

## South Strathcona Functional Planning Study

### Phase 2 Public Engagement Summary

Nov 10, 2020  
File # 375-05

## What We Heard Summary

Strathcona County retained Scheffer Andrew Ltd. to undertake the South Strathcona County Functional Planning Study to investigate potential road upgrades in the area bound by Range Road 234, Township Road 510, Highway 14, and Highway 21. Nearby urban development within southeast Edmonton, Leduc County, Beaumont and Strathcona County may change traffic patterns within the study area and this may influence road upgrades. Three public engagement opportunities are planned for as part of this study. The first phase of public engagement (Oct 3-18, 2019) provided an opportunity for the public to give their feedback about the existing conditions of the roadways in the study area and provide suggestions for improvements.

Phase two of public engagement occurred from September 21 to 29, 2020. Due to Covid-19 restrictions on in-person engagement, a virtual open house was held to solicit feedback on the proposed improvements. The open house provided opportunities for comment on the Strathcona County Online Opinion Panel (SCOOP) online discussion boards. The project webpage has received 741 views between September 21 and November 5. 52 individuals provided comments at the virtual open house. It is of note that the County Project Manager followed up with select participants who provided their contact info after the virtual open house, where requested.

The following four key themes evolved from the comments received:

### 1. Minimize impact to landowners

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

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

### 2. Safety

We heard that residents are concerned with safety in the project area due to speeding, impeded sight lines, and overall increased traffic on the narrow roadways.

Some residents desire an increased traffic control system including traffic lights. We heard concern for movements at the following intersections in particular:

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

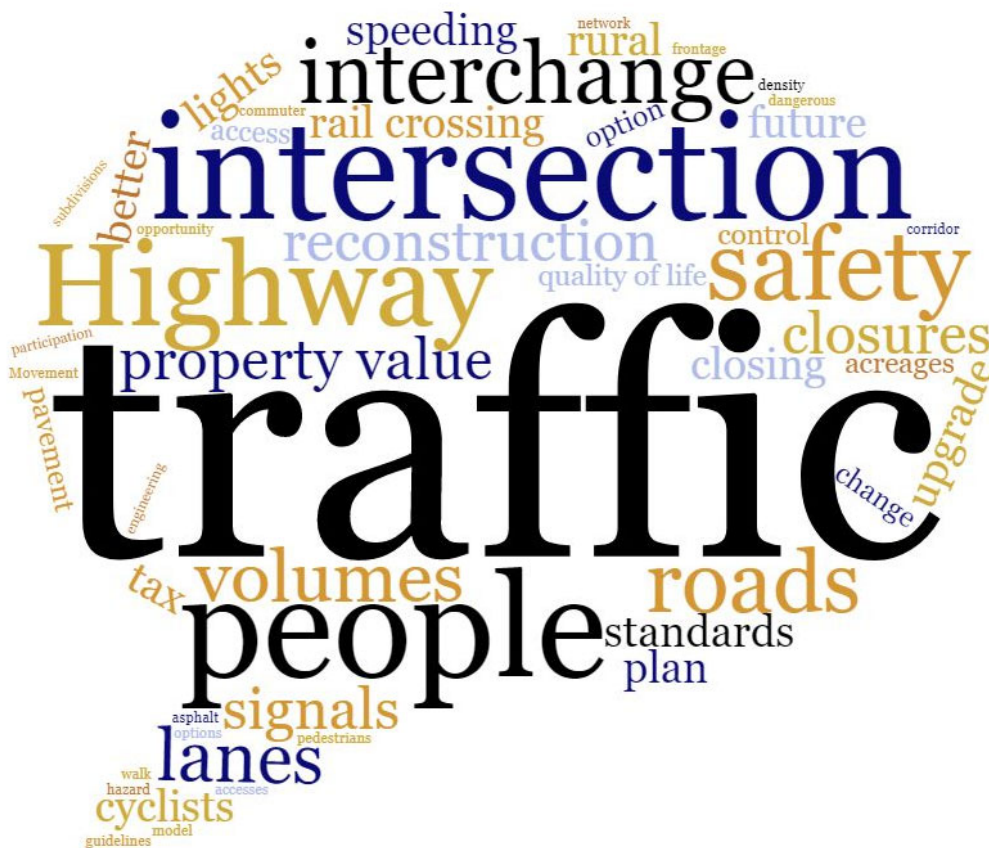
### 3. Improvements to Highways outside the scope of the Project Area

We heard that many residents have concern over the current design of Highway 21, Highway 14 and Anthony Henday Drive and want to see improvements made to these roadways. Unfortunately, Highway 14 and Highway 21 are owned and operated by Alberta Transportation, so any changes to those roads would have to be completed by the provincial government and are outside the scope of this project.

#### 4. Interchange location

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

The information collected through phase two of the public engagement will assist the project team in preparing the final recommendations. Scheffer Andrew Ltd. will use this feedback in conjunction with other technical and non-technical considerations to finalize the future plans for these roads. The refined functional plan will be presented at the third opportunity for public engagement in early 2021. The final functional plan report and plans will be presented to Council for formal approval.



## 1 Introduction

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

Phase two public engagement occurred from September 21 to 29, 2020 and included the following activities:

- Due to Covid-19 restrictions on in-person engagement, a virtual open house was held on September 21 to 29, 2020 with opportunities for written comments, and discussion with project team members on the online Strathcona County Online Opinion Panel (SCOOP) discussion boards.

