salisbury & Estates Drive, 14 accidents in 10 years. Reduce speed on whole route.



- Perhaps have more people dedicated to answering question/concerns for each pertinent station – rather than wandering about from one to another. I'm also quite upset that none of the previous discussions indicated the impact of Salisbury Village on RR232.
- Spreading out bill boards.
- Handouts on the same information that was on the boards.
- Better than last event.
- Include Transportation.
- Very crowded around easels. Could do with 2 or 3 sets. Hard for young parents who have children in sports/activities to attend weeknight Open Houses.
- All Good!
- It was great!
- Nice weather for the event!
- *Glan* County consults with the public. Hope they listen – please keep 80k on 231 – 232 is a problem. I like to bike - the bike/pedestrian walking paths are excellent – keep providing trails when areas are developed. Thanks for hearing us.



Range Road 231 & 232 Planning for Upgrades Final Open House Report

Strathcona County

June 2019

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1.0 Project Overview

Strathcona County held the final Open House for the Range Road 231 and 232 Functional Plan on May 16, 2019. ISL and Strathcona County hosted an open house to present the recommended plans for Range Roads 231 and 232 to the community. The open house was the final part of the consultation phase.

The study on Range Roads 231 and 232 identified improvements to safety and traffic flow to support future growth in and around the area. Over the next 30 years, improvements the study identified includes:

- Number of travel lanes
- Intersection upgrades
- Posted speed limits
- Multi-use trails
- Drainage requirements
- Property impacts

2.0 Public Engagement Process

To create the recommended plans that were presented at the Final Open House, the project team hosted a variety of engagement sessions to gather input from the community. These engagement sessions included online surveys, door-to-door visits, kitchen table meetings, and two public open houses.

Consultation with key stakeholders, Salisbury Greenhouse and Evergreen Memorial and Funeral Home, were included in the public engagement process. These stakeholders gave feedback on some of the options presented to the public at the second open house. Out of the options provided, the feedback from the two business eliminated three possibilities and only viable options remained: work with existing entrances, or realigning Estates Drive. The project team opted to work with the existing entrances as this option will not impact Estates Park and has lower project costs.

On Thursday, May 16, the project team presented the recommended plans for Range Road 231 and Range Road 232 at the Final Open House for the Range Road Functional Plan Study.

- The event was held in a drop-in format at the Strathcona Christian Academy Elementary School Gymnasium from 5:00 – 8:00.
- There were more than 150 community members who attended the Open House
- 38 participants completed an evaluation form

Feedback from the community was not required at this phase of engagement. The project team had designed this session to inform the public. However, feedback was given in the following categories:

- Overall satisfaction
- Recommendations for the study or recommended plans
- Feedback on the event and materials

Overall satisfaction

Several participants liked the engagement process and are satisfied with the recommended plans. Some community members liked being able to see the changes over the course of the study, others appreciated the venue and the advanced notice of the events.

Recommendations from the community



There were some participants who had feedback about the plans in general, many were referring to the number of roundabouts in the recommended plans. Comments about the roundabouts included having fewer roundabouts and suggestions for one roundabout per subdivision. Other comments included extensions or expansions on the multi-use trails in the study area. One participant had a concern about the speed limit changes

Feedback on the event

There was a lot of positive feedback about the engagement process and the May 16, 2019 Open House. Positive comments from several participants about the venue location and size.

3.0 Next Steps

ISL and the County of Strathcona will present the recommended plans in Fall 2019. Construction timelines and funding are anticipated to happen over the next 15 – 30 years.

For more information contact:

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4.0 Verbatim Comments

4.1 How did you find out about this event

- Road Signs
- Signage on road
- Portable signage on 231 & 232
- Road Sign
- Letter to my house
- Letters in mail – Road sign
- Letter delivered
- Email
- Went to county hall first as none of the signs indicated where this was being held!!
- Letter, info from Linton Delainey, signage
- Roadside sign and letter in mail
- Road sign, mailer
- Via mail
- Mail & signage
- Mail

- Mail, signs
- Signage
- Local newspaper and an advance letter
- Sh Pk news
- Signs on the road
- 1. Letter in the mail 2. Road signs
- Road sign
- Mail out letter and notice board on Range Road
- Mail out + notice board on RR232
- Direct mail / temp signage
- Received notification via mail; also saw large signs on 231
- Road signs
- Sign
- Mail
- Online with county & SP News
- Message board on RR231
- We received and invite in the mail

