

## Range Road 231/232 Functional Planning Study Survey – October 2018

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### Strathcona County Online Opinion Panel feedback

This survey was intended as an option for residents in the study area who were not able to attend the public open house held on October 17, 2018. It was sent only to residents in neighbourhoods immediately adjacent to the study area.

**Note:** All comments are verbatim as written.

**Five different roadway improvements were reviewed that had potential to alleviate safety concerns; roundabouts, signals, four-way stops, left and right turn bays, and expanding to four lane roadway. Of these five alternatives, only the first two (roundabouts and signals) would adequately address the safety concerns brought up during previous engagement sessions.**

**Four-way stops, left and right turn bays and expanding to four lane roadway will NOT be looked at going forward. With that in mind, below are some of the similarities and differences between roundabouts and signals, which ARE alternatives being looked at.**

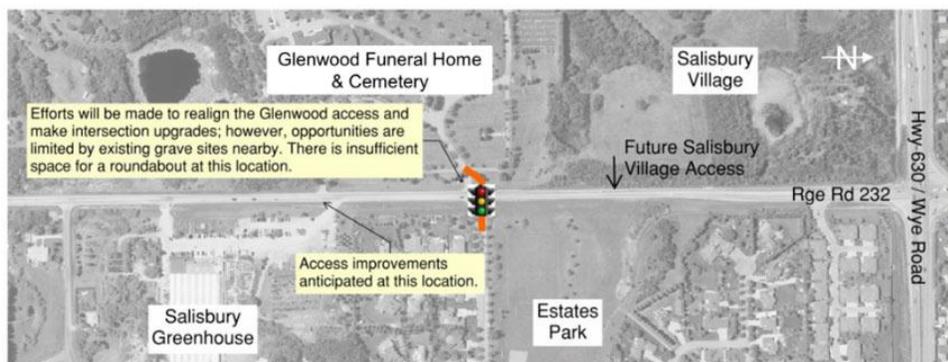
Criteria	Roundabouts (similar to Range Road 233 at Balmoral Way / Clubhouse Drive)	Signals
<b>Safety</b>	Removes conflict points, decreases probability of serious injuries and fatalities.	Maintains conflict points and probability of serious injuries and fatalities.
	Decreases travel speed.	Lowers probability of high speed collision.
<b>Traffic Flow</b>	Increases delay along the corridor.	Increases delay along the corridor.
	Decreases side street delay.	Decreases side street delay.
<b>Pedestrian/Cyclist Accommodation</b>	Clearly defined crosswalks	Protected walk phase
<b>Land Impacts</b>	Minimal	Minimal
<b>Relative Cost</b>	\$\$\$	\$\$\$
<b>Next Steps</b>	Improvement still being considered.	Improvement still being considered.

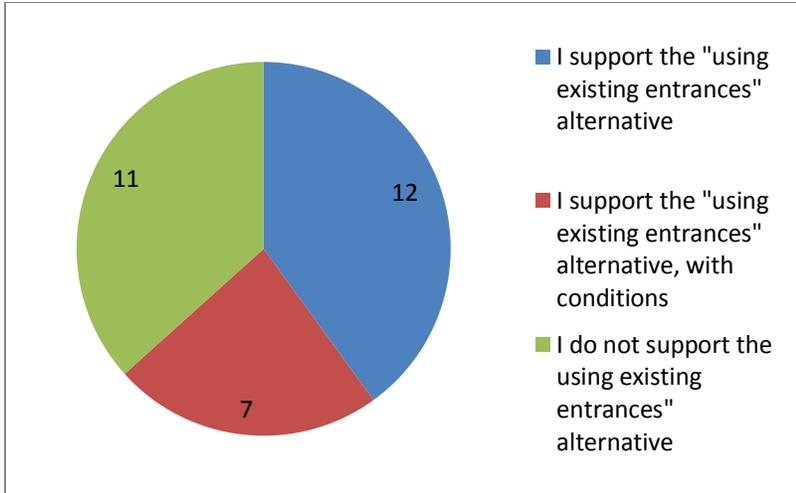
**1. Do you have any feedback on the two alternatives above? If so, please use the text box below the image to share your feedback.**

- 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 rvs.
- it makes more sense to me to install lights at both of these RR'ds at the 522 Twnp 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.

