



RANGE ROAD 231 & RANGE ROAD 232 FEEDBACK SUMMARY

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 Engineering 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:

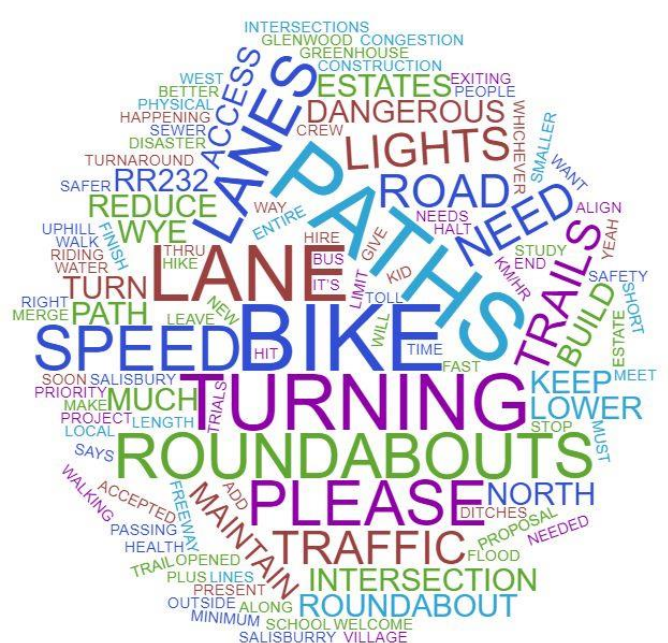
- Bike paths/ multi-use trails
- Traffic lanes/ controlled intersections
- Speed
- General safety



Rge. Rd. 231

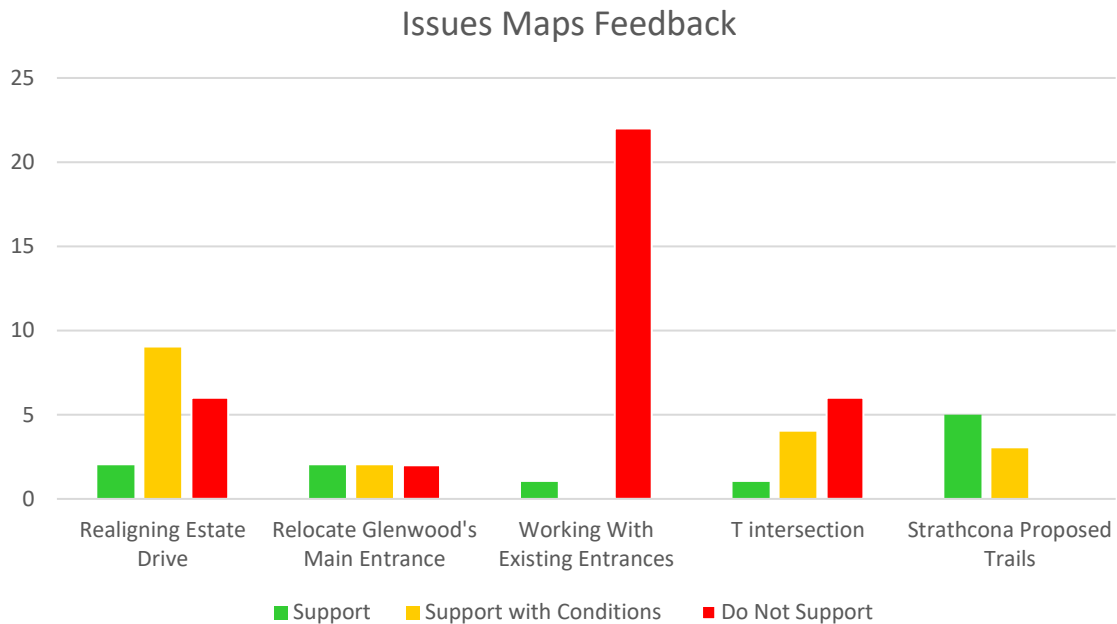


Rge. Rd. 232



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.