4.2 What worked well and what could we do to improve the experience for future events?

- My suggestions for this study are: 1) an extension of the bicycle path would be useful for residents close to TWP 522 and south of there 2) Closing the entrance to Roseburn Estates is inconvenient safety issues may be present and during rush hour and access could be restricted only during those times. This is a low-risk access at this time because there is a turning lane there and speed is already reduced due to traffic lights
- We would like bike paths from Deer Mountain to Waterton/Roseburn Estates. We have children that would like to ride their bike into Sherwood Park
- Larger maps showing 231/232 development requests for bike path/trail extension down to highway 533/RR231
- Have more informed personnel present to address questions ie. Cost of projects, background info, future planning. How about our councillor! They should be here to hear what people are saying. This open house did not give opportunity for documented project feedback! Unacceptable!
- Everything OK
- Excellent venue and presentation
- Excellent! Appreciated the advance notice of event
- Roundabouts at the intersection of RR231 & Sconadale Road is at bottom of the hill / view is limited turning left (north) there. It is very difficult to get out at rush hour. Not sure if this is a good idea?!
- Exceptional communication. Ample notice! I really appreciated the advance notice for all presentations
- I think a short presentation regarding the long term goals and rational would have been helpful – even if it was a video that would run & repeat



- What worked well – many people were able to work and get paid. What did not work well – very few if any good ideas were generated. If the objective was to devise a plan to slow down traffic and improve safety, this was a success. Why wait for many years to complete? If there is a problem, do it now. The students in any Grade 6 class in the county could have come up with the same recommendations, if done as a one-day class project
- The overall number of visits to Open House (3) was very good and allowed us to what the progress gradually. Roundabouts are great and I am sure future drivers will appreciate them.
- Many people thought this was being held at SCA school/church was that road sign up this afternoon (May 16)? I walked by twice between 1;45 and 3;30 and never noticed it ☹️ not enthusiastic about roundabouts, but they are better than traffic lights.
- Suggestion: I would like to see the bike path extend to Whitemud. It presently stops at Deer Mountain. I would like access to be extended to Waterton Estates. Great presentation and including of the community.
- This is a good location – parking is very good. Large auditorium space. Lots of space to move around in. Plenty of time given to avoid line-ups
- Lots of places to look at displays – very clear and easy to understand. Good location for event – in close proximity to project
- Why do you need 5 roundabouts on Rge Rd 232 – take it down to 3 for the same effect – (Scott Haven & Graham heights don't need one at each entrance) Winfield doesn't need 2. Especially since Whitecroft entrances don't even have one. There are more houses in East Whitecroft than in any other subdivision.
- Please don't put 5 roundabouts on 232. One roundabout should suffice for each subdivision for these people who don't want to deal with the current intersection!!! We are VERY EXCITED for the multi-use trail!
- Great – Love the traffic circles
- Nice to keep us informed with respect to this project
- Takeaway brochure would be great at third consult – once the final plan was penned
- It was good that 3 stages of meetings given. 15-30 year implementation seems excessive. Maybe don't have meeting with results so in the future
- A surprising number of date and name mistakes on the presentation materials. It would be very nice to have 10 minute 'formal' presentation on the plan maybe separately for 231 and 232 – possibly repeats on the half-hour. Would reduce the relying on catching some appropriate person to talk to. You'd get a lot more 'reach' by doing so
- None of our comments from previous sessions were listened to – no lights, roundabouts or speed changes, just road widening.
- Water cooler with reusable glasses. And recyclable coffee cups. Why goodies? This is a public information event not a food tasting
- Please extend the trail on 231 to 522 would be excellent if the trail could be extended south to the natural area
- Great work everyone!
- Great to have people answering our questions – some maps are really outdated, nice to know overall plan for what is around our subdivision, lots of notice, great location (easy access, large space set-up well)
- I live in Windsor along 231. In my opinion, Deer Mountain people will not be affected as much. The walkway goes right past our property and we have no fence. Roundabouts are horrible in icy conditions. If the speed limit drops to 60, does that make it an urban road not rural? If it turns out to urban, can we drop our taxes?