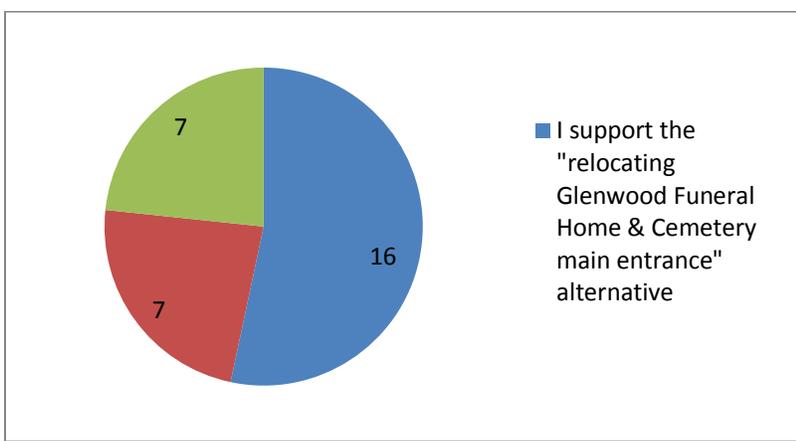
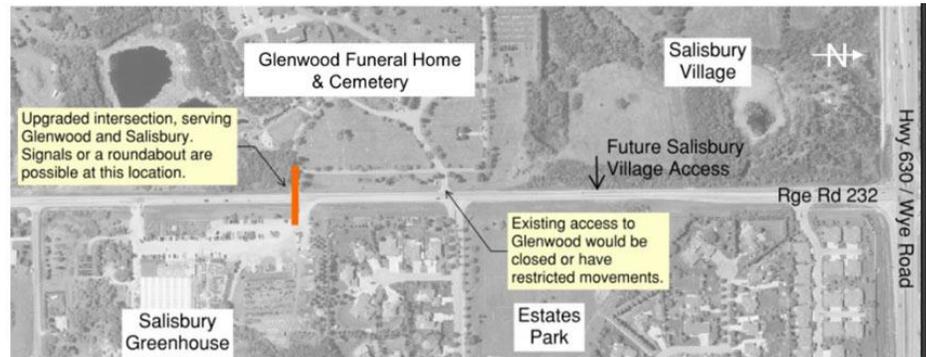
**After reviewing the following five alternatives below, please share your level of support for each.**

- 1. This alternative involves realigning the main access to the Glenwood Funeral Home & Cemetery to better line up with Estates Drive, and installing signals to address traffic delays. Existing grave sites will not be impacted. *Note: The future Salisbury Village access indicated on the map has already been approved as part of that development.***

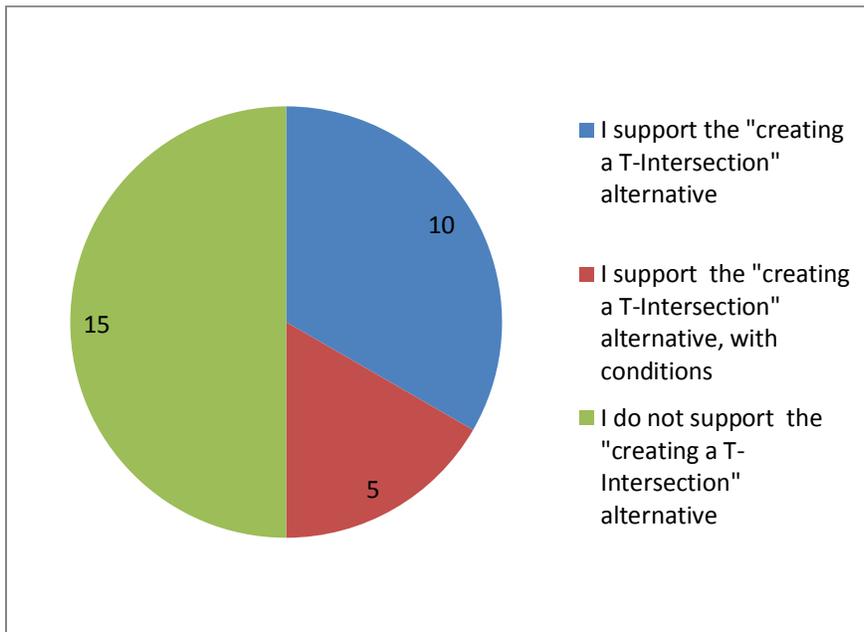
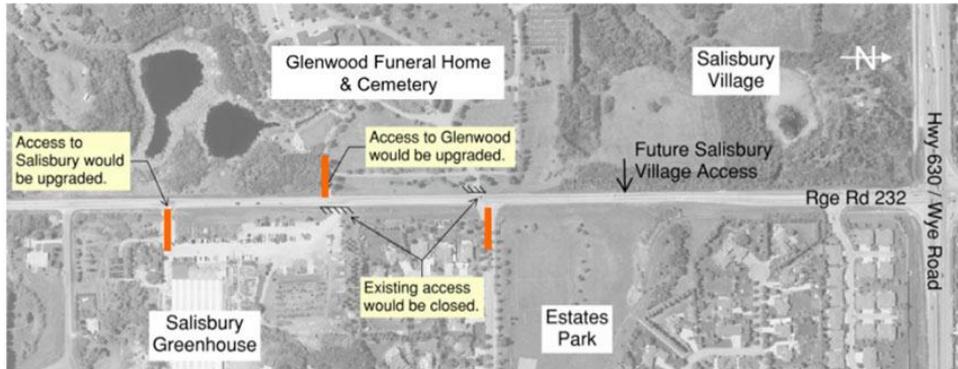