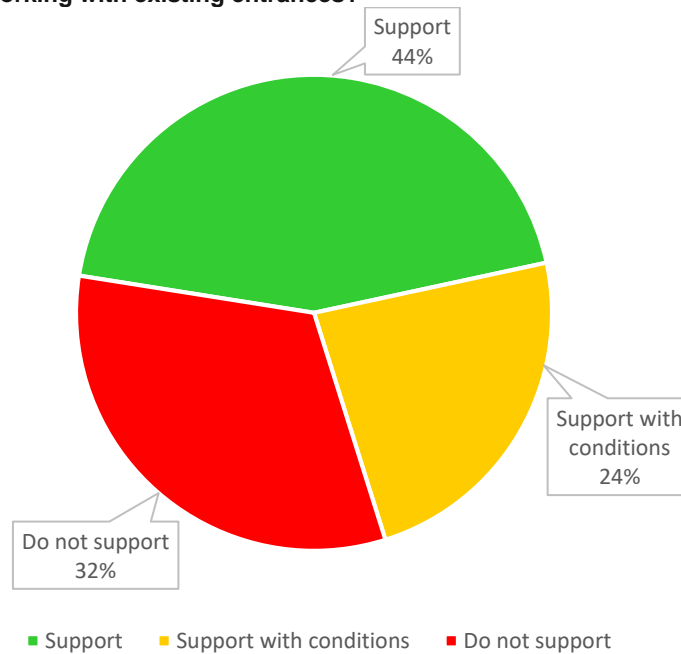
	Count
Scoop	30
Gizmo	5

■ 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

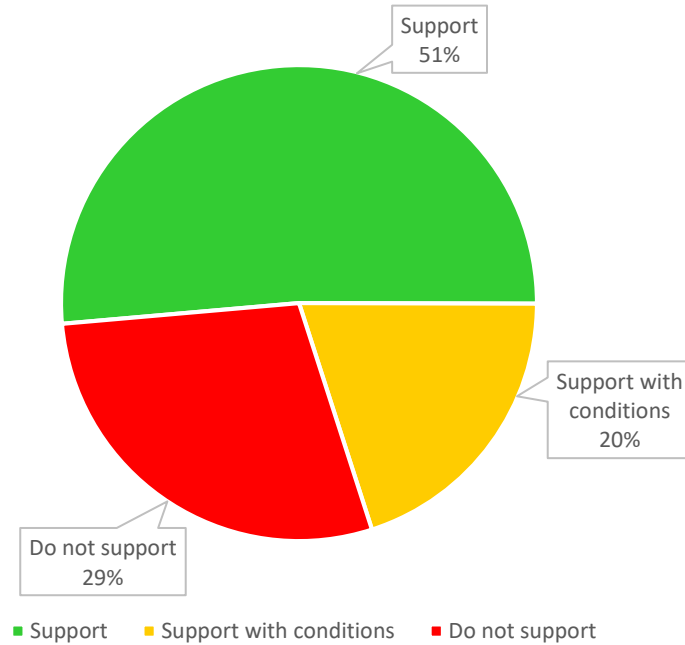
■ **Q2: Your support for working with existing entrances?**



- 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

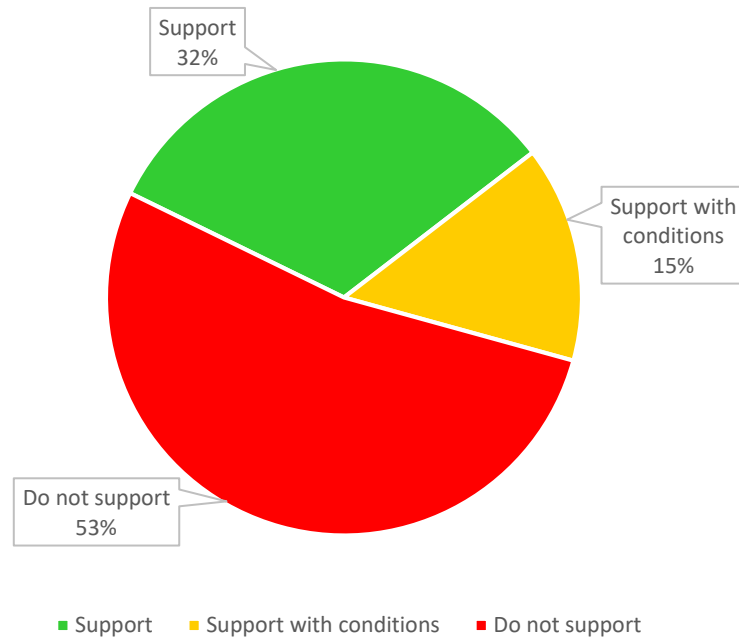


■ Q3: Your support for relocating the entrance to Glenwood Funeral Home and Cemetery?



