



**Scheffer Andrew Ltd.**  
Planners & Engineers

# 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

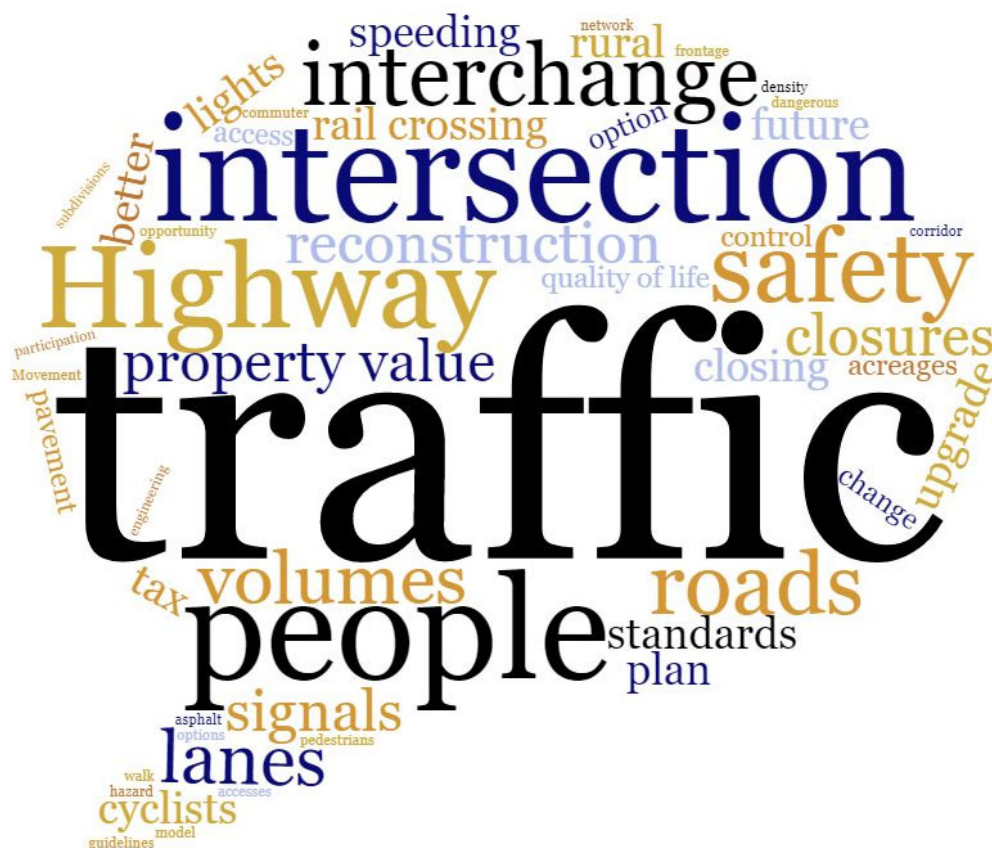
### 3. Improvements to Highways outside the scope of the Project Area

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.

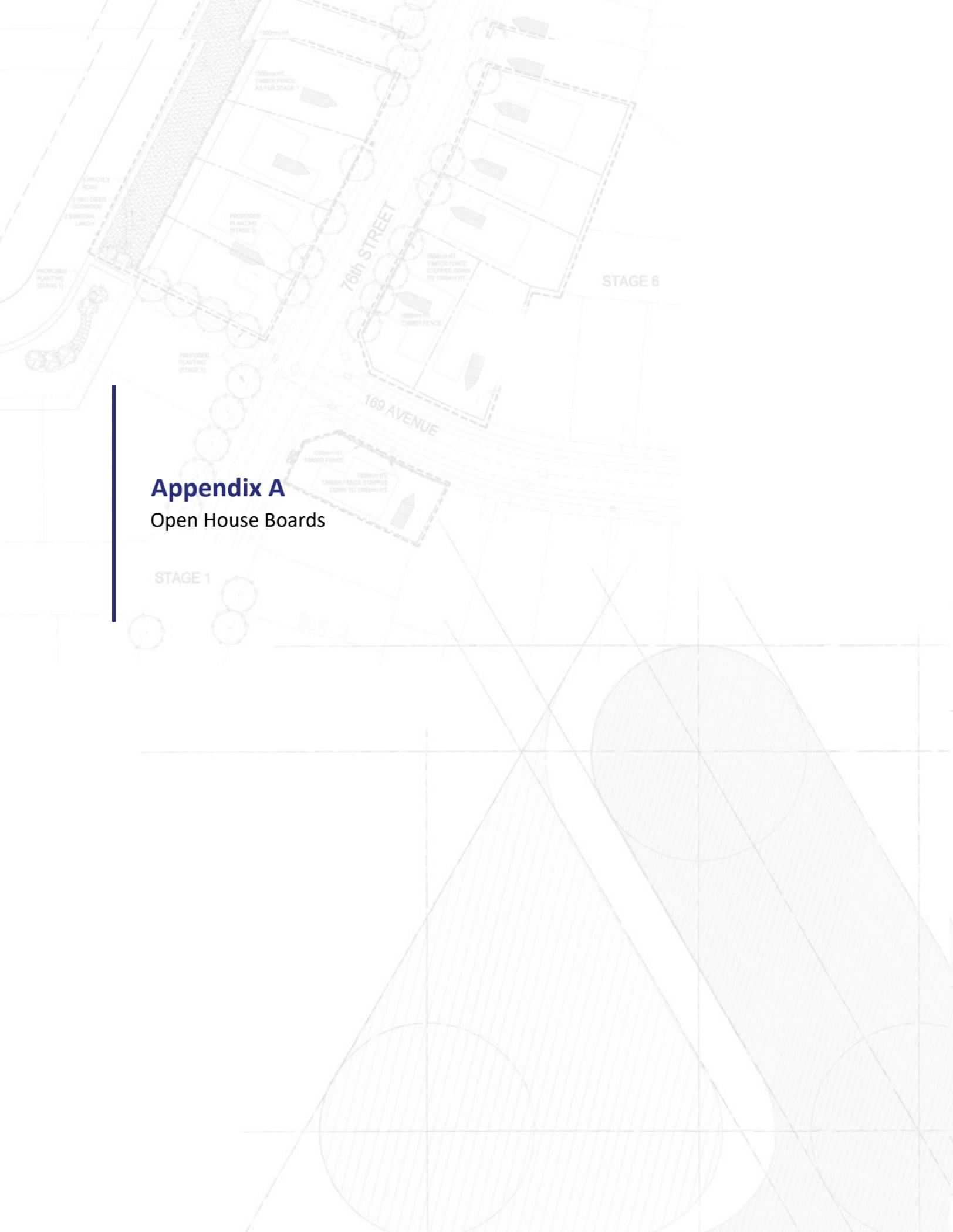
It is important to note that safety concerns at Highway 14 and Highway 21 are outside the scope of this project and cannot be directly addressed by Strathcona County because they are within Alberta Transportation jurisdiction.

# **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.

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.





**Appendix A**  
Open House Boards



# WELCOME

to the Southwest Strathcona County  
Functional Planning Study

Open House #2 (Virtual)

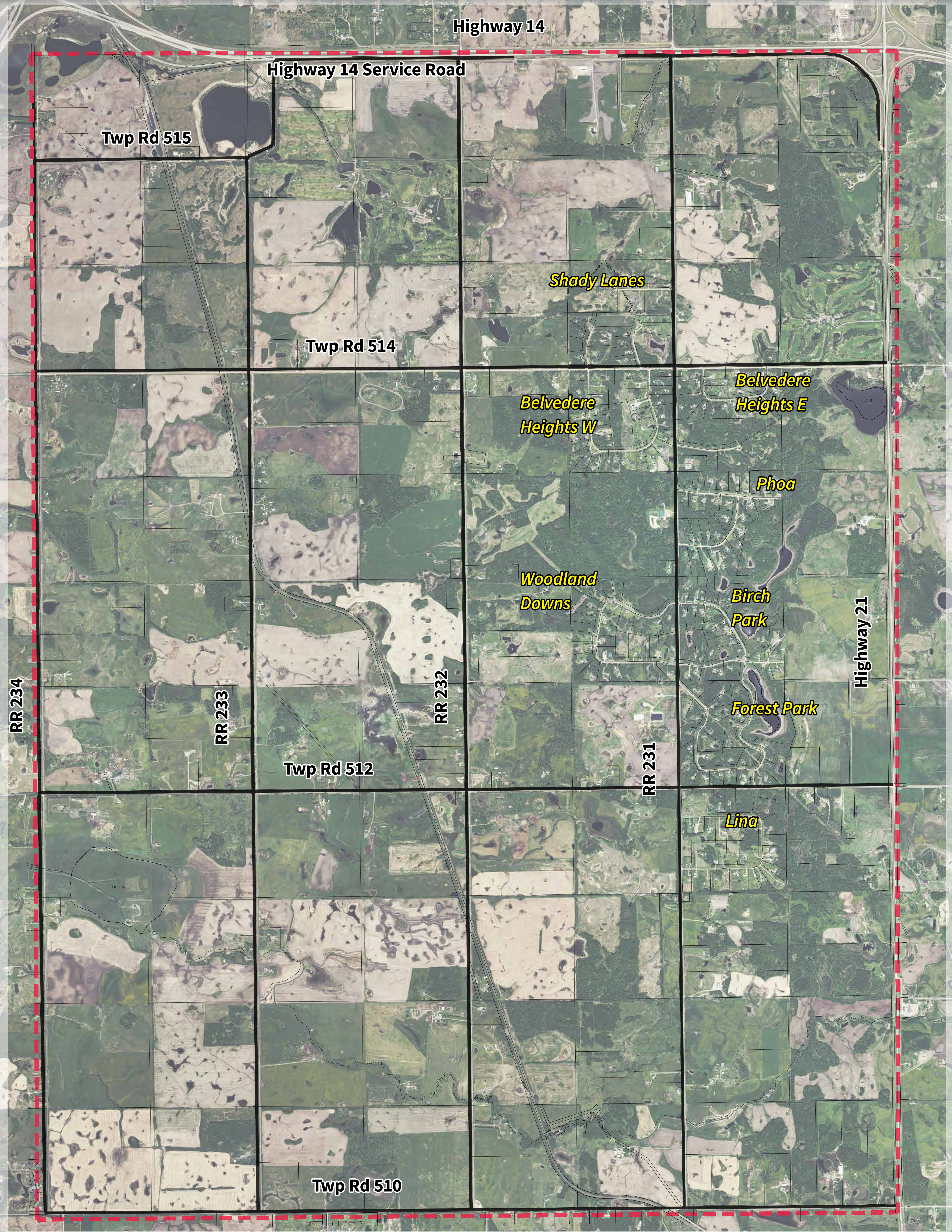
September 21 to 29, 2020

# Southwest Strathcona County Functional Planning Study

## Study Area

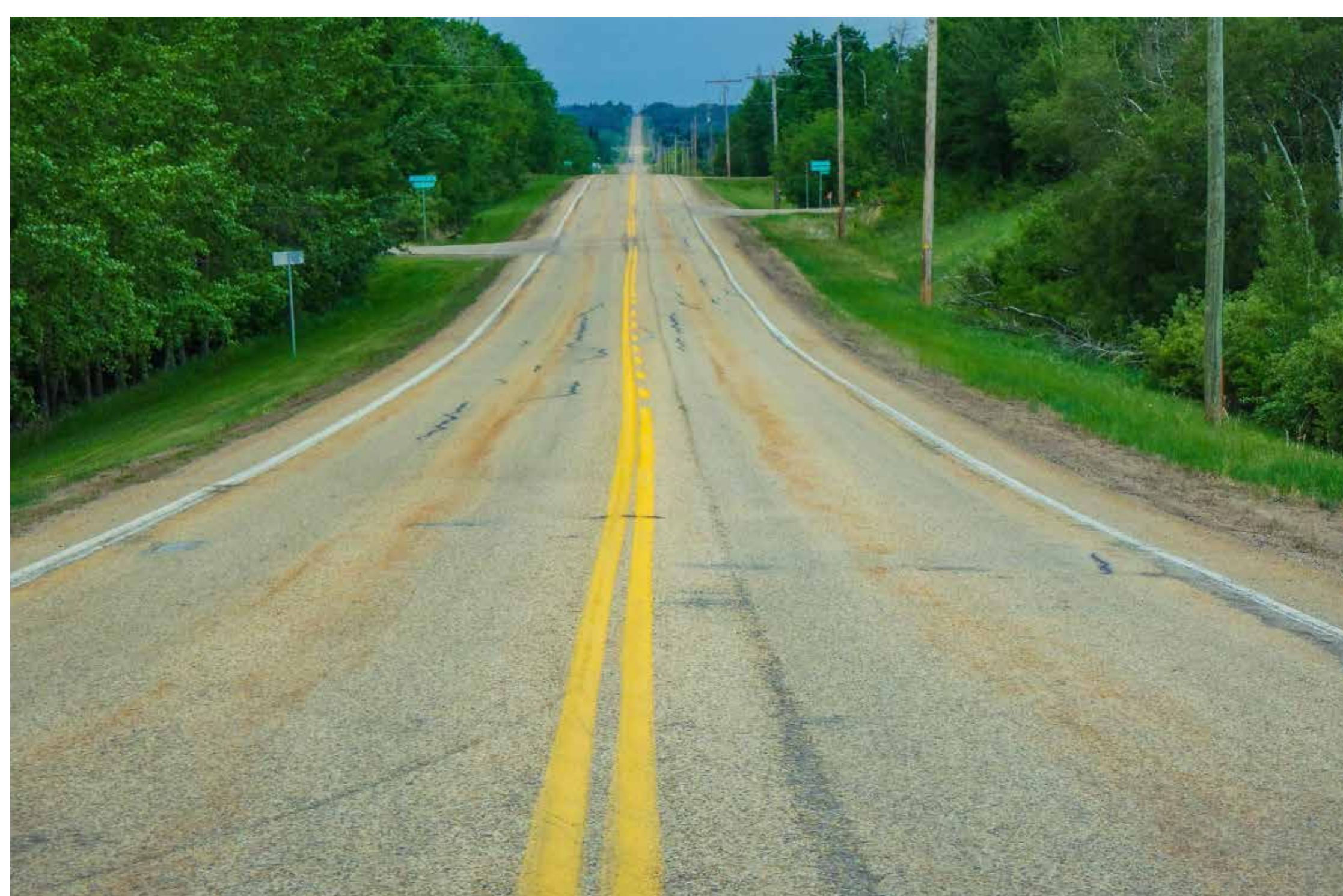
The study area spans from Township Road 510 north to Highway 14, and from Range Road 234 east to Highway 21.

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



# Southwest Strathcona County Functional Planning Study

## Study Objectives



### Study Purpose

Due to anticipated growth in the Edmonton Metropolitan Region, there may be an increase in traffic on the township and range roads within southwest Strathcona County. These roads may need upgrades as urban development occurs.

The study will consider anticipated development over the next 30+ years.

### What is reviewed in a Functional Planning Study?

We will be looking at long-term transportation needs including:

- Number of Lanes
- Road Grades
- Intersections
- Drainage
- Railway Crossings
- Traffic Controls
- Road Surface
- Speed Limits
- Pedestrian/Cyclist Infrastructure
- Traffic Controls (Stop Signs, Signals, Roundabouts)
- Other Road Characteristics

### Estimated Project Timeline

- Timing of construction determined through the study
- No substantial work anticipated for 5+ years
- Open House #1 – October 2019
- **Open House #2 – We Are Here!**
- Open House #3 – Late 2020 / Early 2021

*Originally this project was slated to be complete in early fall 2020, however there have been delays due to Covid-19. This second open house is being held virtually to meet provincial health directives to minimize social gatherings.*

WE ARE HERE



### Previous Public Consultation

The first open house was held in October 2019. Feedback collected from the open house was used to inform further stages of this project and helped guide the recommendations.

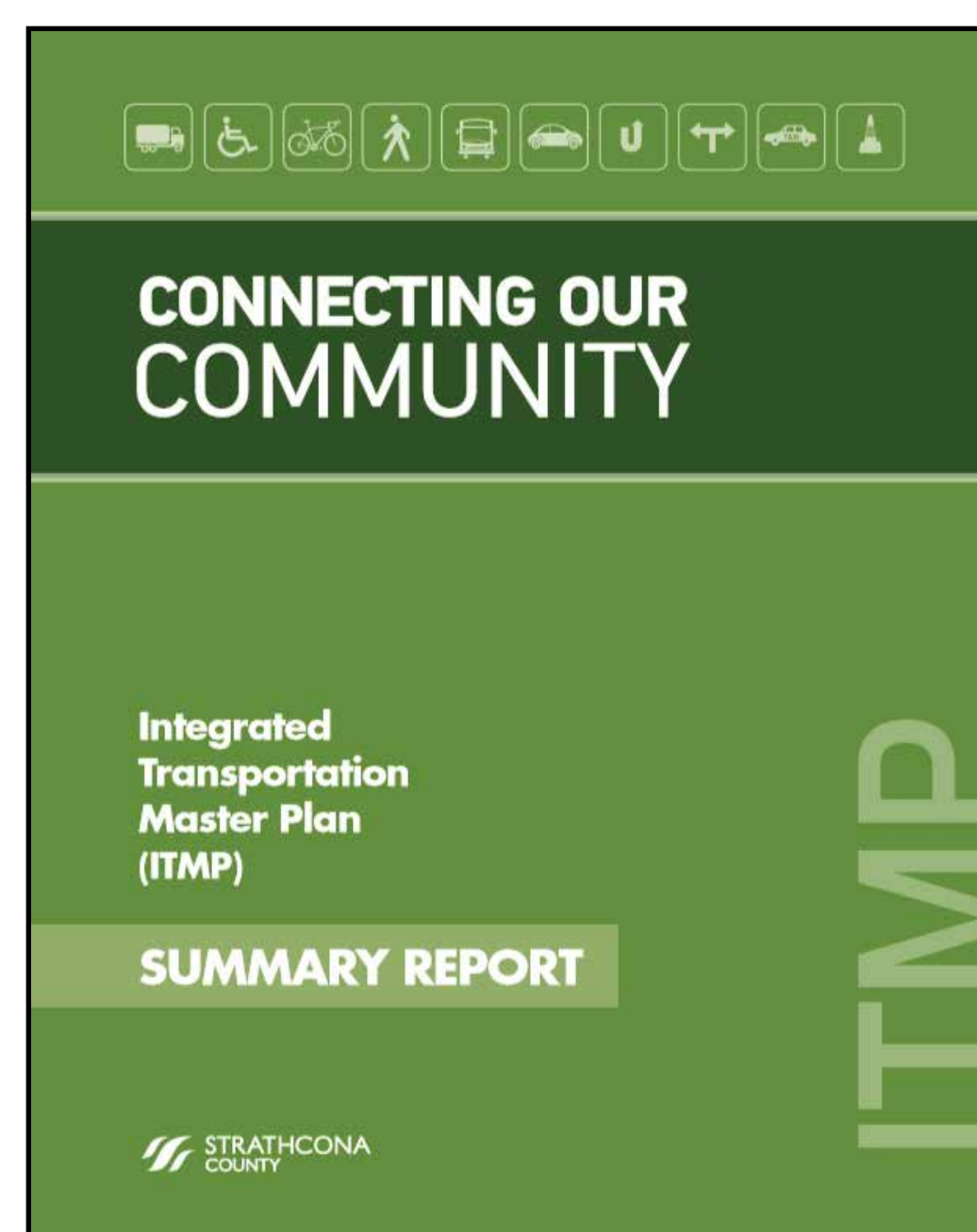
# Southwest Strathcona County Functional Planning Study