## 2 Communications

Strathcona County stakeholders and residents were made aware of engagement opportunities, informed of the study purpose, objectives and how it contributes to future growth and development. Communication tactics included:

- Letters sent to landowners in the project area
- Information release to local media
- Project webpage, including draft study recommendations and presentation boards for review prior to virtual (online) Strathcona County Online Opinion Panel (SCOOP)
- Public engagement calendar
- Road signs placed at key intersections around the project area
- Advertisement in the Sherwood Park News
- Open House information in Strathcona County public engagement e-newsletter
- Social media posts

## 3 Virtual Open House

Due to COVID-19 restrictions on in-person engagement, the phase 2 open house was held virtually. The virtual open house provided opportunity for members of the public to comment on the proposed roadway improvements and discuss with the project team. The virtual open house was live from September 21 to 29, 2020 using the Strathcona County Online Opinion Panel (SCOOP) discussion boards. During this time, Strathcona County staff and the Scheffer Andrew Ltd. project team were available to answer questions and guide attendees through the information provided on the project boards. Twelve presentation boards were produced to provide information about the project including background information (study area, study objectives, guiding documents, and existing conditions), future considerations, recommendations, and proposed cross-sections and upgrades. Copies of the open house boards are included in Appendix A.

During the virtual open house, 9 different forum boards on the SCOOP discussion board program provided opportunities for attendees to comment on specific sections of roadway in the project area: Range Roads 231, 232, and 234, Township Roads 510, 512, and 514, Township Road 515 Service Road, and Railway Crossings.

### 3.1 Open House Attendees

Between September 21 and November 5, 2020 there have been 741 views of the project web page and 52 individuals provided feedback at the virtual open house.

## 4 Engagement Feedback

The following sections provide a summary of the feedback we received on the SCOOP discussion boards broken out by each Township Road and Range Road in the project area.

### 4.1 Range Road 231

- General support for cutting off Range Road 231 to improve overall plan
- If Range Road 231 is widened it may redirect traffic off Range Road 232 (*Note: Range Road 231 proposed to be upgraded to current standards when roadway has deteriorated and requires reconstruction*)
- Suggestion to maintain right hand turns onto/off Highway 14 onto Range Road 231 but close off left turning lanes
- Widening should support bicycle traffic
- Preference for use of traffic lights vs. stop signs.
- Consider right turn only intersections Highway 14 and Range Road 231

### 4.2 Range Road 232

- Traffic light at intersection of Range Road 232 and Township Road 514
- Range Road 232 is used as a shortcut to avoid traffic congestion on Anthony Henday Drive & Whitemud Freeway
- Widen Range Road 232 to 4 lanes up to Township Road 510 – majority of traffic continues to the south, few turn onto 514. (*Note: Modelling suggests that Range Road 232 south of Township Road 514 did not carry as many vehicles and would not require twinning*)
- Concern with relocating private accesses. (*Note: Any access relocation will be confirmed during the detailed design stage and include additional consultation with landowners*)
- Concern related to widening/upgrading Range Road 232 from adjacent residents.
- Concern about widening of Range Road 232 south of Highway 14 onto Country Side Golf Course including removal of trees which create a buffer between golf course and roadway, additional redesign and construction of golf course would be required
- Concern for safety turning west onto Highway 14 from south

### 4.3 Range Road 233

- Some opposition to rerouting Range Road 233 related to potential impact on private property by way of road right of way requirement

#### 4.4 Range Road 234

- We did not receive any comments specific to the draft changes to Range Road 234 within the project area

#### 4.5 Township Road 510

- Support for changes to Township Road 510 including road widening and smoothing the road profile to improve sightlines
- Many cyclists use this corridor and therefore a dedicated bike lane preferred
- Problem with speeding traffic

#### 4.6 Township Road 512

- Mixed support for making Township Road 512 a higher volume corridor with potential future interchange at Township Road 512 and Highway 21
- Concern from residents adjacent to Township Road 512 regarding increased traffic, construction, noise, potential property value reduction.
- Preference for Township Road 512 to service local traffic only and the future interchange be constructed at Township Road 510 or Township Road 514 instead
- Some residents see value in closing the connections for Range Road 231 at Highway 14
- Changes are viewed as lowest impact to majority of residents
- Concern for impact to reserve lands

#### 4.7 Township Road 514

- Significant agreement for closing Township Road 514 at Highway 21 as this is a dangerous intersection
- Consider right turn only intersections of Township Road 514 at Highway 21

#### 4.8 Township Road 515 Service Road

- Consider continuous service road along the south side of Highway 14 (*Note: when an interchange is designed and constructed on Hwy 14 at RR 232, AT may consider changes and connections to the service road along the highway*)

#### 4.9 Railway Crossings

- No change to crossing on Range Road 233 – needs crossing arms to protect the public.
- Minimize impact to landowners property through redesign of crossing and realignment of Range Road 233

## 5 Key Themes

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

### 1. Minimize impact to landowners



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

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

## **2. Safety**

We heard that residents are concerned with safety in the project area due to speeding, impeded sight lines, and overall increased traffic on the narrow roadways.

Some residents desire an increased traffic control system including traffic lights. We heard concern for movements at the following intersections in particular:

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

## **3. Improvements to Highways outside the scope of the Project Area**

We heard that many residents have concern over the current design of Highway 21, Highway 14 and Anthony Henday Drive and want to see improvements made to these roadways. Unfortunately, Highway 14 and Highway 21 are owned and operated by Alberta Transportation, so any changes to those roads would have to be completed by the provincial government and are outside the scope of this project.

## **4. Interchange location**

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

# **6 Notes and Assumptions**

The assumptions made as part of this study include future interchanges on Highway 14 at Range Road 232 and on Highway 21 at Township Road 512. These assumptions are based on current Alberta Transportation standards including spacing requirements between intersections. This study will be updated accordingly if a future Alberta Transportation study recommends something different than the Highway 14/Range Road 232 interchange assumption.

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

# **7 Next Steps**

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