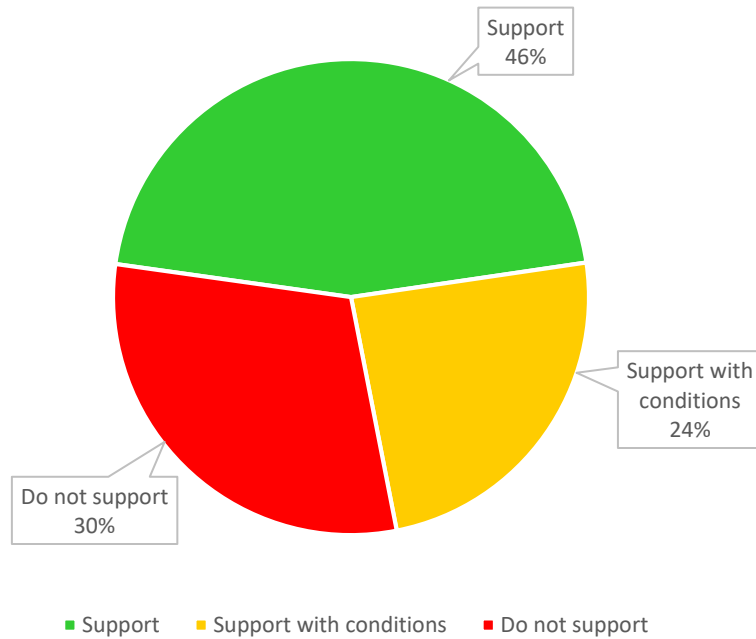
- With a round about
- Roundabout would be preferred
- Roundabout preferred
- Signals. No roundabout
- Too many intersections/lights soo close together
- Both lanes could, potentially, be blocked if someone was turning right and someone was turning left at the same time

■ Q4: Your support for creating T- Intersections?



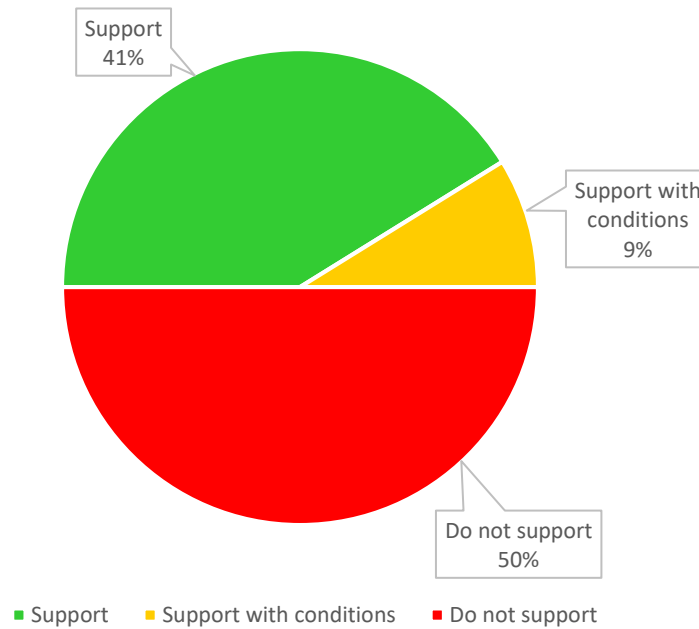
- All with lights I am assuming, information not provided so I have no idea
- Agree to closing accesses, but more consolidation could be achieved using service roads
- Roundabouts are safer and keep traffic flowing. Lights impede traffic flow and would be very disruptive given the number of intersections
- 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 Salisbury access at RR 232 and by Rona. Adding more lights on main thoroughfares 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