## Guiding Documents



### Strathcona County Municipal Development Plan (MDP) Bylaw 20-2017

- Study area is in the Agriculture Small Holdings Policy Area which:
  - Prioritizes small agricultural operations
  - Provides opportunities for livework, local food production and local food distribution
  - Promotes viability over the long term
  - Respects rural landscapes, natural landscapes and heritage
- No significant development anticipated in the study area
- Traffic volume increases will result from growth in the County and adjacent municipalities



### Strathcona County Integrated Transportation Master Plan (ITMP), 2012

- Includes strategic direction to manage road congestion to accommodate growth
- Considers all modes of transportation including: vehicles, bicycles, transit and pedestrians



### Edmonton Metropolitan Region Growth Plan (EMRGP), 2017

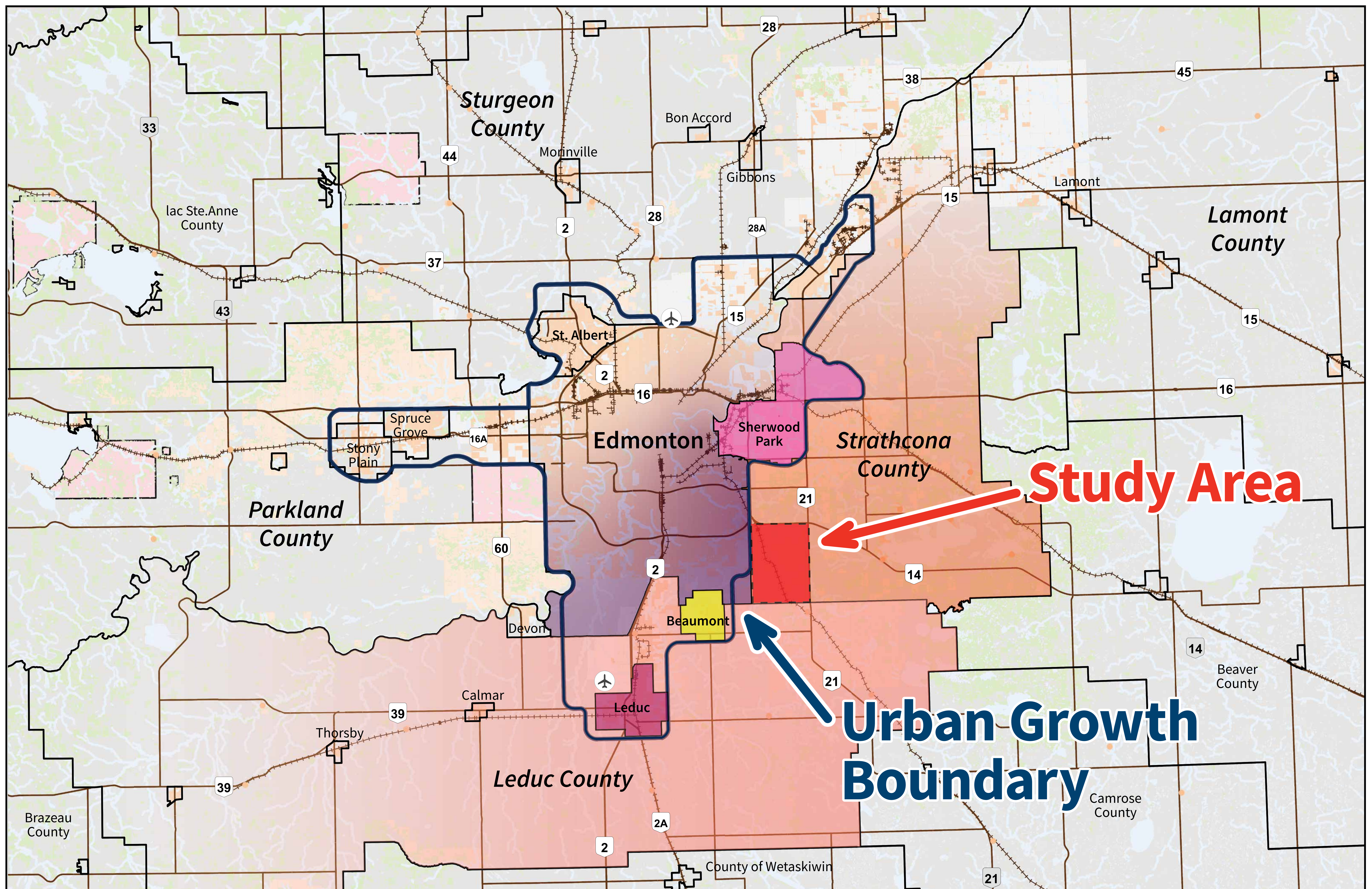
- Ensures all members within the region collaborate and coordinate to manage growth responsibly
- Emphasis on minimizing the urban footprint; integrating land use and infrastructure decisions; building resilient, adaptable, and complete communities; and an interconnected transportation system
- The plan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

# Southwest Strathcona County Functional Planning Study

## Regional Context

There is no major growth anticipated in the study area. Increases in traffic will be a result of growth in the surrounding areas including Strathcona County, Sherwood Park, Southeast Edmonton, Beaumont, Leduc County, and other general growth in the Edmonton Metropolitan Region.

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



# Southwest Strathcona County Functional Planning Study

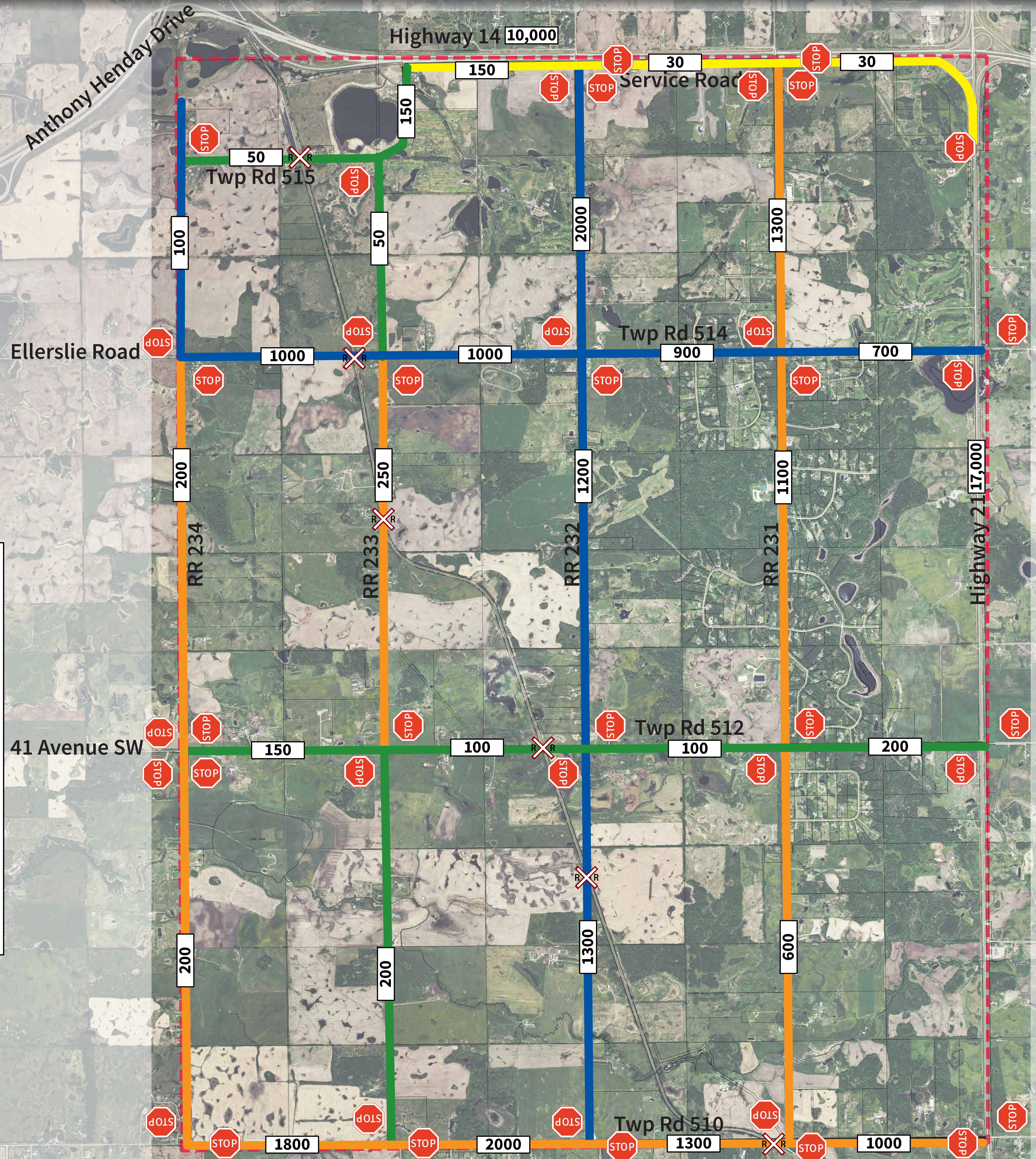
## Existing Conditions

### Study area statistics:

- 60 km of existing roads
- Varying surfaces
- All intersections controlled by stop signs
- 6 railway crossings
- Traffic volumes range from 30 to 2000+ vehicles per day on each road

### Legend

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



# Southwest Strathcona County Functional Planning Study

## Future Considerations – Interchanges

### Study Considerations

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

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

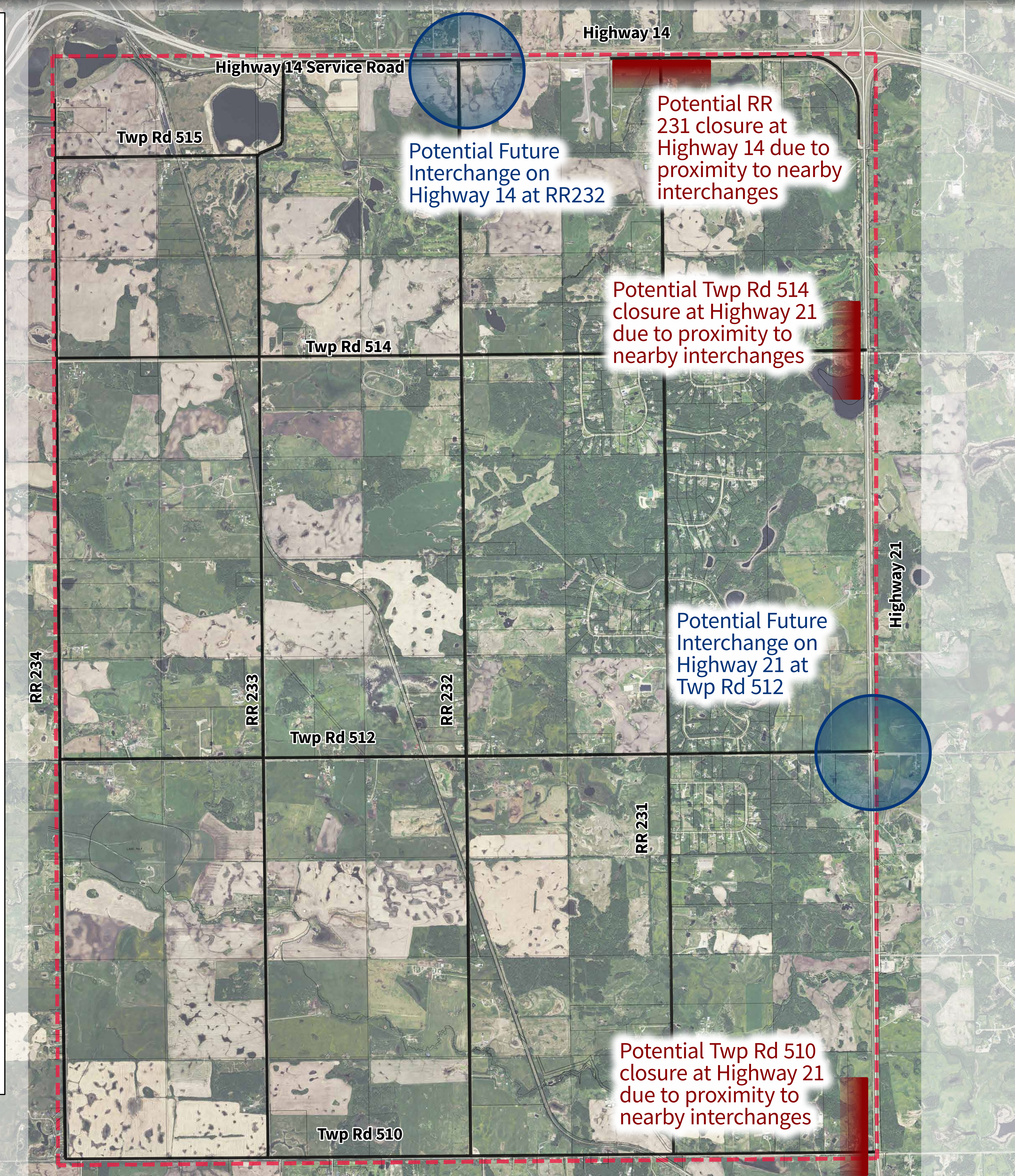
Due to spacing requirements between interchanges, potential interchanges in our study area are identified at:

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

If/when interchanges are built, other accesses along these highways will likely be closed.

**There are no plans or designs for interchanges or access closures at this time.** Alberta Transportation will be responsible for any future modifications to Highway 14 or Highway 21. **Any changes, including new interchanges and/or intersection closures, will be supported by a separate study.**

We have used the above information to help support long-term planning for the County's roads in the study area.



# Southwest Strathcona County Functional Planning Study

## Future Considerations – Regional Connections

### Study Considerations

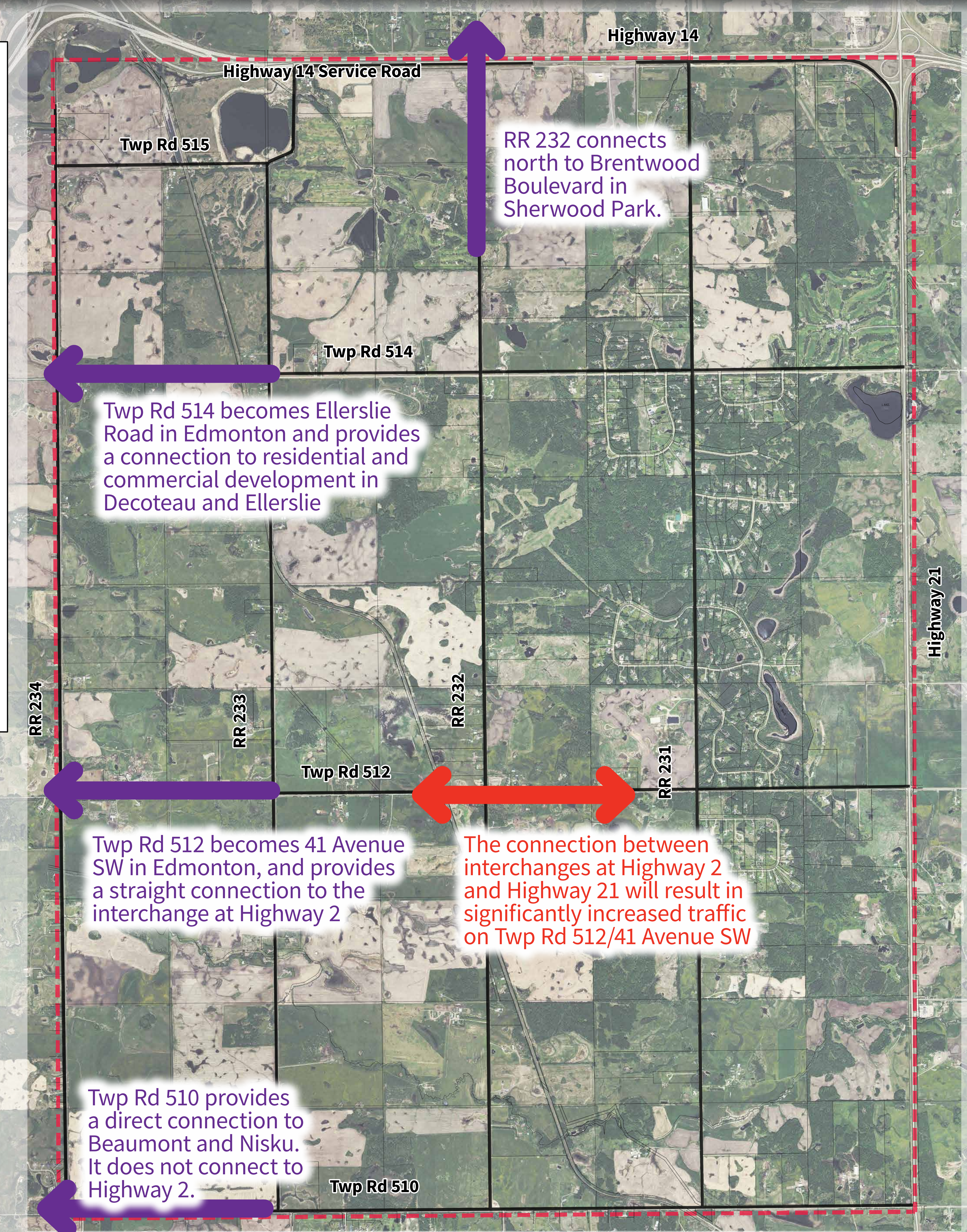
Key issues that inform plans for road upgrades in this study area include existing and future:

- land use
- traffic volumes and patterns
- interchanges and regional connections

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

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

Key major regional connectivity issues are presented on the map.



# Southwest Strathcona County Functional Planning Study

## Recommendations

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

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

- adjusting the road profiles to improve sight distances
- widening 2-lane roads to a wider pavement surface
- upgrading busier roads to provide 4 lanes (2 lanes in each direction)
- realigning roads across railway crossings to improve crossing angles

In some cases there could be some backslope encroachments outside the road rights-of-way.

In some cases additional road right-of-way may need to be purchased from adjacent landowners.