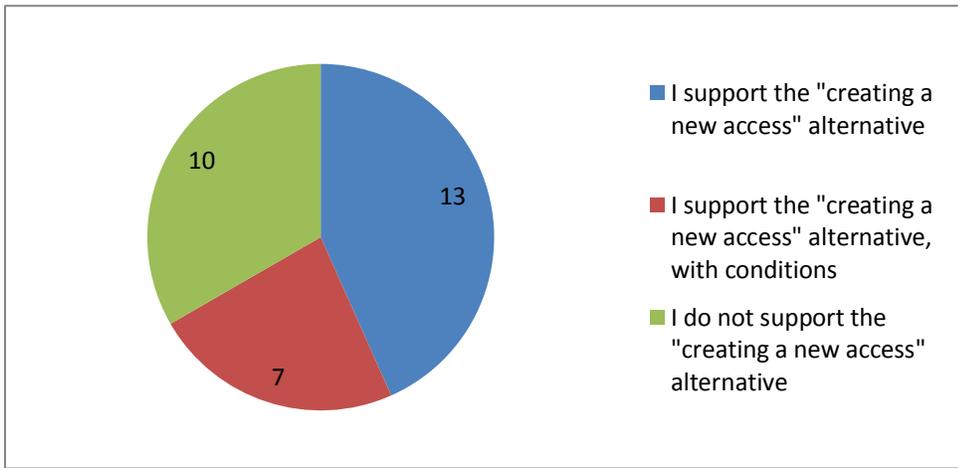
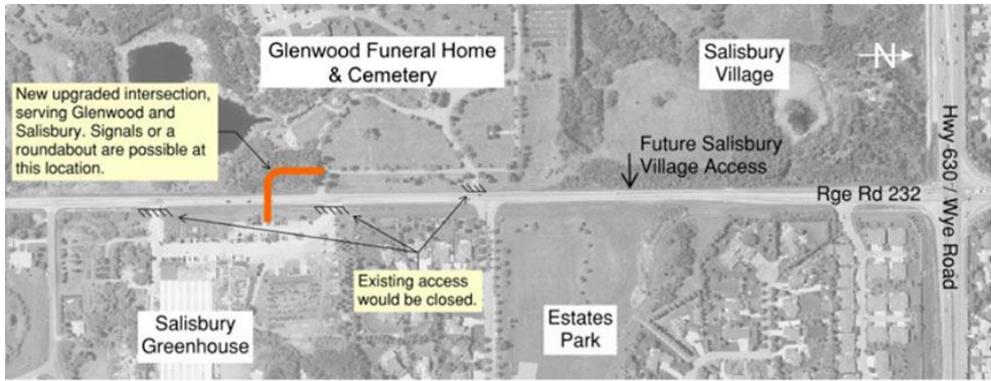
**2. Relocating Glenwood Funeral Home & Cemetery main entrance - This alternative involves relocating the main access to Glenwood to the southern access, where an upgraded intersection would be created with access to Salisbury Greenhouse. The existing main access to Glenwood would be closed or have restricted movements. *Note: The future Salisbury Village access indicated on the map has already been approved as part of that development.***