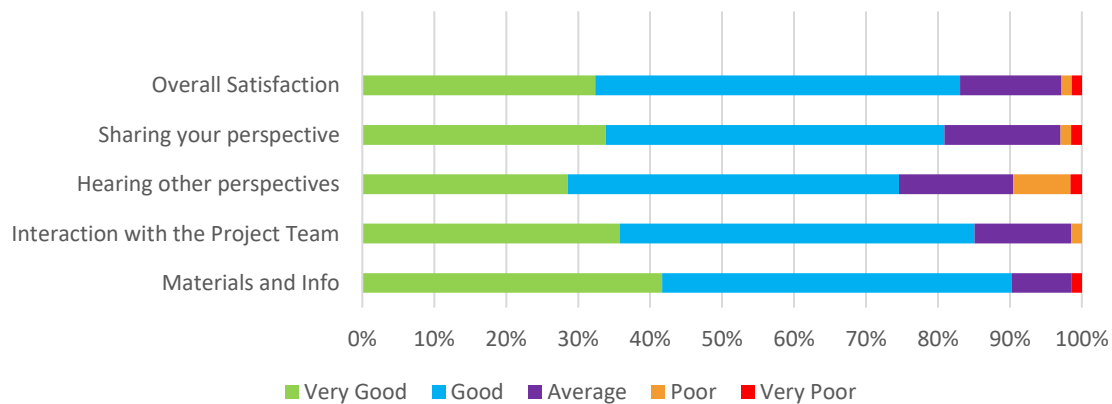
3.0 Evaluation Summary

3.1 Evaluation Form

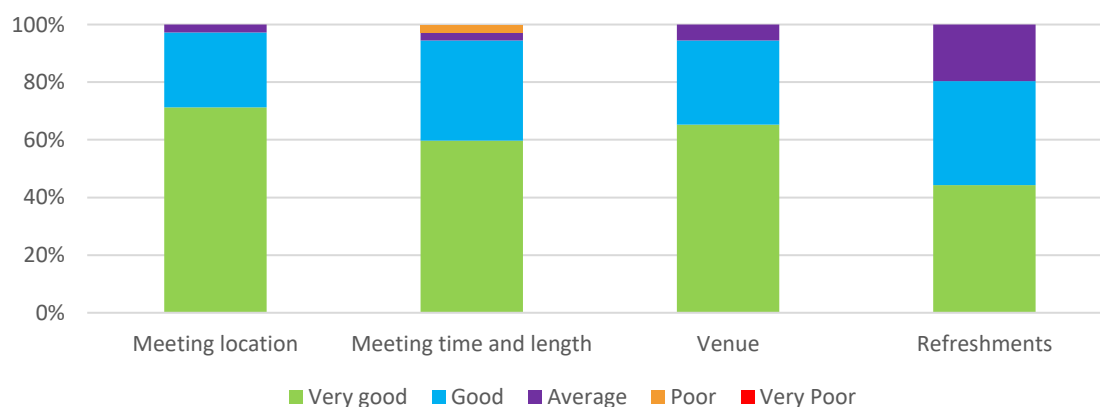
An event evaluation form was provided to participant as they entered the room event as well as on the tables. Pens were provided for attendees to fill out the form and then they were handed to the welcome desk upon their departure. The attendees were asked to comment on three different sections of the 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.

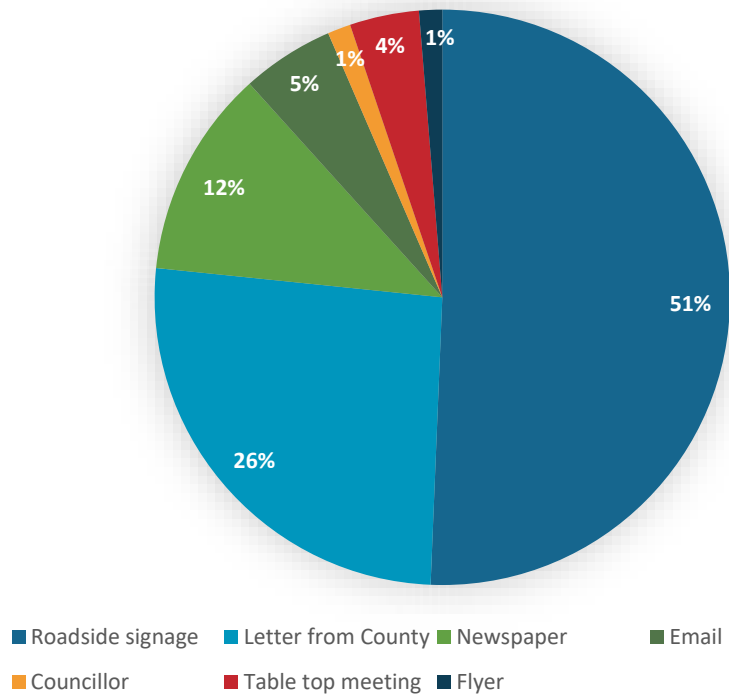
Information Evaluation



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.