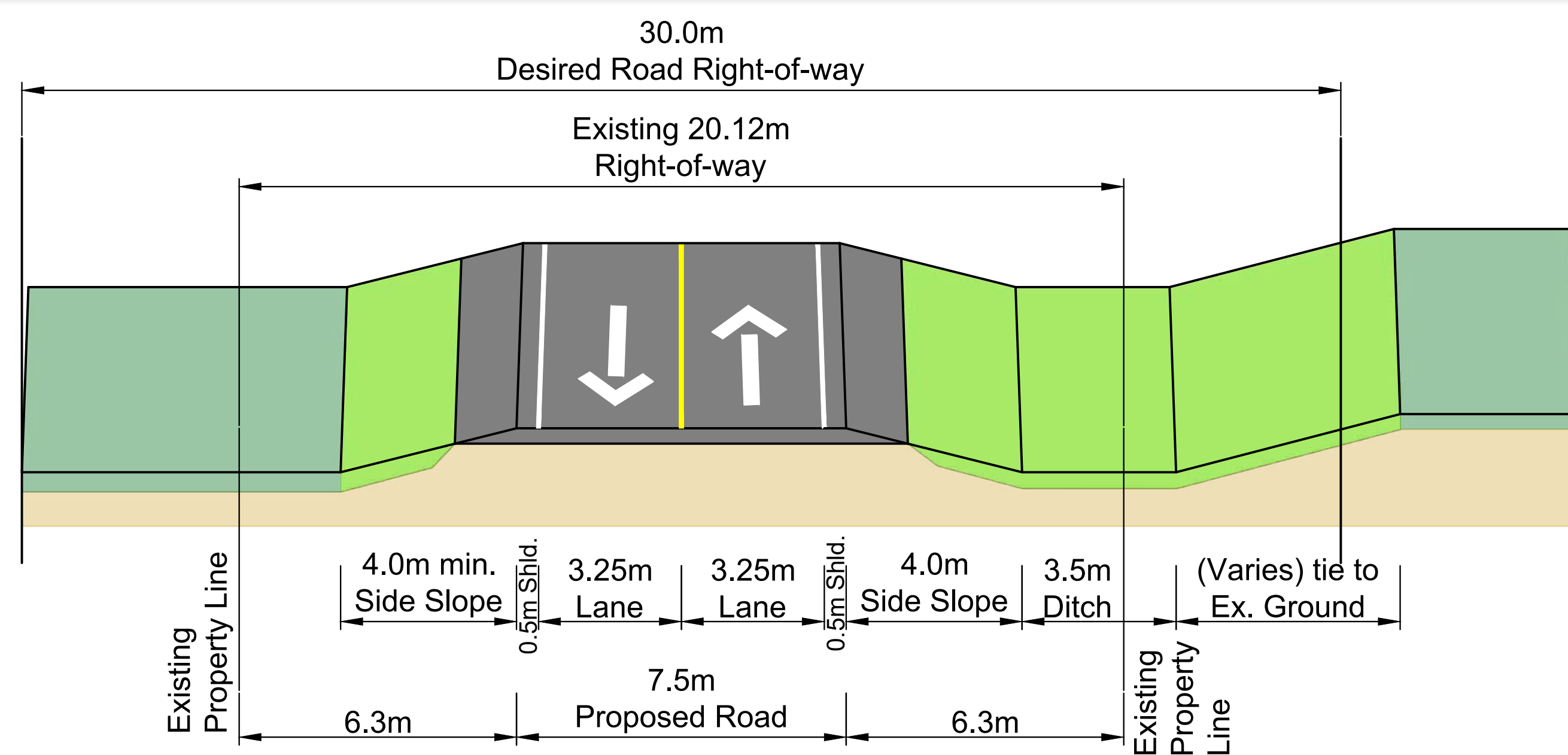
On roads recommended to be upgraded to 4 lanes, there may be changes to private accesses. Some driveway accesses may be closed, and some may be relocated or consolidated. Any access changes will not be designed or finalized until road design is completed in the future, just before construction and after negotiation with the property owner. We have identified possible changes for illustration on the plans.

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

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

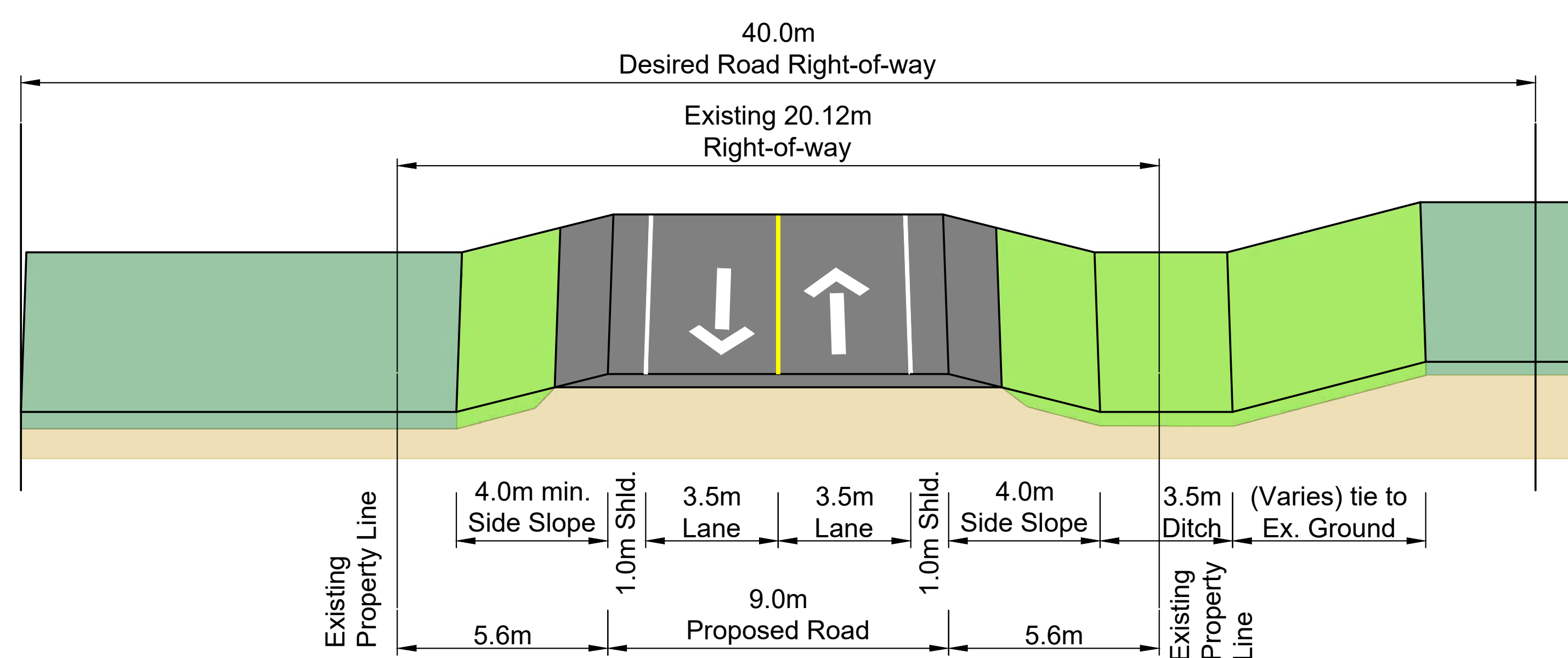
# Southwest Strathcona County Functional Planning Study

## Proposed Cross-Sections



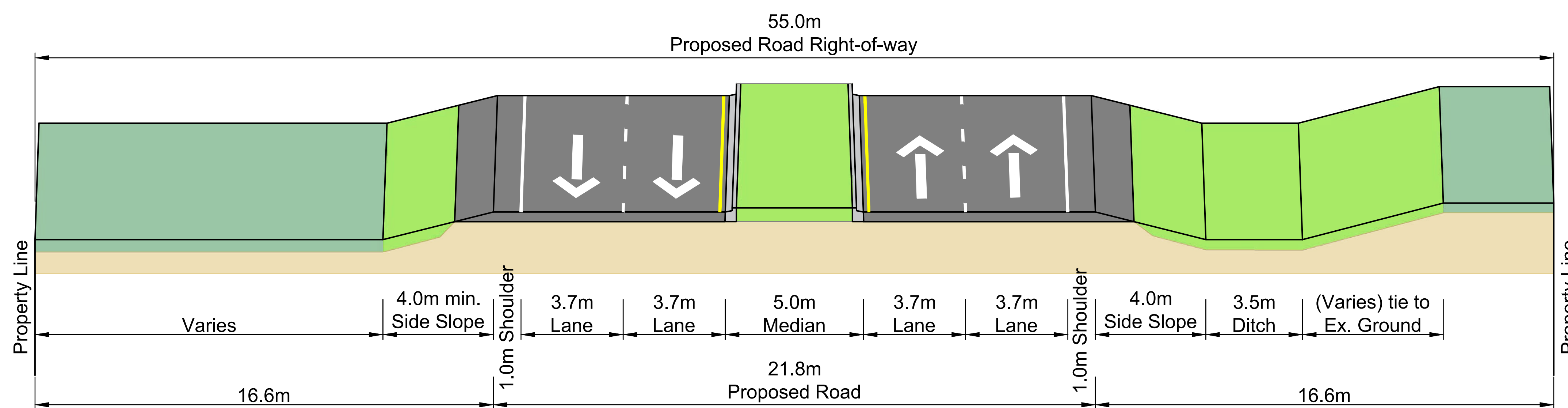
### 7.5 Meter Road Surface:

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



### 9.0 Meter Road Surface:

- Low to moderate traffic volume
- Two 3.50 meter travel lanes
- 1.0 m shoulder on both sides
- 1.0 m deep and 3.5m wide ditch bottom in cut areas
- Desired Right of Way is 40 meters
- No change to existing 20.12 meter right of way
- Backsloping Agreements where needed due to existing right of way width



### 4-Lane Road Surface with Median:

- High volume traffic
- Four 3.75 meter travel lanes
- 5.0 meter dividing median with concrete curb and gutter
- 1.0 m shoulder on both sides
- 1.0 m deep and 3.5m wide ditch bottom in cut areas
- Proposed Right of Way is 55.0 meters
- Property acquisition will be required
- Backsloping Agreements likely not needed

# Southwest Strathcona County Functional Planning Study

## Proposed Upgrades

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

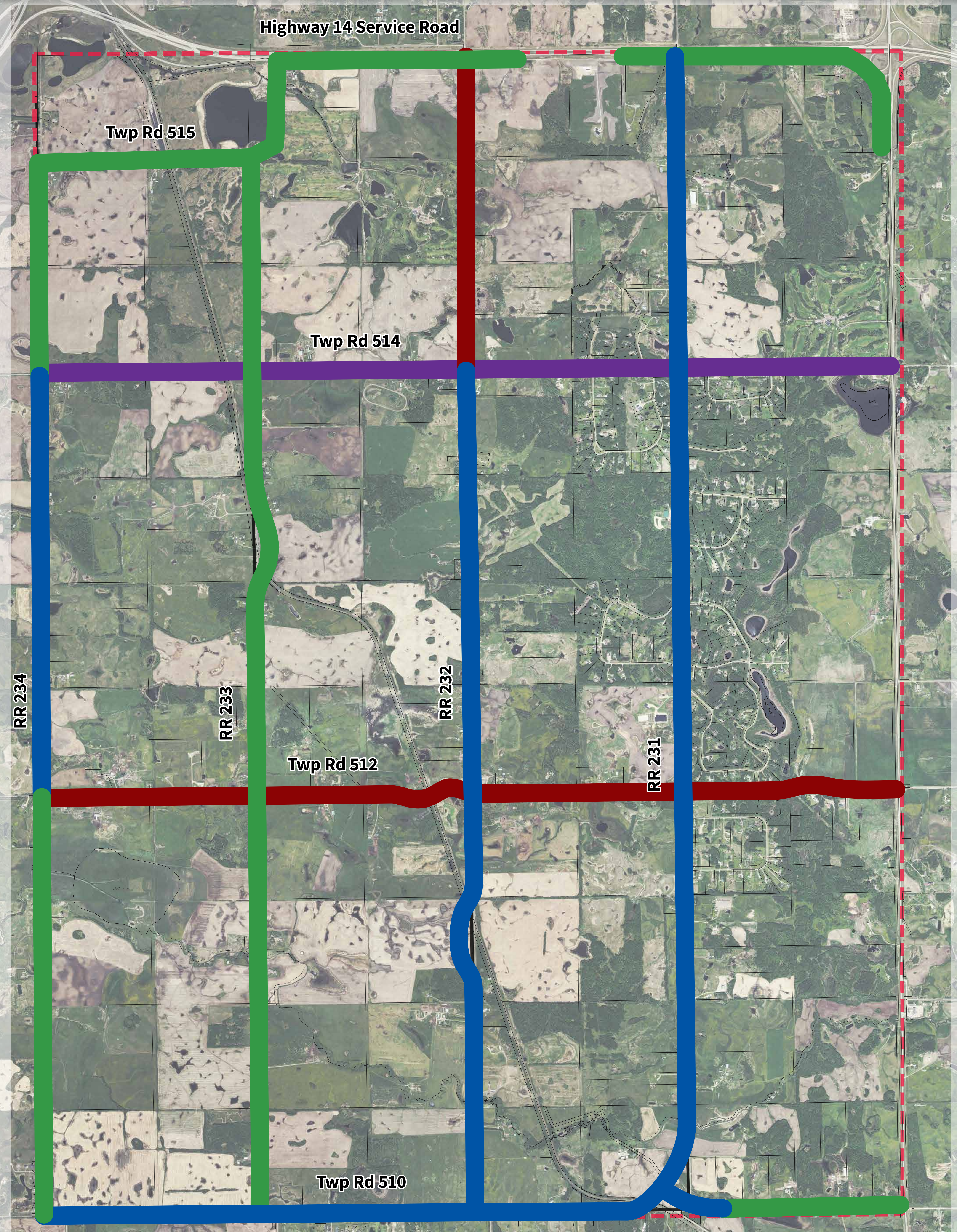
Further details showing the proposed profile changes, realignments, and/or widening can be found on the detailed plans for each road.

### Legend

-  7.5m Road Surface, 2 lanes
-  9.0m Road Surface, 2 lanes
-  22.0m Road Surface, 4 lanes
-  No changes (Existing 9.0m Road Surface, 2 lanes)

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

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



# Southwest Strathcona County Functional Planning Study

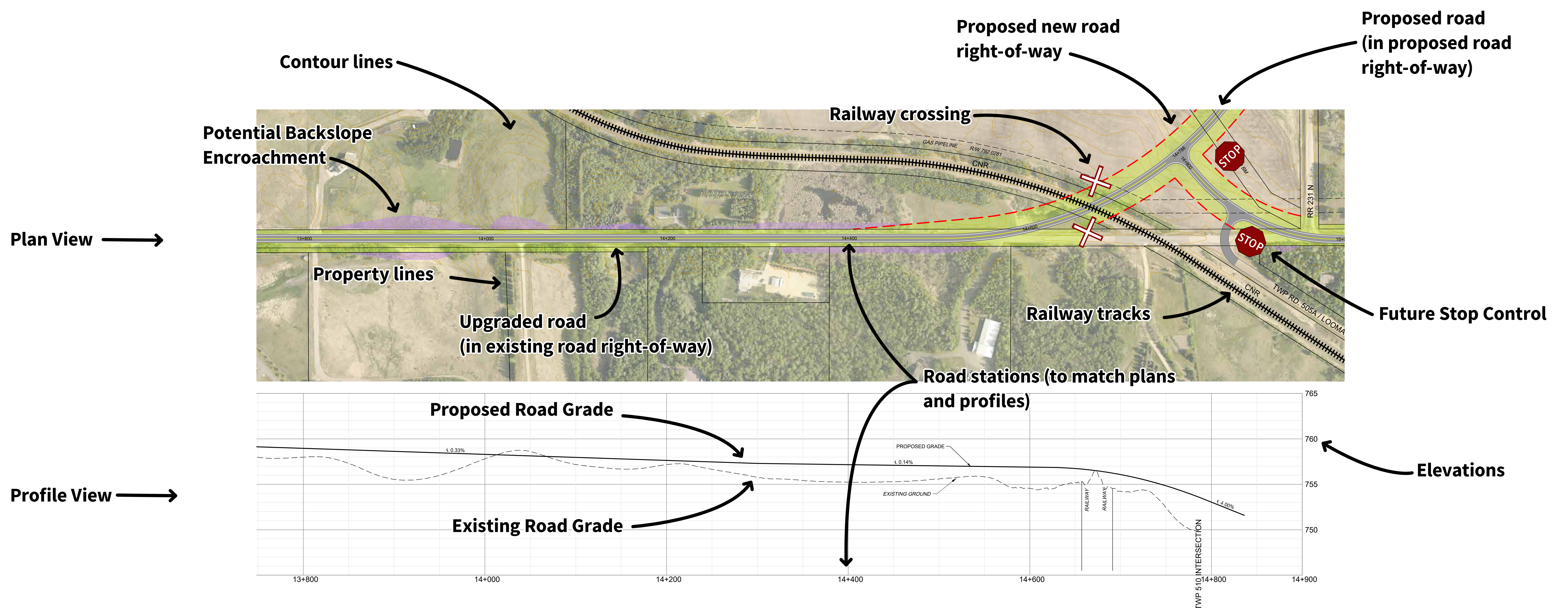
## Understanding the Plans

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

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

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

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



# Southwest Strathcona County Functional Planning Study

## Feedback Activity

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

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

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

The message boards will be open from **Monday September 21 through Tuesday September 29.**

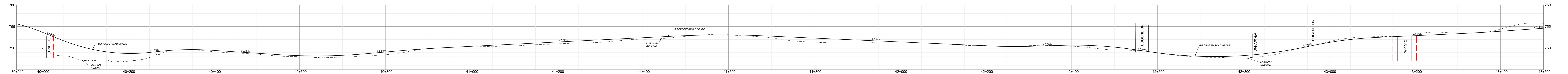
Your feedback will be used by the project team and Strathcona County inform our final recommendations.

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

Thank-You!

# Southwest Strathcona County Functional Planning Study

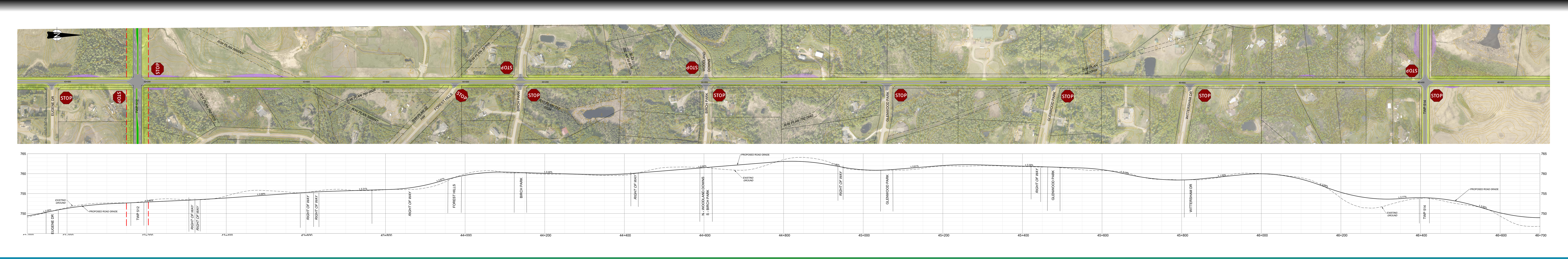
## Range Road 231 (Township Road 510 – Township Road 512)



An aerial photograph of a rural area, likely in Strathcona County, Alberta. The image shows a mix of agricultural fields, some wooded areas, and a network of roads. A prominent road, likely Range Road 231, runs diagonally across the center. To the left, there's a more developed area with what appears to be a residential or commercial development. The overall tone is green and blue, with a semi-transparent overlay for the text.