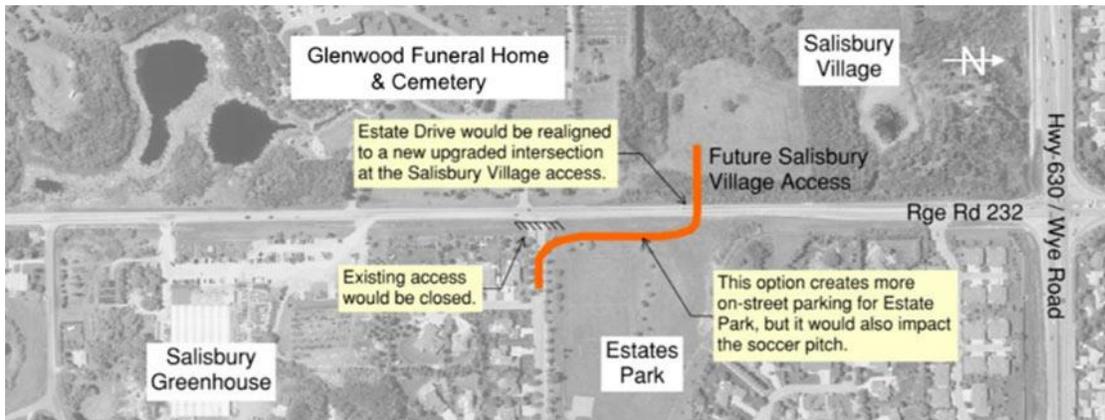
3. **Creating a T-Intersection** - This alternative requires that the northern accesses to Glenwood and Salisbury Greenhouse be closed, creating T-intersections along the corridor, as shown by the orange lines. Intersection upgrades are not required. *Note: The future Salisbury Village access indicated on the map has already been approved as part of that development.*

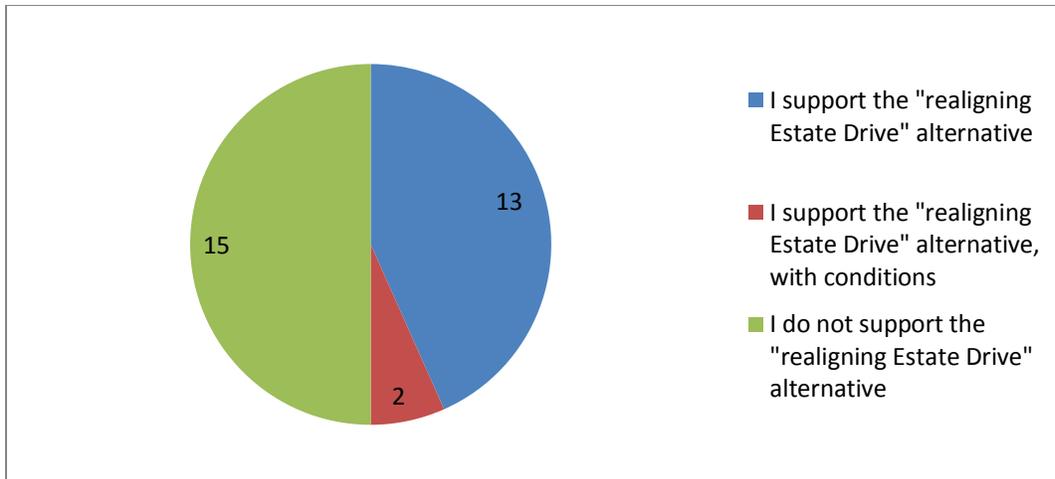


4. **Creating a new access** - This alternative would have the two Glenwood and two Salisbury Greenhouse accesses being consolidated into a new upgraded intersection. Existing accesses would be closed or would allow right-turn movements only. *Note: The future Salisbury Village access indicated on the map has already been approved as part of that development.*



5. **Realigning Estate Drive** - This alternative means that Estates Drive would be closed and realigned to a new upgraded intersection at the Salisbury Village access. This option would create more on-street parking for Estates Park, but would require changing the size or orientation of the soccer pitch. *Note: The future Salisbury Village access indicated on the map has already been approved as part of that development.*





#### 6. Do you have any other comments related to Range Roads 231 or 232?

- 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 cemenetry, the greenhouse and The Estates, I use that road every day, and althou I do not find it inefficient nor slow, I would consider that it could use improvment in order to be me 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 cemetary. 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 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.

For more information on the Range Road 231/232 Functional Planning Study, please visit the [project page](#) on the County website.