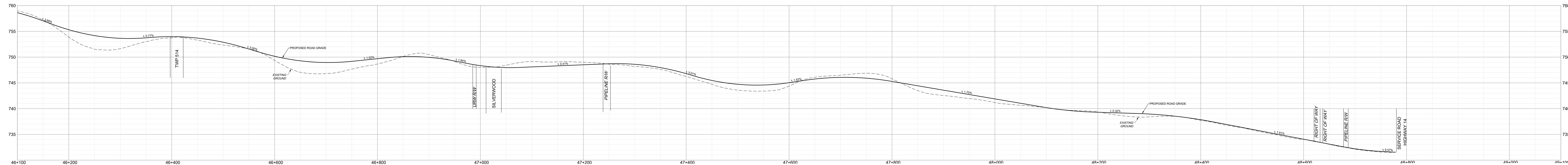
Southwest Strathcona County Functional Planning Study

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



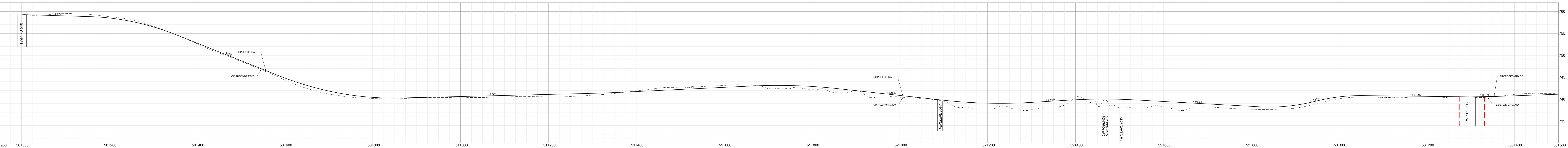
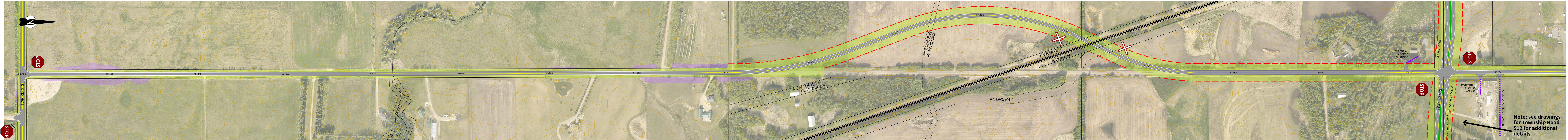
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## Range Road 231 (Township Road 514 – Highway 14)



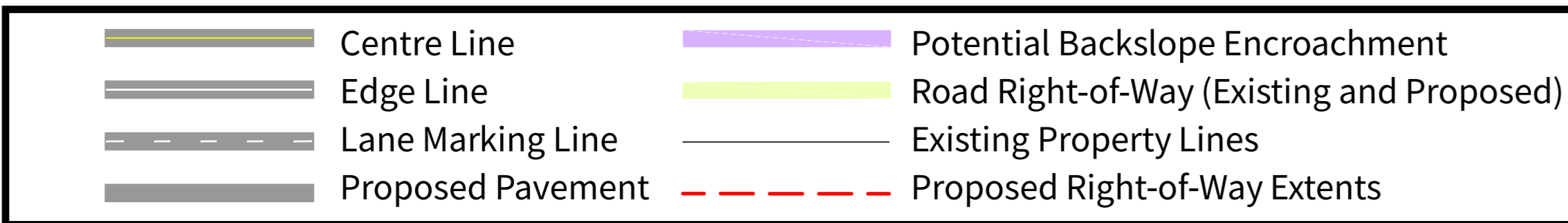
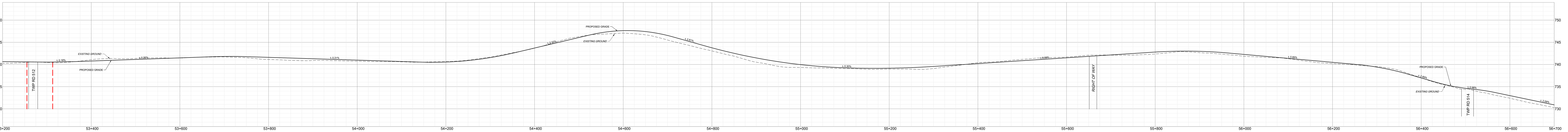
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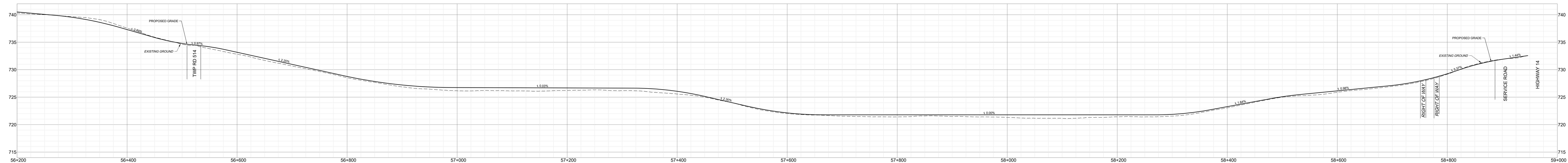
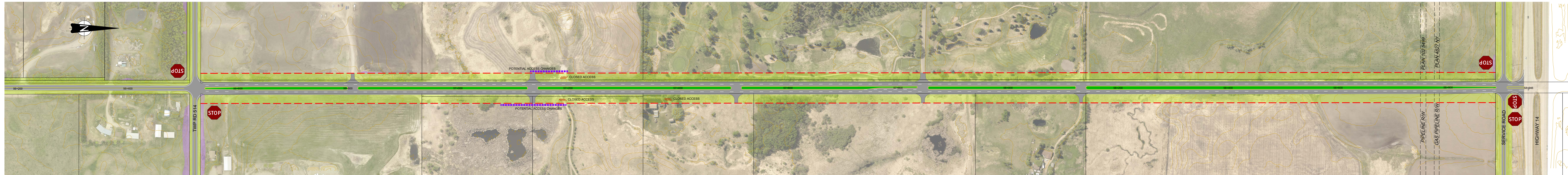
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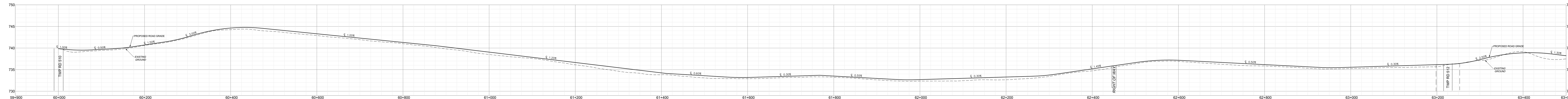
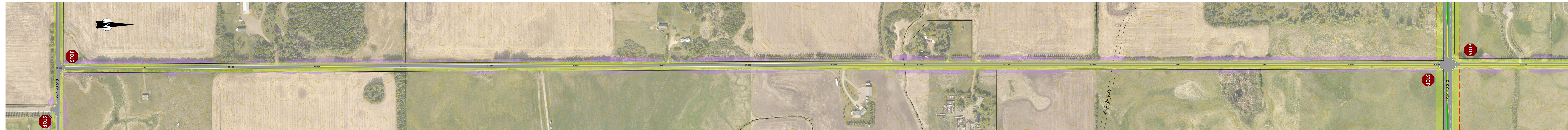
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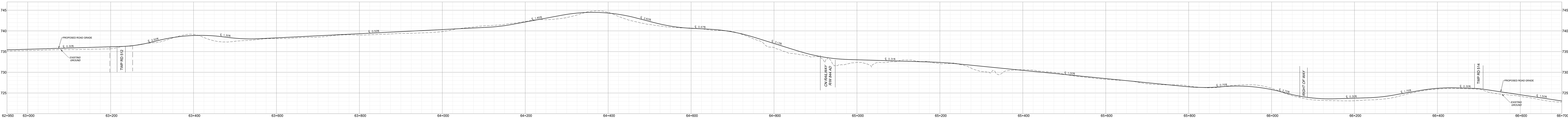
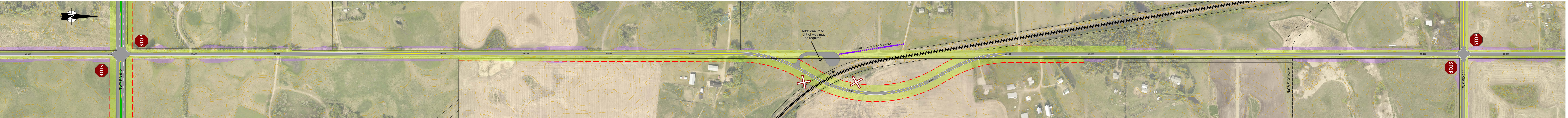
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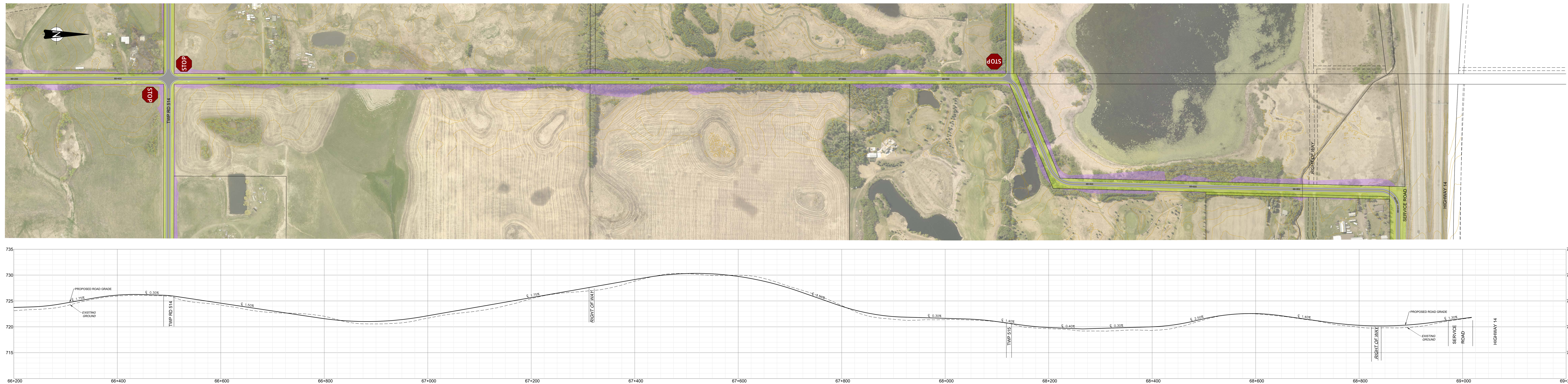
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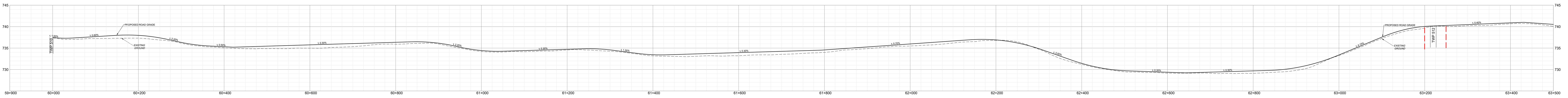
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## Range Road 233 (Township Road 514 – Highway 14)



# Southwest Strathcona County Functional Planning Study

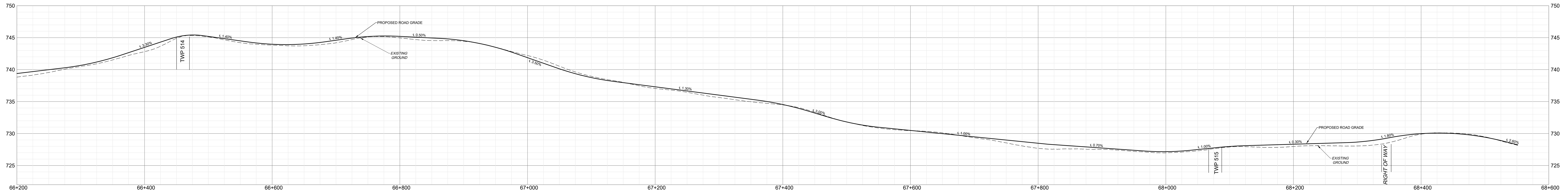
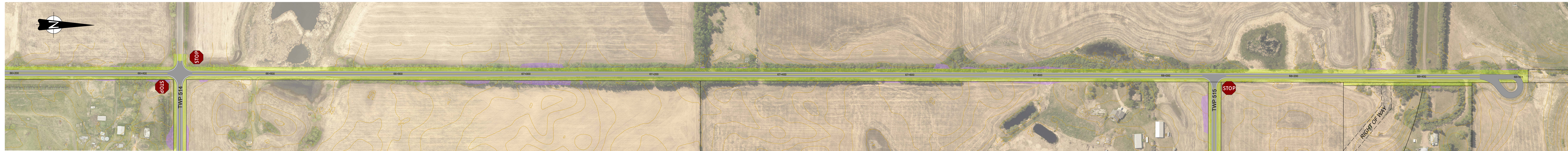
## Range Road 234 (Township Road 510 – Township Road 512)





# Southwest Strathcona County Functional Planning Study

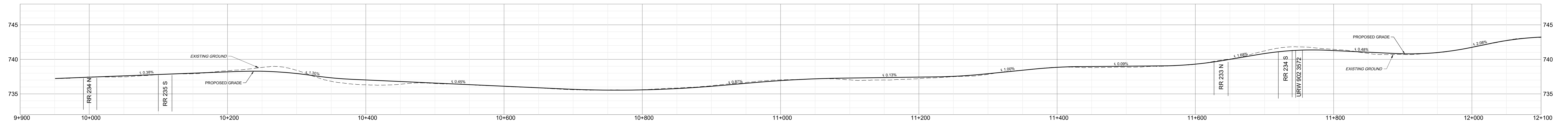
## Range Road 234 (Township Road 512 – Township Road 514)



	Centre Line		Potential Backslope Encroachment
	Edge Line		Road Right-of-Way (Existing and Proposed)
	Lane Marking Line		Existing Property Lines
	Proposed Pavement		Proposed Right-of-Way Extents

# Southwest Strathcona County Functional Planning Study

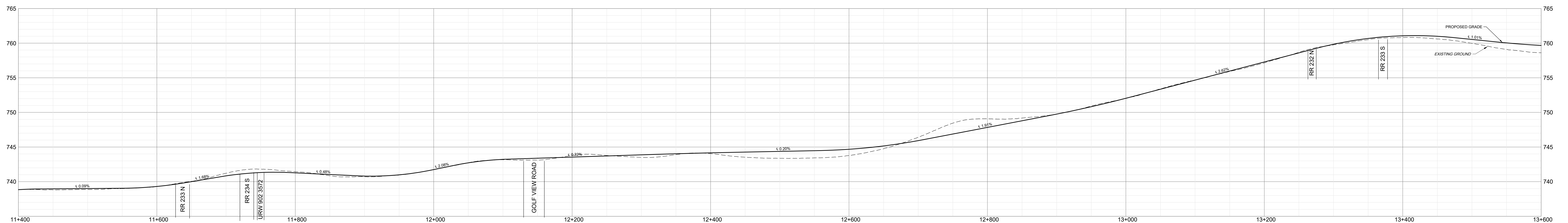
## Township Road 510 (Range Road 234 – Range Road 233)





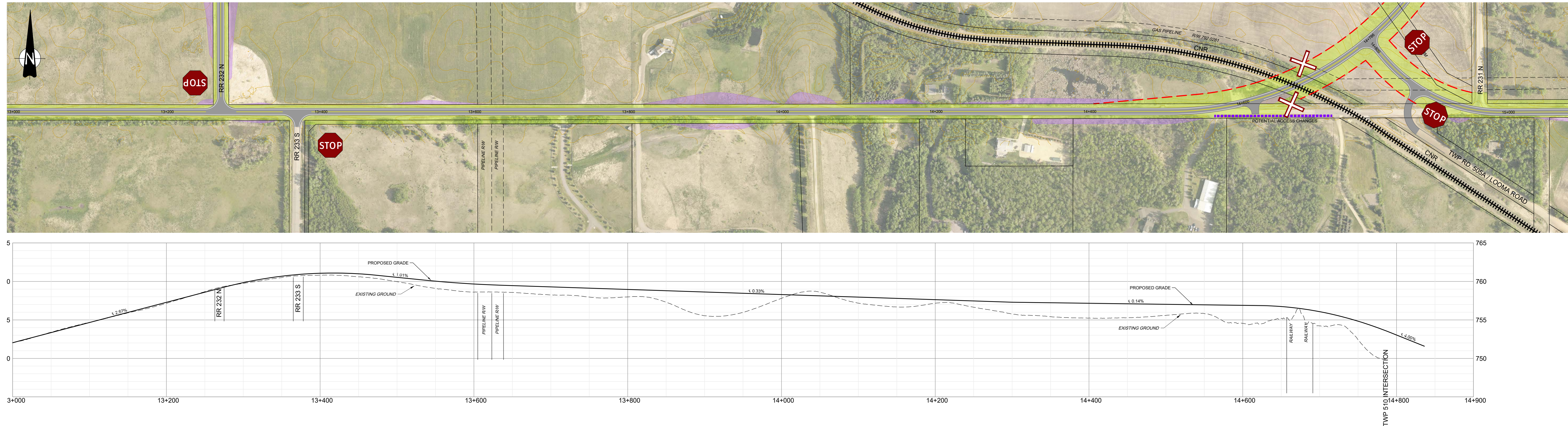
Southwest Strathcona County Functional Planning Study

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



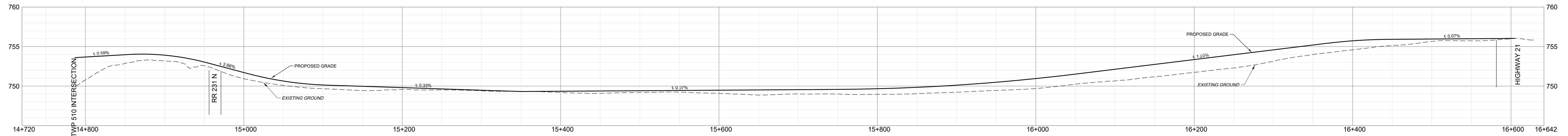
# Southwest Strathcona County Functional Planning Study

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



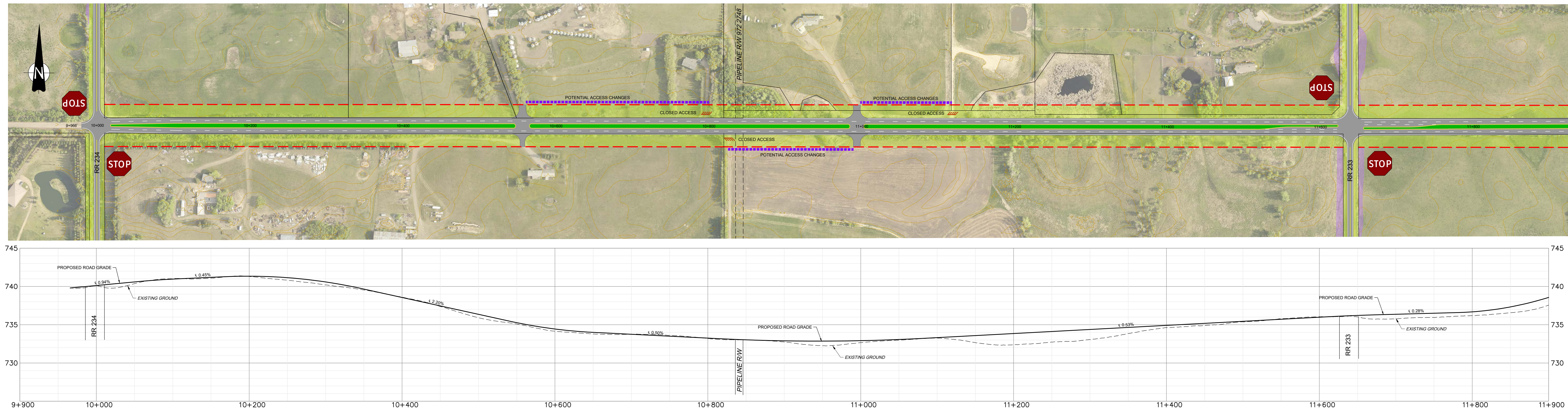
# Southwest Strathcona County Functional Planning Study

## Township Road 510 (Range Road 231 – Highway 21)



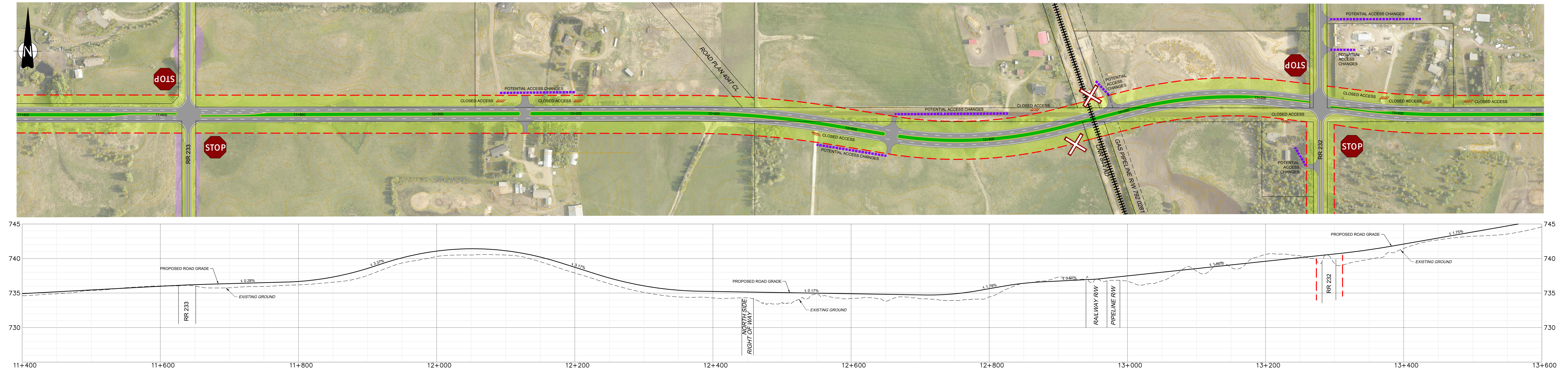
# Southwest Strathcona County Functional Planning Study

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



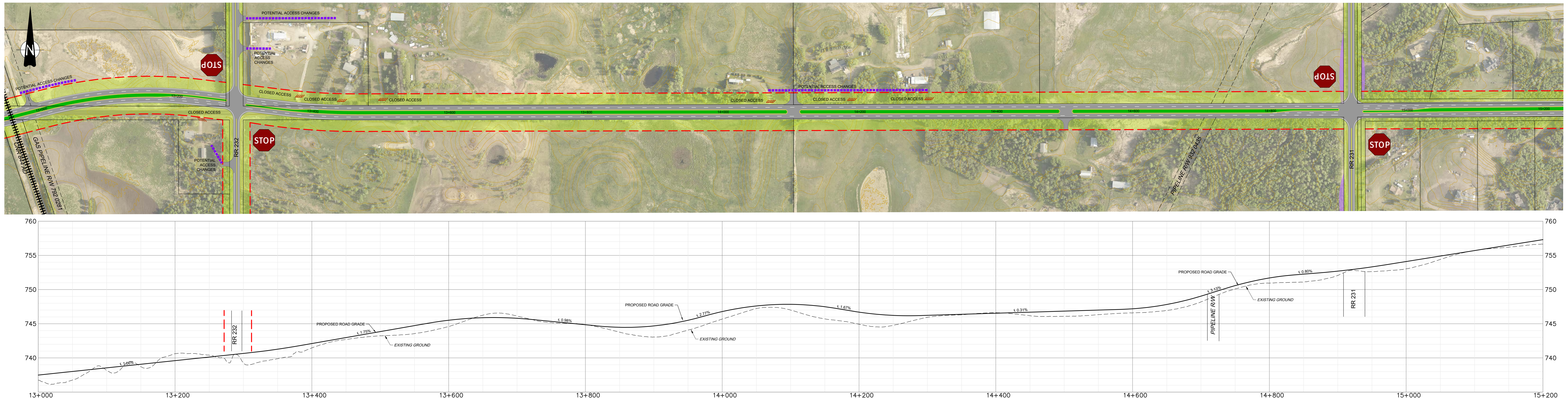
# Southwest Strathcona County Functional Planning Study

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



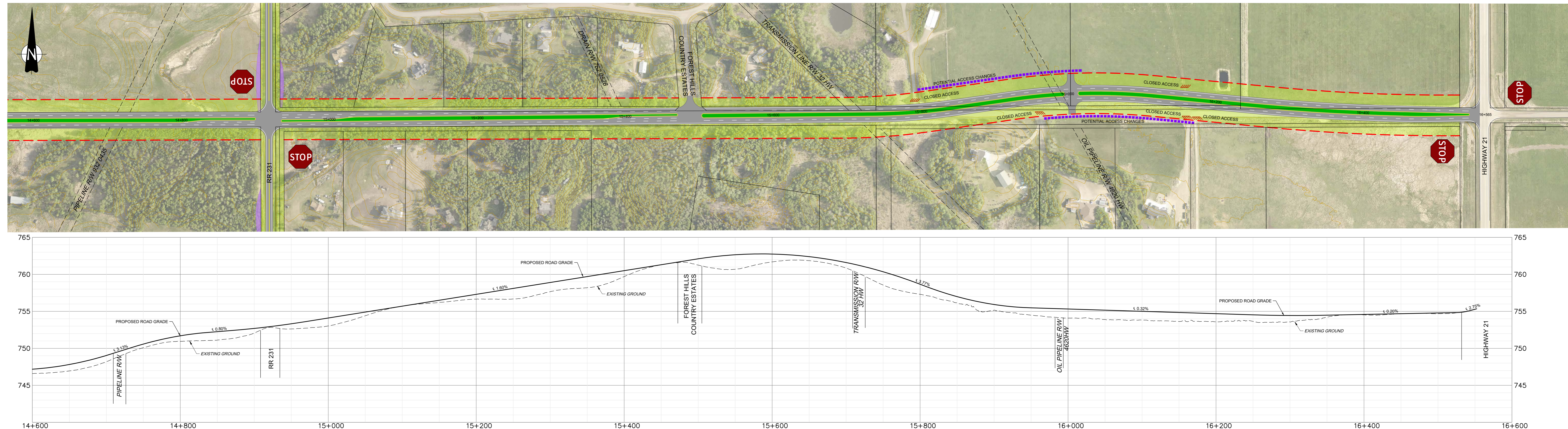
# Southwest Strathcona County Functional Planning Study

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



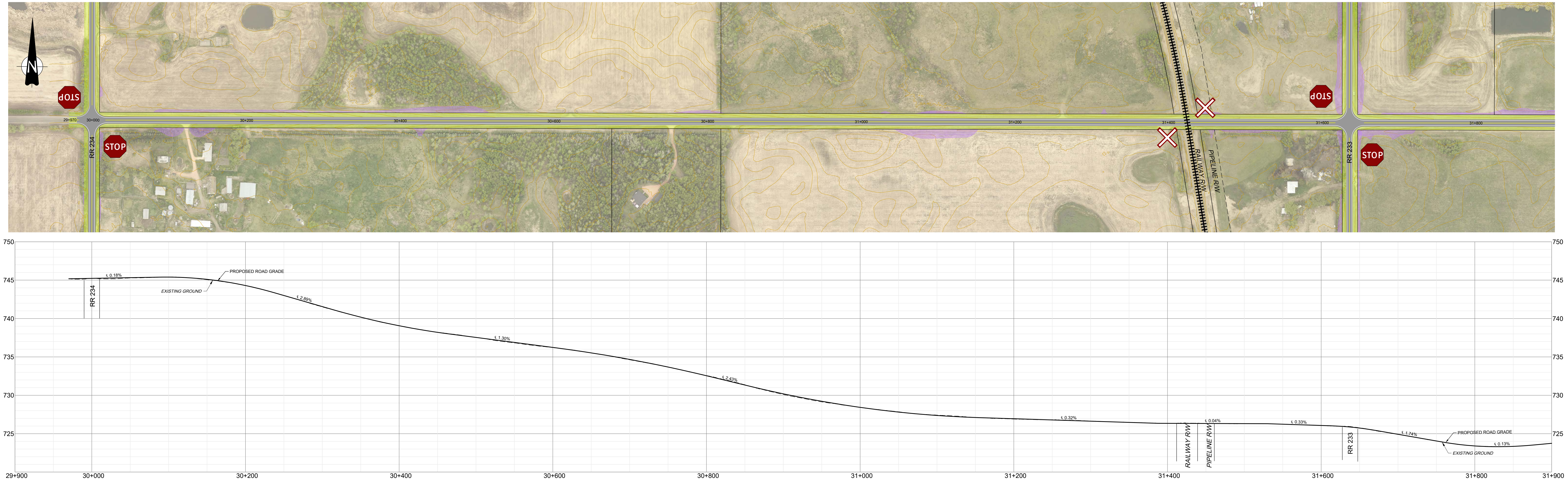
# Southwest Strathcona County Functional Planning Study

## Township Road 512 (Range Road 231 – Highway 21)



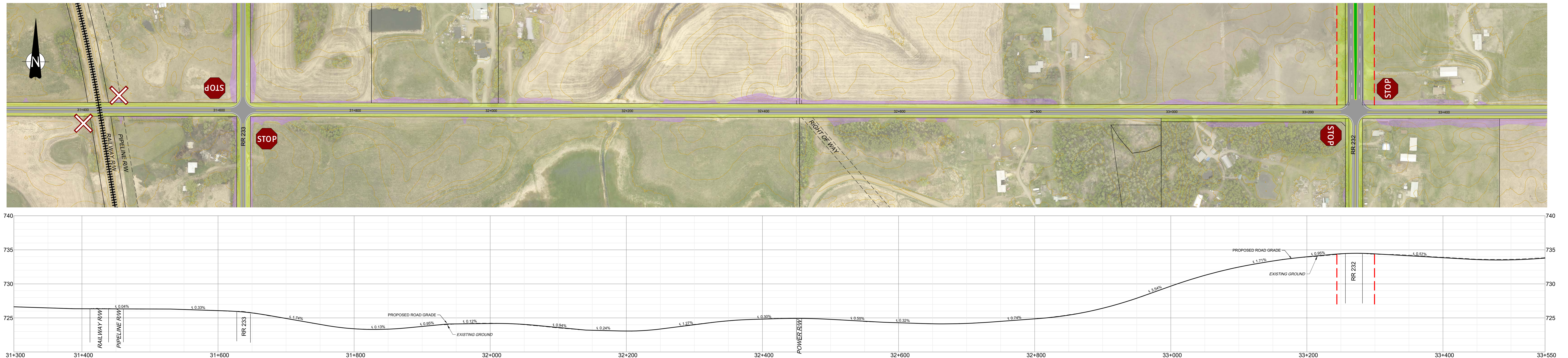
# Southwest Strathcona County Functional Planning Study

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



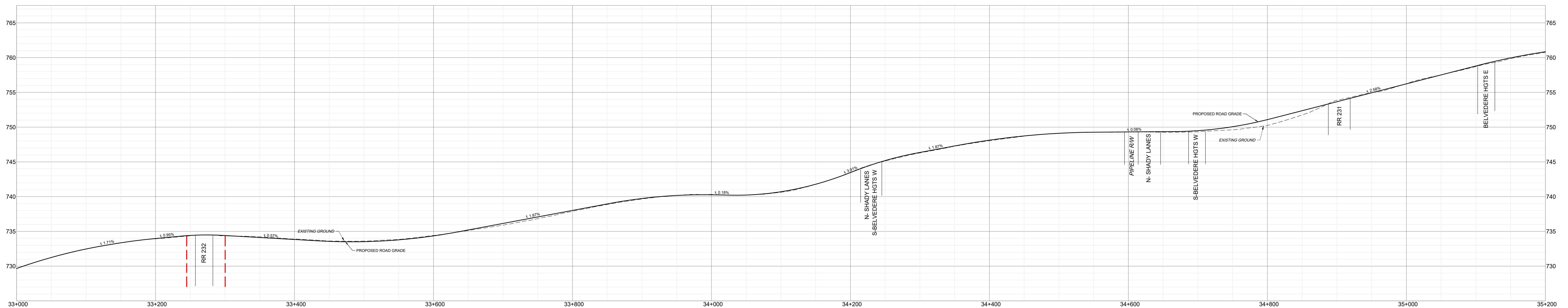
# Southwest Strathcona County Functional Planning Study

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



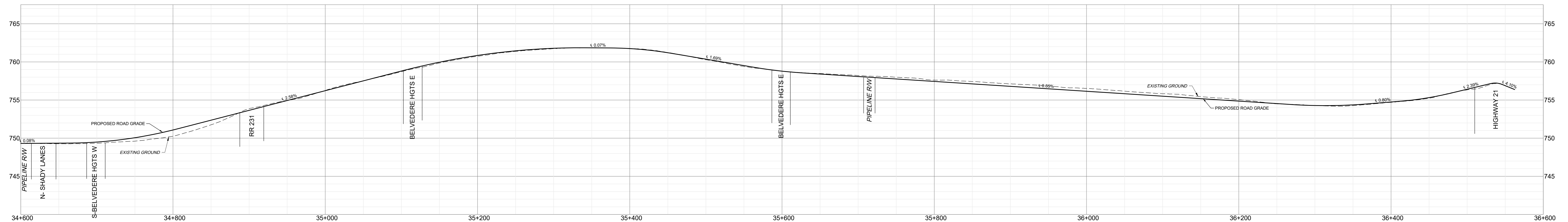
# Southwest Strathcona County Functional Planning Study

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



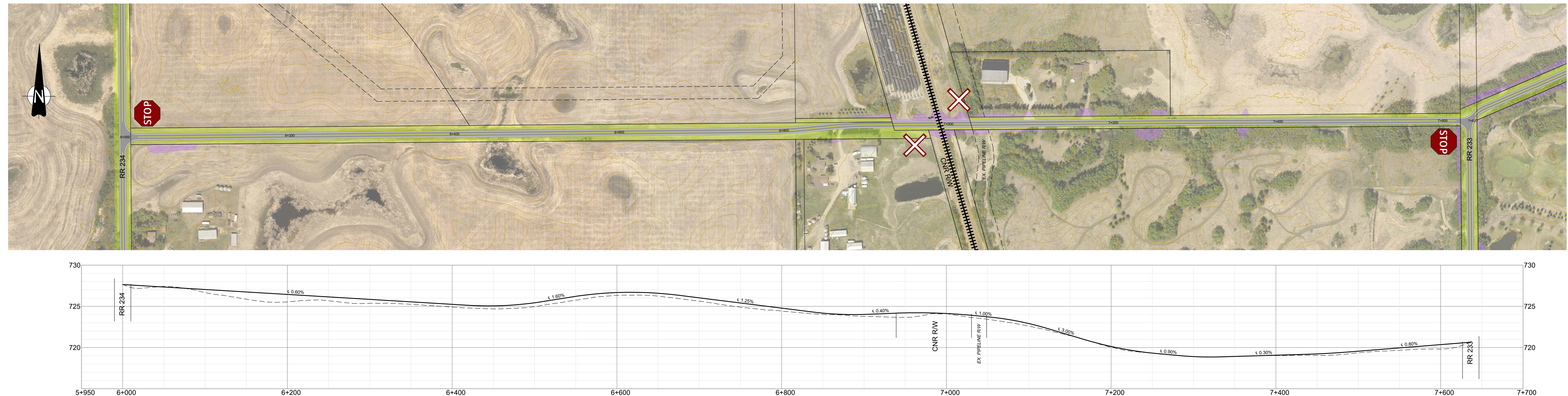
# Southwest Strathcona County Functional Planning Study

## Township Road 514 (Range Road 231 – Highway 21)



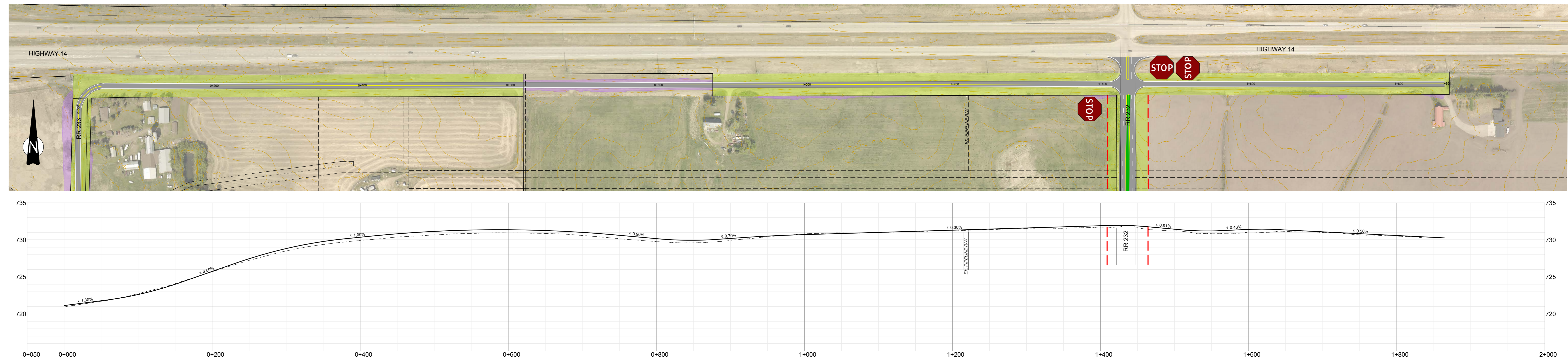
# Southwest Strathcona County Functional Planning Study

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



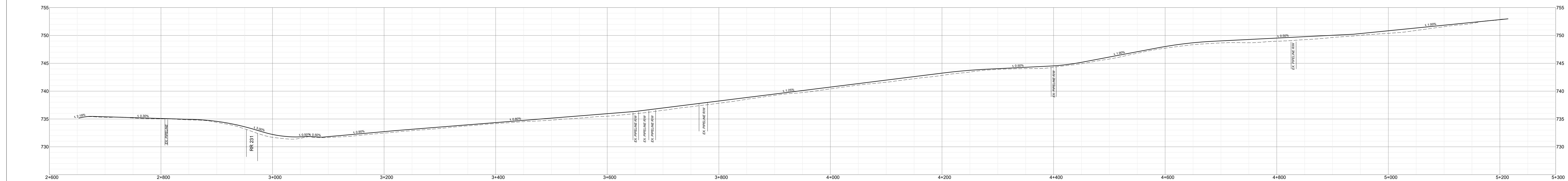
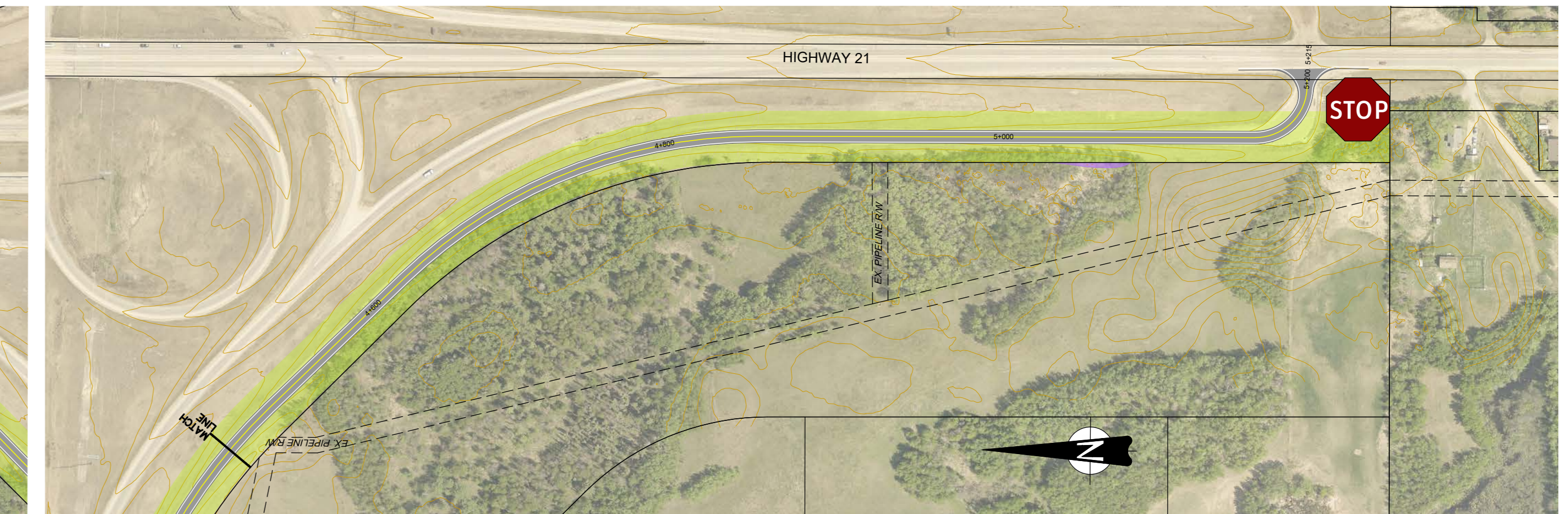
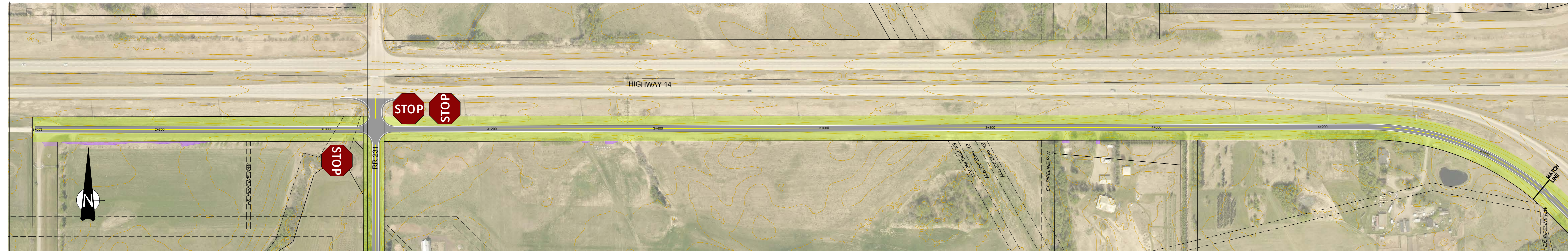
# Southwest Strathcona County Functional Planning Study

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



# Southwest Strathcona County Functional Planning Study

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





## Appendix B

### Open House Feedback Matrix

### RR 231 Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	File Content	Count Of Likes	Count Of Dislikes	Count Of Starred
22	1	2666	N/A	N/A	2020-09-24 13:29:30	We are looking for your feedback on the following draft changes to <b>Range Road 231</b> . Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts. Please remember the <b>SCOOP discussion board participation guidelines</b> when making your comments.		1	0	0
22	2	584	2666	1	2020-09-21 11:52:18	I strongly believe in Traffic Light Controls over Stop signs and Roundabouts. Traffic Lights you must stop at and a camera can activate if you do not. NOT all people use Roundabouts properly and during peak times can cause concussion with drivers and slow down traffic impact.  Safety First and Movement flow second, and with traffic lights there is more control that can be implemented in controlling an intersection.		0	0	0
22	7	2996	584	2	2020-09-21 16:12:24	<i>Hello, thanks for your feedback!</i> <i>With respect to installing traffic signals or roundabouts, certain traffic volume thresholds generally need to be met. At this time, we don't anticipate there will be a need for traffic signals or roundabouts within the study area.</i> <i>Is there a particular intersection that you are concerned with people not stopping at stop signs?</i>		0	0	0
22	19	2211	2996	7	2020-09-28 12:05:25	I would suggest that a traffic light will be needed at the corner of Township 514 and RR 232. That is already a 'fairly busy' intersection during the peak times. This will be needed if RR 231 closed to traffic in future and an interchange placed at Hwy 14 and RR 231.		0	0	0
22	3	2177	2666	1	2020-09-21 13:49:16	Question, is it being proposed that Rg Rd 231 from Highway 14 to 510 be widened also? I realize it is not be proposed to be widened to a 4 lane but is the 2 lane road going to be widened?		0	0	0
22	4	2995	2177	3	2020-09-21 14:30:59	Yes. The current pavement top width is approximately 7.5 meters and the study is proposing to upgrade Rge Rd 231 to a pavement top of 9.0 meters.		0	0	0
22	5	2177	2995	4	2020-09-21 14:43:51	That is good to hear. We know people that live between 512 - 514 on 231 that used to drive to 514 turn West to 232 to go into town. Their reasoning was that 232 was a better wider road. Has the County given thought that more traffic may use 231 if it was a wider, better road? If 231 was widened 1st then monitored for traffic, the County may see a change in traffic patterns, especially with the density of acreages on 231. Just a thought/suggestion.		0	0	0
22	6	2995	2177	5	2020-09-21 14:57:21	<i>Should the road deteriorate to a point where reconstruction is needed, an in depth review of safety, engineering standards, traffic volumes and the overall transportation network will be completed to confirm what upgrades will be required.</i>		0	0	0
22	8	2177	2995	6	2020-09-21 17:16:40	Thank you Tony. I had thought you had said the proposal was to widen Rge Rd 231 to 9 meters from 7.5 meters. My suggestion was if the County decides to widen Rge Rd 231, if that is done prior to any construction on Rge Rd 232, that the traffic pattern quite likely will change to where Rge Rd 231 will be used more often rather than people cutting across to 232. Thank you again for your response.		0	0	0
22	9	2995	2177	8	2020-09-22 08:26:05	<i>This study looks at the long-term needs of the roads within the study area. The main factors affecting the long-term traffic patterns are the potential interchanges on Rge Rd 232 (at Hwy 14) and Twp Rd 512 (at Hwy 21) along with the closures of the other highway intersections. If the assumptions of the interchanges and intersection closures occur, as per our long-term traffic model, the volumes along Rge Rd 231 decrease substantial and therefore an upgrade to 231 would be underutilized.</i> <i>However, IF Rge Rd 231 were to deteriorate to a point where reconstruction is needed (in the relatively near future), and we have a more accurate timeline for the interchanges to go in place, there could be an opportunity for Rge Rd 231 to be upgraded.</i> <i>My apologies if I miss understood your question, if you would like to discuss further, please give me a call at 780-464-8035.</i>		0	0	0
22	10	737	2666	1	2020-09-22 16:37:10	I would like to see traffic lights as they control traffic better.		0	0	0

						As mentioned previously with respect to installing traffic signals, certain traffic volume thresholds generally need to be met. At this time, we don't anticipate there will be a need for traffic signals or roundabouts within the study area.				
22	13	2996	737	10	2020-09-23 09:56:36	Is there a particular intersection that you are concerned with people not stopping at stop signs?		0	0	0
22	11	737	2666	1	2020-09-22 17:08:24	Plan looks great		1	0	0
22	12	3008	2666	1	2020-09-22 23:32:09	Most people that use RR 232 come from the subdivisions in Leduc County going into Edmonton		1	0	0
22	14	2177	3008	12	2020-09-23 19:03:30	Agree, so County of Strathcona tax payers are paying to improve the roads for Leduc residents. The traffic doubled on Rg Rd 232 once Anthony Henday was built and there was high use on it... Anthony Henday goes from 3 lanes to 2 lanes causing backup, people then take the cut off on Whitemud to Rg Rd 232 or at Hwy 14 to 232 to avoid the stand still. Now the County of Strathcona taxes pay to upgrade for people who do not even live here rather than addressing the actual problem. Fix Anthony Henday and widen 17 St or/and 50 St.		1	0	0
22	15	3043	2995	4	2020-09-27 09:26:30	If 231 is proposed to be eventually cut off from HWY 14, why widen it? I am not against it, I am just concerned about effective use of tax payer dollars.		0	0	0
22	18	2995	3043	15	2020-09-28 07:58:18	The purpose for widening on 231 is identifying a realistic option for 231 when the lifecycle of the road comes to an end and reconstruction is needed. What is being proposed is 231 upgraded to current standards. At that time of construction (how ever many years in the future), the road, traffic volumes and standards will be re-analyzed to confirm what the road should actually look like.		0	0	0
22	16	3043	2666	1	2020-09-27 09:37:19	I attendEd the first open house session, and now this 2nd virtual session.  First comment, I like the plan and I like the foresight to deal with the additional traffic that will inevitably come through this area.  Turning 512 into a higher volume through corridor connected to the 41 Ave South interchange on QEII makes a lot of sense..  Being on 231, I can live with the inconvenience of being cut off from HWY 14 in exchange for the improved overall plan.		1	0	0
22	17	3008	2666	1	2020-09-27 21:26:04	Foresight what exactly are you talking about More like destruction of this part of Strathcona County		1	0	0
22	20	2211	2666	1	2020-09-28 12:11:38	Overall quite pleased with the plan. I would like to see a proper frontage road from RR 231 through to RR 232 if the interchange is ever built (I'm sure I'll be long gone from County when that happens though) just to give people options, or if not, traffic lights at RR 232 and Twship 514. However, not discussing that. Do like the proposed widening of RR 231, and would be great if it was proper asphalt. Widening would allow for a should for cyclists and pedestrians. A lot of people won't walk on the Range Roads - too dangerous, and some summer cyclists are a bit of a hazard riding 3 and 4 wide on the roads. The paved shoulder would give them somewhere safer to ride.		1	0	0
22	21	3023	2666	1	2020-09-28 18:05:06	Proposed changes to RR 231 look good		0	0	0
22	22	3008	2666	1	2020-09-28 21:06:19	I disagree with completely closing off all accesses on 231 and highway 14 It would definitely benefit if right hand turns where at least an option onto and off of highway 14 onto Range Road 231 but close off left turning lanes		1	0	0

### RR 232 Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	Count Of Likes	Count Of Dislikes	Count Of Starred
23	1	2666	N/A	N/A	2020-09-24 13:29:05	<p>We are looking for your feedback on the following draft changes to <b>Range Road 232</b>. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.</p> <p>Please remember the <b>SCOOP discussion board participation guidelines</b> when making your comments.</p> <p>If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail.</p> <p>Range Road 232 proposed changes</p> <p>When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.</p>	0	0	0
23	2	2177	2666	1	2020-09-21 13:14:22	<p>The county shows a proposed change to our access road on Rg Rd 232 between Highway 14 and 514, which, would move our road into the only water we have on our property. Who would be expected to bare the cost of putting a new road through the slough? Plus, the picture shows that our access would be shared with our neighbouring property so that we no longer have a private access to our land.</p> <p>In addition, what is going is going to happen to the high pressure gas line that runs along the side of Range Road 232?</p>	0	0	0
23	4	2995	2177	2	2020-09-21 13:58:56	<p><i>The access relocation shown on the plan (in purple) is a potential option for relocation. The actual access location will be confirmed in the future during the detailed design stage (2-5 years prior to the construction). During the detailed design, the County will have a better understanding of actual traffic volumes and will possibly be able to provide alternative access options. The County will contact the landowners and work with them to determine what options are available to allow for safe turning movements.</i></p> <p><i>The access is consolidated with the neighbouring parcel and aligned with the access across the road in order to allow proper spacing between intersections (openings in the median).</i></p> <p><i>The County will be responsible for the cost of access relocation.</i></p> <p><i>In regards to the high-pressure gas line, the detail design will confirm if the gas line needs to be lowered, relocated or is able to kept in place.</i></p>	0	0	0
23	6	2177	2995	4	2020-09-21 14:26:53	<p>The problem is that that water/slough is the only water we have for any livestock on our property. Also when we bought the property, there was a concern from Ducks Unlimited of any modifications to it.</p> <p>We currently have a private access on our property. I am against having a shared driveway with the neighbouring property. We currently have our own private gate and lock, we have the control as to when the gate is open and when it is not and who has keys to the gate lock, this security will be gone if it is shared access.</p>	0	0	0
23	7	2995	2177	6	2020-09-21 14:42:48	<p><i>Thank you for the information. As part of this study, a high-level environmental study is completed where all wetlands and other environmental concerns are identified. During detailed design, a more in-depth review will be conducted in accordance with the environmental regulations at the time (regulations tend to change over time). Regarding the shared access, the access is only shared along the property line. As the access splits from the property line, the access becomes private. The gate can be relocated to where the proposed access splits (at the cost of The County). Again, the various options will be reviewed with the landowners at the time of detailed design.</i></p>	1	0	0
23	3	2177	2666	1	2020-09-21 13:33:58	<p>What benefit is it to widen Rg Rd 232 to 4 lanes only up to 514 and not have the 4 lanes continue to 510? The majority of traffic continues on 232 to the South, few turn onto 514.</p>	0	0	0

23	5	2995	2177	3	2020-09-21 14:08:05	As described in the display boards, it is expected that an interchange will be construction on Hwy 14/Rge Rd 232 and on Hwy 21/Twp Rd 512. With the interchanges in place, the remaining intersections to the highways (Rge Rd 231, Twp 510, and Twp 514) will be closed. This information was put into our traffic modelling software which helps up predict where the traffic will be going in the long term. The output of the traffic model had identified Rge Rd 232 north of Twp Rd 514 would require twinning. As per the model, Rge Rd 232 south of Twp 514 did not carry as many vehicles and would not require twinning.	0	0	0
23	8	2177	2995	5	2020-09-22 19:45:45	You say, " the intersections to the highways (Rge Rd 231, Twp 510, and Twp 514) will be closed." in other-words the county has already made the decision to push additional Traffic onto Rg Rd 232. We bought because it was a quiet, rural area, not to live on a High Traffic 4 lane highway. Improve the existing highways rather than ruining the rural districts.	1	0	0
23	9	2177	2177	8	2020-09-22 21:08:14	I am a trained Change Management Specialist, and from your responses, the County is NOT " looking for OUR feedback on the following draft changes" the County has already made their plan. The County has no intention of making any changes to what they have already decided based on your responses.	1	0	0
23	10	2177	2177	9	2020-09-22 21:37:00	Here is a question, "why are people using 232?" Is it because Anthony Henday goes from 3 lanes to 2 lanes at hwy 14? So it backs up. So people take the Whitemud turnoff to 232 and do the cross country at 110 km? Never have to worry about RCMP on the back roads? Again, fix the current infrastructure.	1	0	0
23	11	2996	2177	8	2020-09-23 10:03:22	As part of the background review of this study, we contacted Alberta Transportation to get an understanding of their long-term plans for Hwy 14 and Hwy 21. Currently, Alberta Transportation does not have long term studies for Hwy 21 and Hwy 14 to confirm if and where interchanges are needed along the highways. However, they indicated, due to interchange spacing requirements, the likely location for an interchange on Hwy 14 would be at RR 232.  Due to the existing Hwy14/21 interchange, an interchange cannot be located at RR 231, and due to the interchange at Anthony Henday Drive, an interchange cannot be located at RR 233. Concurrently, with a potential interchange at RR 232, Alberta Transportation indicated that the Hwy 14 intersection at RR231 would be closed. With the location of future interchanges along Highway 14 defined as above, RR 232 is the most likely location for an interchange to be located. This interchange will provide access to/from Highway 14 (and north to Sherwood Park) into the southwest Strathcona area. As a result of concentrating traffic from RR 232 and RR 231 onto this one road, our traffic models predict that there will need to be four traffic lanes on RR 232.  We acknowledge that the interchange location on Hwy 14 is an assumption. The interchange location will need to be confirmed by Alberta Transportation through a Hwy 14 study of their own. Should a future Alberta Transportation study recommend something different from our assumptions, Strathcona County will update this study accordingly.	0	0	0
23	12	3013	2996	11	2020-09-23 11:49:53	Range Road 232, between TWP 514 & 512. On the drawing relating to this roadway, it seems there is a narrow piece of land that runs North and South along both sides of 232, highlighted in yellow. Is this an indication of roadway widening? If yes... Why does it need widening? Will this effect my property line?	0	0	0
23	14	2995	3013	12	2020-09-24 09:00:34	Within the 232 segment you are describing, there is no road widening which would impact any of the parcels. All construction will take place within the road right of way. There are some sections where the road right of way is wider than others, these seem to be historical land purchases. However, we estimate some land disturbance may occur during construction in areas highlighted in purple. This is usually required because of varying land elevations (dip or crest) and help with ditch drainage. These areas would be confirmed during the detailed design stage (2-3 years prior to construction). The land is disturbed and returned back to its original condition.	0	0	0

23	13	2177	2666	1	2020-09-23 12:30:45	Has anyone involved with this survey given thought as to "Why there has become such a change in the use of RR 232". In the 20 years or so that I have lived in this area there has been very little increase in the development in this area of Strathcona County The factors I attribute this increase to is the increase of acreage development in Leduc County and their lack of quick access to arterial roads such as Anthony Henday ring road ,highway 14 and 21. Anthony Henday should have been constructed as a minimum of three lanes in both directions and highway 21 should have been twined years ago. The over use of RR 232 was not a problem prior to the construction of the Anthony Henday ring road. More south access should have been provided for at the 17 Street interchange with increased roadway allowances being made for south bound traffic also an interchange at 34th street would have reduced the traffic problem immensely. In my estimation if more thought had gone into previous decisions we would not be looking at what is being projected for the future	6	0	0
23	15	2177	2666	1	2020-09-24 19:19:22	Cannot understand why RR232 has to be 4 laned only up to TWP 514. Leave the road as is and fix the current infrastucture!!	0	0	0
23	18	2996	2177	15	2020-09-28 09:08:14	<i>Thanks for commenting.</i> <i>Based on discussions with Alberta Transportation, we expect that a future interchange will be constructed at Highway 14 and RR 232. It's likely that at the same time access to Highway 14 from RR 231 will be closed. This will divert traffic which might have otherwise used RR231 to RR232 near Highway 14.</i> <i>Our traffic models identify that the segment of RR 232 from Twp Rd 514 to Highway 21 will likely require 4 lanes in part for the above reasons. At Twp Rd 514, we anticipate that traffic will disperse east, west, and south (on Twp Rd 514 and RR 232 to the south) in such a manner that two lanes will remain sufficient on these roadways.</i>	0	0	0
23	16	3029	2666	1	2020-09-25 08:32:44	I am in agreement with the expansion of 232 to 4 lanes, and the closure of 514 at Highway 21. 514 at Hwy 21 is a dangerous downhill intersection with many STARS Air Ambulance visits.  It makes sense to connect 512 to the 41ave SW for the future traffic volume. There is no need for 231, 514 to be crossing major highways if overpasses are built.	1	0	0
23	19	2996	3029	16	2020-09-28 10:27:14	Surprisingly I agree with the county in the approach.	0	0	0
23	17	2177	2666	1	2020-09-27 20:03:54	<i>Thank you for your comments!</i>  In summary, I believe all of us in the proposed area want safe access for our children, spouse and friends to highway 14 and highway 21. Realizing the land owners, where their property or children's property are not impacted by the county taking ~30+ feet of their property and increased traffic are not concerned with the 4 lane freeways that are proposed. However, consider those neighbours that spent years developing their landscape, home and that they moved here for the same reasons as you, because it was a quite rural area to possibly raise your children, have fresh air, and to be able to sit on your deck without traffic noise. So yes, we all want safe access to the highways, although, that could be traffic lights, but the real issue is WHY has our area, over the past few years, became busy with traffic. Can the County work with the City of Edmonton to widen Anthony Henday to 3 lanes all the way to 50 Street and widen both 17 Street and 50 Street with direct access to the South to alleviate our neighbourhood traffic? Can the County work with the province to widen highway 21 and place traffic lights at specific intersections on highway 14? In summary, we all want safe highway access, but please consider what is being done to your neighbourhood, with your tax dollars, for people that likely do not likely even live in the County and what additional freeways will be added in another few years. There's already been comments that people believe 514 should be widened. And that access to Edmonton will be closer and easier so people will likely spend their money in Edmonton rather than supporting Sherwood Park businesses. Please consider the full proposal, what reason started the additional traffic and how you'd feel if it was your property that you have worked so hard on or your children's property that was being impacted. As for highway access, traffic lights could make it safe in the interim without destroying family properties, lowering land values and making people who have lived here since children and are now in their seventies from losing their lifelong home.	0	0	0

23	20	3049	2666	1	2020-09-28 13:20:03	<p>We have major concerns about the widening of Range Road 232 south of Hwy 14 onto Country Side golf course. This creates a tremendous set of problems, both for the business and for public safety.</p> <p>1) SAFETY - The entire row of trees along the road would need to be removed. Obviously, mature trees can't be easily replaced but the main concern would be the loss of the buffer created by the tree line which controls the escape of stray golf balls onto the road. The safety concerns would need to be addressed with an adequate fence or alternate barrier so that motorists are not endangered by a ball to the windshield. This risk is also amplified because the road would be so much closer to the areas of play.</p> <p>2) \$\$\$\$\$\$ - A total of 5 golf course holes would require a full redesign and rebuild. This would cost the taxpayers much more than many people would guess because of the complexity of the various layers required to properly construct greens and tee boxes. There would also be at least one year of lost operating revenue during the required reconstruction/ regrowth season(s).</p>	1	0	0
23	21	3052	2666	1	2020-09-28 13:38:04	<p>typical government plan plan plan and don't do anything, put a ramp up lane on hwy 14 NOW. turning west onto hwy 14 from the south is very very dangerous. NOW!</p> <p>don't care about your 30 yr projections. How many fatalities does it take to get a ramp up lane and a no u turn sign.</p> <p>It's always everything or nothing. Guess that's do to everyone in the government worried about the legal aspects of actually doing these jobs.</p> <p>I would be very impressed if common sense overtook legalities and where are all the sticky notes that people placed on a map back at the last consultation at Belvedere golf course?</p>	0	0	0
23	25	2996	3052	21	2020-09-29 14:42:04	<p><i>Thanks for your comments.</i></p> <p><i>You are correct that we are planning for the long-term (20-30 year horizon). This will allow the County to consider short-term and medium-term improvements, as necessary, within the long-term plans. This will help to reduce throw-away costs and make sure that short-term improvements fall within long-term plans.</i></p> <p><i>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. Our recommendations are based on our best knowledge of Alberta Transportation plans at this time.</i></p>	0	0	0
23	22	3023	2666	1	2020-09-28 18:07:03	Upgrades to RR 232 would be welcomed.	0	0	0
23	23	3008	2666	1	2020-09-28 21:11:11	All roads are welcomed to improvement	0	0	0
23	24	3012	2666	1	2020-09-28 22:04:08	<p>I live along Range Road 232. Until recently, it was a nice quiet road, exactly what you would expect in the country, and the reason you move here. It has become much busier over the last few years. The traffic volume is continuing to increase. This adversely impacts our quality of life and the value of our properties. The cars zooming by appear to be mostly commuters. They come through this area because they have discovered a shortcut. Traffic is like water; it takes the path of least resistance, whether or not that is the best route. Traffic in our community is increasing because the County is doing nothing to discourage it and is failing to work with the city and the province to develop/improve alternative and more appropriate commuter routes. I was disappointed to see that your proposed solution is to construct improvements to 232 and in fact direct even more traffic this way. I doubt that is what any local residents want in the long term. I am not suggesting traffic be pushed to someone else's range road. I am suggesting that it be re-directed around our area to the existing commuter routes designed to handle high volume traffic. If those routes need expanding, then work with the city and the province to do that over time. There is no reason for 232 (or any other range road for that matter) to become the funnel for north-south traffic to and from Sherwood Park when there are main arteries (Henday, Hwy 21) close by that are expressly designed for that purpose. I recognize that solutions are and will continue to be needed to accommodate a continued increase in activity over time. My request is that you go back and develop other alternatives to solve that puzzle in a manner that preserves the integrity of our neighborhood.</p>	0	0	0

### RR 233 Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	Count Of Likes	Count Of Dislikes	Count Of Starred
24	1	2666	N/A	N/A	2020-09-24 13:28:30	<p>We are looking for your feedback on the following draft changes to <b>Range Road 233</b> . Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.</p> <p>Please remember <b>the SCOOP discussion board participation guidelines</b> when making your comments.</p> <p>If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail.</p> <p>Range Road 233 proposed changes</p> <p>When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.</p>	0	0	0
24	2	1291	2666	1	2020-09-21 11:51:10	I do not understand the 3 aerial views of the road.	0	0	0
24	3	2996	1291	2	2020-09-21 12:05:43	<p><i>Thanks for participating!</i></p> <p><i>The study area includes Range Road 233 from Township Road 510 to Highway 21. Because it's so long, we have split it into three drawings. If you're having trouble understanding what we are showing, please visit "https://www.strathcona.ca/southFPS" to view the background information, including the 'Understanding the Plans' page (page 12 of this pdf):</i></p> <p><i>If you have specific questions I'll be happy to answer!</i></p>	1	0	0
24	4	1291	2666	1	2020-09-21 12:16:57	RR 233 must have a pedestrian lane.	1	0	0
24	5	2996	1291	4	2020-09-21 16:16:10	<p><i>Thanks for your feedback!</i></p> <p><i>I would like to understand better what you are suggesting. Do you frequently walk along this road, or observe others doing so? If so, what areas in particular?</i></p> <p><i>Could you please also clarify what you mean by pedestrian lane? Are you suggesting a painted area on the road, or something else?</i></p>	0	0	0

24	6	1170	2666	1	2020-09-21 19:41:59	<p>A multi-use trail for pedestrians and cyclists who are not comfortable on the roadway should be built from Victoria Park? subdivision (not sure of the name) near 628 to the existing trails beside Fountain Hills subdivision, and from those trails beside 233 to the Sherwood Park business area along Wye road and joining the trail system in the Park. There are often people walking along the very narrow 233. Seeing youths riding their bikes to town is not acceptable either. Living near the south end of 233 north of 628/522, we see many vehicles using 233 as a shortcut to the Whitemud. It's hard to tell where most vehicles are arriving from when going into the Park, but I feel many are using 233 as a shortcut. Speed on 233 does not seem to be an issue. Most vehicles are at or near 70 km south of the Fountain Hills circle and even slower between the circle and town in both directions.</p> <p>The traffic circle itself can be a dangerous place. There's no reduction of the speed limit going in and out of the circle. Signalling by vehicles going in can be confusing to others entering the circle or waiting for vehicles to exit the circle. Winter can be even more treacherous as ice and snow complicate the sharp turning required on a small radius. 30 km is plenty fast enough for vehicles approaching the circle.</p>	0	0	0
24	7	2996	1170	6	2020-09-22 14:47:59	<p><i>Thanks for participating!</i></p> <p><i>I see that you're referring to RR 233 near Fountain Creek and the surrounding neighbourhoods. This is outside of our study area - much further north. The county appreciates your feedback on that section of road, but it is outside of what we are discussing here.</i></p> <p><i>I'd just like to clarify that this study is looking at RR 233 from Twp Rd 510 to Highway 14.</i></p> <p><i>Please let us know if you have any comments or questions about this segment of RR 233.</i></p>	0	0	0
24	8	3026	2666	1	2020-09-25 09:05:03	<p>We see there is no reason to change the railway crossing on RR 233 This crossing has not had an accident in 50 years. What is needed are crossing arms to protect the public. The crossing as it is presently is clearly visible in all directions.</p> <p>We would like to have a meeting and discuss our concerns.</p> <p>Call **** at **** or cell ****. Thank you for your response.</p> <p><b>**edited by moderator to remove private information**</b></p>	2	0	0

24	9	3007	2666	1	2020-09-26 08:36:05	<p>We are in complete disagreement with this planned proposal, which was NOT part of the original plan presented in 2019.</p> <p>It is in violation of the Strathcona County MDP bylaw 20-2017 which prioritizes small agricultural holdings, and which also respects rural and natural landscapes and heritage. (The properties affected fall under the description of all of the above).</p> <p>The 'deficient' rail crossing in question is in fact highly visible and safe. It has also been recently upgraded (unlike the crossing on Ellerslie Rd) and is constantly being maintained and monitored by CNR.</p> <p>To reroute RR 233 would negatively impact homes, livelihoods, property values and heritage and would also unnecessarily carve up existing property, rendering that land useless to the landowners. In addition, it would create a less safe crossing than what is already in place. Crossing arms and whistle cessation are the only recommendation needed.</p> <p>This is a redundant, unnecessary and unreasonable proposal which should not be presented as a recommendation for any future consideration.</p>	1	0	0
24	12	2996	3007	9	2020-09-28 10:26:01	<p><i>Transport Canada guidelines specify minimum crossing angles for railway crossings in Canada. Current guidelines specify that crossings should have a minimum crossing angle of 30 degrees. This helps provide some visibility for vehicle drivers and train drivers in the event there is a crossing malfunction or other incident at the crossing, among other reasons.</i></p> <p><i>The current crossing angle of RR233 is about 9 degrees, which is much less than the specified minimum 30 degrees. The recommended rail upgrades identified in this plan would improve the crossing angle to about 58 degrees, which is within the Transport Canada recommendations.</i></p> <p><i>Transport Canada has directed that all at-grade railway crossings be upgraded to include crossing arms by the end of 2022. However, this directive does not change the crossing angle minimums specified by Transport Canada.</i></p> <p><i>Therefore, as part of this study, we have identified a realignment recommendation to meet the Transport Canada requirements.</i></p>	0	0	0

24	13	3007	2996	12	2020-09-28 11:38:57	If the recommended minimum angle is 30 degrees, then the current redesign of 58 degrees is in excess of that recommendation. I would like to see a redesign of this crossing using a 30 degree angle and an elongated 'S' shape in the resulting road which would shorten the angle of the affected road and mitigate the impact to the landowner's property and home. It would also be safer for the train crossing to be closer to where it is now, as the sight line would be greatly improved from where the current proposal indicates.	0	0	0
24	10	3027	2666	1	2020-09-28 07:49:56	We've been told that CN will be installing control arms on all crossings by 2022. Does this not negate the need to re-route the road? That would preclude the need to disrupt the roadway to accommodate the railway.	0	0	0
24	11	2996	3027	10	2020-09-28 10:22:57	<i>Thanks for your question!</i> <i>You are correct that Transport Canada has directed that all railway crossings should be upgraded to include crossing arms by the end of 2022. This could definitely help with some potential issues at this crossing.</i> <i>However, Transport Canada guidelines also specify minimum crossing angles for railway crossings in Canada. Current guidelines specify that crossings should have a minimum crossing angle of 30 degrees. This helps provide some visibility for vehicle drivers and train drivers in the event there is a crossing malfunction or other incident at the crossing, among other reasons.</i> <i>The current crossing angle of RR233 is about 9 degrees, which is much less than the specified minimum 30 degrees. The recommended rail upgrades identified in this plan would improve the crossing angle to about 58 degrees, which is within the Transport Canada recommendations.</i>	0	0	0
24	15	3007	2996	11	2020-09-28 12:19:53	Why does this design not focus on minimizing alterations to existing infrastructure, as well as minimizing adverse impact to adjacent landowners and provide minimal cost? Minimal footprint and impact makes more sense.	0	0	0
24	14	3049	2666	1	2020-09-28 11:58:43	I see some "Potential Backslope Encroachment" indicated on the edge of our property. Can you help me understand what that might mean?	0	0	0

24	17	2996	3049	14	2020-09-29 11:01:42	<p><i>Hello, thanks for the question!</i></p> <p><i>The potential backslope encroachment means that there may be need for the County to occupy some of that land during construction to allow for construction of proper ditches and slopes. There could be a minor alteration to the ground in these shaded areas. After road construction is complete, any disturbance in these areas would be returned to a natural state.</i></p> <p><i>The exact extents of potential backslope encroachments would be confirmed at detailed design, just before construction, and would be discussed with the current landowner.</i></p>	0	0	0
24	16	264	2666	1	2020-09-29 10:53:51	<p>The road improvements are based on forecasted increased traffic volume. As outlined in the supporting document, nothing is planned to change for five years. I do think that this area is zoned as Agriculture Small Holdings then increased traffic should be a non issue. So really what is happening the road improvements are forecasted because of small acreages will be developed that are not agricultural. Therefore, I think more thought needs the address the zoning and the residential development. After that is presented then one can comment better on the supporting road structures that will be required.</p>	0	0	0
24	18	2995	264	16	2020-09-29 14:49:19	<p><i>The forecasted traffic volumes include "new" traffic from the Decoteau area and overall traffic growth (usually 1-3% growth each year) both from within and outside of the study area. As you indicated, the zoning for the study area is agricultural, and we assumed no major development within the study area. It is likely that within the next 30 years there will be some additional Country residential and other types of development.</i></p>	0	0	0

### RR 234 Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	Count Of Likes	Count Of Dislikes	Count Of Starred
25	1	2666	N/A	N/A	2020-09-24 13:28:11	<p>We are looking for your feedback on the following draft changes to <b>Range Road 234</b> . Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.</p> <p>Please remember the <b>SCOOP discussion board participation guidelines</b> when making your comments.</p> <p>If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail.</p> <p>Range Road 234 proposed changes</p> <p>When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.</p>	1	0	0

### TSP 510 Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	Count Of Likes	Count Of Dislikes	Count Of Starred
26	1	2666	N/A	N/A	2020-09-24 13:27:43	<p>We are looking for your feedback on the following draft changes to <b>Township Road 510</b> . Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.</p> <p>Please remember <b>the SCOOP discussion board participation guidelines</b> when making your comments.</p> <p>If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail.</p> <p>Township Road 510 proposed changes</p> <p>When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.</p>	0	0	0
26	2	709	2666	1	2020-09-21 13:39:34	<p>Hello, I disagree with paving some the roads in the south including 510 where pavement doesn't already exist. This seems like a very high level of service for very few residents. I don't think paving rural roads is a good use of taxpayer dollars at this time.</p>	1	0	0
26	3	2995	709	2	2020-09-21 14:16:13	<p><i>Thank you for you comment. Other than the rail crossing portion of Twp 510, the intent is to provide an option should Twp Rd 510 deteriorate to a point where reconstruction is needed. At that time the County will review actual traffic volumes and other factors to determine what level of upgrade is needed.</i></p>	0	0	0
26	4	1367	2666	1	2020-09-22 15:37:35	<p>Keep up the "Good Work" ! It would be nice to see Range Roads improved as well !</p>	1	0	0
26	5	737	2666	1	2020-09-22 17:09:17	<p>great plan!</p>	0	0	0
26	6	3008	2666	1	2020-09-22 23:03:32	<p>Keep up the good work? Where? The pavement is something to be desired and the attempted repair work is horrible and subpar</p>	0	0	0
26	7	3003	2666	1	2020-09-25 11:37:43	<p>I think 510 is the best route for the highway. It a better distance from highway 14. Its a high traffic road thats the bordering road between counties, and directly next to the city of Beaumont. Driving into Beaumont is always a nightmare as that roads often have crazy pot holes and bumps. Which Beaumont really should have a highway on both sides.</p> <p>As Edmonton Expands it would make most sense to run the highway on the edges of the communities, or closest to fully developed areas like Ellerslie or Beaumont as they will naturally have lots of traffic due to their proximity to commercial retail/amenities</p>	1	0	0

26	8	3046	2666	1	2020-09-28 01:13:34	<p>I am not in favor of the road curving through my farmland at the corner of 231 and 510. This would decrease the minimum land required for a farm as I plan to subdivide the land north of Irvine Creek due to flooding caused by the downstream adjacent neighbour damming the creek rendering the land north of the creek not accessible and not useable in the current condition.</p> <p>This proposed road would also now produce to small parcels of land that would have no value to anyone as they would be to small for any kind of farming or to be used for homes so I would not agree to continue to hold this property.</p> <p>What I don't understand is if access to Highway 21 is going to be closed this would significantly reduce traffic at this intersection therefore voiding the necessity for any type of expanded road system as the majority of traffic is headed east or westbound across highway 21 to acreages and beyond highway 21..</p> <p>Traffic would be forced to take Looma road or go northbound to Township Road 512. This would cause many more accidents than there already are.</p> <p>Also I sent the engineer a drawing of the type of intersection I think should be at this location. This plan does not take into account Leduc counties needs and does not work well for moving farm machinery. There are many traffic accidents at Looma road and 232 and something much different than your proposal needs to be done at this location.</p> <p>You have also not taken into account winter, (or for that matter any season), traffic accidents on highway 21 as they are on occasion (2 or 3) times a year redirected using 512, 510 or Looma road and of course 231.</p> <p>I think this plan needs some work and the county of Leduc has to be consulted in these matters that take into consideration this unique area with longitudinal corrected roads, county borders, increase population and acreage development in Leduc, incresingly busy CN railway and Looma hamlet access.</p> <p>Therefore I am not in favor of the plan at the 510 and 231 location.</p>	1	0	0
26	14	3046	3046	8	2020-09-28 23:06:05	<p>Further to my comments I think 510 would be a superior choice for a new interchange and highway because 510 is a more direct route to highway 14 where it exits near Tofield and with an increase in acreages east of highway 21 more people are using this route all the time including truck traffic as this is a better route than 504 ( Hwy 625) in Leduc county in some cases.</p> <p>512 could be a better choice if the road east of hwy 21 was improved to extend to Hwy 14 and the city agreed to a hwy west of the county line. However, this doesn't take into account all the traffic that comes from the acreages south of 510. That traffic will continue to cause traffic accidents and be a problem to residents north in Strathcona county living in this area.</p>	0	0	0
26	9	3046	3003	7	2020-09-28 01:37:29	<p>I agree why have a road running to nowhere! People don't use 512 now, why would they in the future?</p> <p>People are using 510 to access Beaumont or Leduc or the airport or the new industrial area by the airport not Edmonton. They are coming from points east of Hwy 21 and continuing west not going north to Edmonton otherwise they would just jump onto hwy 21 and exit onto hwy 14 and then the Henday. Township 510 would be a much better route. Back to the drawing table with this plan.</p>	1	0	0
26	11	1470	3046	9	2020-09-28 16:05:25	<p>I agree that the 510 is a much better choice for an upgraded road. I would much prefer that to the 512,</p> <p>It is already a busy road, where the 512 is a rural road, with traffic volumes that would negatively affect my rural subdivision. (Lina Country estates on RR 231. )</p>	0	0	0

26	10	3048	2666	1	2020-09-28 09:03:19	I support the proposal for 510. As a landowner along the road for 48 years, I have watched the traffic increase to the point where there seems to be a car passing my driveway every few minutes all day long. It has become a bit of a hazard just getting on to 510. On top of this, in the summer there are many cyclists using 510 and that is a dangerous mix when you consider the current narrow width of the road and the hilly profile of the terrain. A dedicated bike lane would be best. With the interest and demand for electric bikes, there will be more bikes on the road in the future. There are also some steep ditches that if entered by accident would really injure someone. I like the proposal for the intersection with 231 because it is currently very dangerous to exit onto 510 from 231 going east as traffic comes flying along 510 and you can't see them due to the hill as you look west from 231. My last comment is try and make 510 as wide as possible and with an adequate shoulder as well. Thanks for listening to my input.	1	0	0
26	12	1470	3048	10	2020-09-28 16:08:11	I live in this area, and am an avid cyclist. This view is correct and accurately represents the danger this road poses to cyclists and drivers, due to hills, visibility concerns, and the narrow road. It's the only route for cyclists to take to Beaumont, as the other routes don't have suitable roads.	0	0	0
26	13	3046	3048	10	2020-09-28 22:39:31	510 does need to be widened and improved in the short term and the hills need to be smoothed for the increased traffic going east and west bound however this type of work will only increase the speed of traffic on this road. The problem with speeding traffic at 231 and 510 is not so much the number of cars but the speed at which they are traveling there are signs posted for 50 km but vehicles are crossing the tracks at 80 to 100 km in both directions facing the morning or evening sun.	0	0	0
26	15	2996	3048	10	2020-09-29 10:56:57	<i>Thanks for your comments. To clarify, recommendations in this study are to widen the road surface to a 9.0m road width (it's currently about 7.5m), and to smoothen the profile so that sightlines are better for all road users.</i>	0	0	0

### TSP 512 Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	Count Of Likes	Count Of Dislikes	Count Of Starred
27	1	2666	N/A	N/A	2020-09-24 13:27:16	<p>We are looking for your feedback on the following draft changes to <b>Township Road 512</b>. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.</p> <p>Please remember <b>the SCOOP discussion board participation guidelines</b> when making your comments.</p> <p>If you have not yet reviewed the draft study recommendations from the project webpage, you can do so <a href="#">here</a> to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail.</p> <p>Township Road 512 proposed changes</p> <p>When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.</p>	0	0	0
27	2	2984	2666	1	2020-09-21 21:01:38	No stop signs for Range Road 231 at Township Road 512 please	0	0	0
27	4	2995	2984	2	2020-09-22 08:33:59	<i>The proposed changes in the plan drawings are long term plans (20-30 years out). In the long term, Twp Rd 512 becomes a major road and Rge Rd 231 becomes a minor road. This is the reason for the stop signs are proposed for Rge Rd 231.</i>	0	0	0
27	3	2988	2666	1	2020-09-21 22:25:08	<p>I completely disagree with the purposed changes along TWP 512.</p> <ol style="list-style-type: none"> <li>1. Wrecking two neighbourhoods and various acreages to push 8000 vehicles / day along a 4 lane TWP 512!! There aren't any setbacks. Residents will be forced to sell their property to Strathcona and then deal with all that traffic in what used to be their yards??</li> <li>2. Closing off access on Twp 510 and Twp 514 will only make the traffic along Twp 512 worse.</li> <li>3. How much is it going to cost to move the high pressure gas line that runs on the south side of Twp 512? (Where this 4 lane road goes)</li> </ol> <p>Why push all this traffic East / West when there is a highway 5.5 km away running the same direction? (Highway 14)</p> <p>If we need an Interchange off of Highway 21 and 4 lanes to feed it. I'd rather see it on Twp 510 or 514 where the setbacks won't force people to sell their land.</p>	6	0	0
27	5	2995	2988	3	2020-09-22 09:03:24	<p><i>Thank you for your comments. They have been noted.</i></p> <p><i>Strathcona County has agreements with the various franchise utility companies. In most cases, the cost to relocate the utility falls on the utility company.</i></p> <p><i>As per our traffic model, if all our assumptions are correct (construction of interchanges and intersection closures), even with the east/west Hwy 14 corridor, there is a substantial increase in the traffic volume along Twp 512 and therefore 4-laning will likely be required.</i></p> <p><i>As part of the background review of this study, we contacted Alberta Transportation to get an understanding of their long-term plans for Hwy 14 and Hwy 21. Currently, Alberta Transportation does not have long term studies for Hwy 21 and 14 to confirm if and where interchanges are needed along the highways. However, they indicated, due to interchange spacing requirements, the likely location for an interchange on Hwy 21 would be at Twp 512.</i></p> <p><i>Due to the existing Hwy14/21 interchange, an interchange cannot be located at Twp Rd 510 and due to a planned interchange at Hwy 21/625 (further south), an interchange cannot be located at Twp 510. Concurrently, with the proposed interchanges on Hwy 21, Alberta Transportation indicated that the Hwy 21 intersections at Twp 510 and Twp 514 would be closed.</i></p> <p><i>We acknowledge that the interchange location on Hwy 21 is an assumption. The interchange location will need to be confirmed by Alberta Transportation through a Hwy 21 study of their own. Should a future Alberta Transportation study recommend something different from our assumptions, Strathcona County will update this study accordingly.</i></p>	0	0	0
27	6	3008	2995	5	2020-09-22 15:04:16	So it sounds like the decision has been made so what are we exactly discussing here	9	0	0

27	58	3052	3008	6	2020-09-28 17:21:43	yup and it will be like the study they did on colchester a waste of time and money.	0	0	0
27	26	3029	2988	3	2020-09-25 08:42:30	You aren't forced to sell. this is the cost of the city expanding and moving its way closer to your residence. If you want to be 15 mins to a home depot and other amenities this is the sacrifice required and looks like the lowest impact to the greater good.  The intent of closing 510 & 514 is to make traffic volumes greater on 512. so it can connect to 41AVE SW. Looks like the lowest impact to the majority of local residents.	0	0	0
27	34	2988	3029	26	2020-09-25 13:35:39	Not forced to sell? Yeah right... Where do you think the property will come from in order to expand 512. Some of us have already been given notices..	6	0	0
27	28	2996	3029	26	2020-09-25 08:59:16	<i>While the result is the same, the intent is not to close Twp Rd 514 and Twp Rd 510 to concentrate traffic on Twp Rd 512. The potential closures of Twp Rd 514 and Twp Rd 510 at Highway 21 would happen as a result of (and in conjunction with) a new interchange at Twp Rd 512. So traffic patterns will change due to available interchange spacing on Highway 21, which will result in Twp Rd 512 becoming the major east-west road in this study area.</i>	0	0	0
27	44	3027	3029	26	2020-09-27 15:47:16	Disagree,...I'm sure if your property was on 512 you would have a different opinion. With major east /west roads on the 2 mile grid (510/514) and then divided or planned divided (twinning) at the 4 mile interval (14 & 625) it does not make a lot of sense particularly with the Nisku Spine road extension and twinning to divert traffic to the existing highways/freeways that exist north and south (625 & Henday). The reduction in property value and disruption of lifestyle is the main issue for residents. Convenience to stores is not a factor. It could be more of a convenience for the Amazon warehouse south of 41st AVE in Nisku North.	1	0	0
27	7	3008	2666	1	2020-09-22 16:27:29	The proposed changes to TWP RD 512 are absolutely absurd and does not benefit the residents of Strathcona County at all and does not benefit the county itself as property values will go down . Also the wildlife and environment surrounding will be greatly disturbed.And when you close of most road options as proposed of course traffic on TWP RD 512 will significantly Increase so why do so ( I hope not a lot of resources where spent coming to that conclusion ) It makes more sense to improve the current infrastructure Improvements to highway 14 the twinning of highway 21 and 625 the widening of TWP Rd 510 and others.Another highway in the middle of this quadrant of the county is not needed and unwanted.	9	0	0
27	9	2177	3008	7	2020-09-22 19:27:51	I completely agree with the comment "It makes more sense to improve the current infrastructure Improvements to highway 14 the twinning of highway 21 and 625 the widening of TWP Rd 510 and others. Another highway in the middle of this quadrant of the county is not needed and unwanted." As I feel the same about making Rg Rd 232 to 4 lanes from hwy 14 To 514. If they twined hwy 21 it would make a huge difference rather than disrupting rural areas.	5	0	0
27	10	2996	3008	7	2020-09-23 10:00:26	<i>As part of the background review of this study, we contacted Alberta Transportation to get an understanding of their long-term plans for Hwy 14 and Hwy 21. Currently, Alberta Transportation does not have long term studies for Hwy 21 and Hwy 14 to confirm if and where interchanges are needed along the highways. However, they indicated, due to interchange spacing requirements, the likely location for an interchange on Hwy 21 would be at Twp 512. Due to the existing Hwy14/21 interchange, an interchange cannot be located at Twp Rd 514, and due to a planned interchange at Hwy 21/625 (further south), an interchange cannot be located at Twp 510. Concurrently, with the proposed interchanges on Hwy 21, Alberta Transportation indicated that the Hwy 21 intersections at Twp 510 and Twp 514 would be closed. With the location of future interchanges along Highway 21 defined as above, Township Road 512 is the most likely location for an interchange to be located. This interchange will provide access to/from Highway 21 into the southwest Strathcona area. As a result of concentrating traffic from Twp Rd 514, Twp Rd 512, and Twp Rd 510 onto this one road, our traffic models predict that there will need to be four traffic lanes on Twp Rd 512. Twp Rd 512 is not intended to become a highway, however we anticipate that it will require four lanes to carry the predicted traffic volumes. Furthermore, as a result of potential closures as noted above, traffic volumes may decrease on portions of Twp Rd 514 and Twp Rd 510 in the study area. We acknowledge that the interchange location on Hwy 21 is an assumption. The interchange location will need to be confirmed by Alberta Transportation through a Hwy 21 study of their own. Should a future Alberta Transportation study recommend something different from our assumptions, Strathcona County will update this study accordingly.</i>	0	0	0

27	11	2988	2996	10	2020-09-23 12:45:19	<p>"Due to the existing Hwy14/21 interchange, an interchange cannot be located at Twp Rd 514, and due to a planned interchange at Hwy 21/625 (further south), an interchange cannot be located at Twp 510. Concurrently, with the proposed interchanges on Hwy 21"</p> <p>I don't believe this to be true. On highway 2 the intersections on Ellerslie and 41 SW are spaced closely together. It doesn't appear that the Alberta Highways have to "skip" a Twp road for the interchange placements.</p>	2	0	0
27	15	2995	2988	11	2020-09-23 16:14:34	<p>Alberta Transportation has different spacing requirements for a systems interchange vs a service interchange.</p> <p>Systems interchange &amp;ndash; Interchange which connects two highways.</p> <p>Service interchange &amp;ndash; Interchange which connects a highway and a major road.</p> <p>Whether or not interchanges are needed (on Hwy 14 or 21), where they are located, and the timing of those interchanges will be confirmed when Alberta Transportation completes a study along the highways.</p> <p>If the Alberta Transportation studies recommend interchange locations different from the this study, Strathcona County will update the study accordingly.</p>	0	0	0
27	27	3029	3008	7	2020-09-25 08:43:06	disagree, this is a net benefit to area residents. We do many activities in beaumont and leduc. Even going to the airport will be easier in the future.	1	0	0
27	8	737	2666	1	2020-09-22 16:48:27	I am not understanding the logic of this decision.	3	0	0
27	22	2996	737	8	2020-09-24 14:06:13	Thank you for participating. Can you please elaborate what decision you are referring to so that I may be able to provide some more information for you?	0	0	0
27	12	3008	2666	1	2020-09-23 14:24:21	If those predicted traffic volumes are correct how can you not call it a highway?is freeway more suitable?	1	0	0
27	23	2996	3008	12	2020-09-24 14:19:52	<p>Alberta Transportation (the Provincial Government) controls all highways in the province, including Highway 14, Highway 21, and Anthony Henday Drive. Township Roads and Range Roads in this study area are all considered arterial roads and are owned and controlled by Strathcona County.</p> <p>Freeways are a special classification of highway that restricts all accesses except for at grade-separated interchanged - there are no intersections or accesses allowed. Anthony Henday is an example of a freeway.</p> <p>In comparison, arterials roads (such as Township Road 512) have slower speeds, multiple intersections, and allow for some accesses to/from the roadway.</p> <p>To better understand how busy the roads will be, we anticipate that Twp Rd 512 will have approximately 10,000 vehicles per day in the long-term horizon (30+ years from now).</p> <p>In comparison, today Highway 21 carries almost 10,000 vehicles per day (vpd), Highway 14 carries almost 17,000 vpd, and Anthony Henday Drive near the study area sees over 70,000 vpd.</p> <p>So although the projected traffic is much more than there currently is, we are not anticipating traffic volumes as significant as the nearby highways - those will continue to carry the majority of traffic near this study area.</p>	1	0	0
27	13	3014	2666	1	2020-09-23 15:29:15	What is the purpose of the northerly bend in 512 1/2 mile west of Hwy 21?	0	0	0
27	16	2995	3014	13	2020-09-23 16:24:09	The purpose in the northerly bend on Twp 512 near Hwy 21 was to avoid direct impacts to the structures on the south side of Twp 512.	0	0	0
27	55	3014	2995	16	2020-09-28 15:28:33	Seems strange that only three residences are being considered to be disrupted by this.	1	0	0
27	14	3017	2666	1	2020-09-23 16:07:30	I believe this study could produce hardship for adjacent landowners and their property values if it is published that a 4 lane road will potentially be located behind their houses. Potential buyers will look at this information as a threat to their property in the future and will not buy, or will look for a significant discount on these parcels of land. The study is based on a number of hypotheticals, Why not wait until Alberta Transportation has completed their study? To publish this now when a number of factors will have to fall into place over the next 20 years to make this happen seems premature and damaging.	6	0	0
27	17	2995	3017	14	2020-09-24 08:43:48	<p>I understand your point; however, if we conducted this study 20 years from now, there would be less opportunity for the residents and The County to plan for these likely changes.</p> <p>The assumptions made are based common engineering practices for long-term planning, using the best information available now. Long-term studies such as this do not give exact answers but provides a realistic understanding of what can happen in the future.</p>	0	0	0
27	56	3054	3017	14	2020-09-28 15:34:58	You are correct we had planned on our retirement so much for that peaceful home. How do you sell it seems miss leading a future buyer.	2	0	0

27	18	3019	2666	1	2020-09-24 10:22:11	<p>Wondering if the source of the traffic has been identified? A great deal of the traffic that is being addressed is actually not from the area and is created by others cutting through this community because the Hwy 14 and 21 infrastructure is outdated. Upgrading these shortcuts will only increase out of community traffic who are just trying to find functional ways to access the hwy without having to wait or make risky maneuvers. A good example would be the 14/21 interchange. people heading east on 14 and wanting to travel north on 21 have to make a uncontrolled left hand turn in front of traffic. I cant even count the number of accidents there over the years. This pushes people into the rural areas to access hwy 21 at areas where the traffic visibility it better, like at 512.</p> <p>Making multi-lane roads through communities that are close to antiquated hwy systems doesn't make a lot of sense to me. Improving transportation route at community boarders seems a lot more sensible and will protect integrity of community environment that people have spent their time and money on.</p>	4	0	0
27	20	2995	3019	18	2020-09-24 11:42:31	<p><i>Most of the new traffic will likely come from the Decoteau development. However, over 20 or 30 years there is an increase in background traffic &amp;ndash; the average increase of traffic for each road due to overall regional growth within and outside of the study area.</i></p>	0	0	0
27	19	3020	2666	1	2020-09-24 11:08:49	<p>We are in the process of selling our land and home. Some potential buyers are interested in setting up business, however Strathcona planning and development will not allow any business that increases traffic flow... Because of this we had many buyers walk away, even though they were advised that they could apply for a permit. In the past we know that these permits can take time and most are refused.</p> <p>My question is then will the county amend their ruling on the type of business a landowner can operate being there will be increased traffic with the new road?</p>	0	0	0
27	21	2995	3020	19	2020-09-24 11:44:05	<p><i>Not knowing the details of this issue, please give me a call at 780-464-8035 to discuss further.</i></p>	0	0	0
27	24	3003	2666	1	2020-09-24 21:29:24	<p>I completely disagreed about turning twship 512 to a 4 lane road I call that highway 512 we choose 7 years ago to move and live on acreage for a reason for the safety of our kids , for a peaceful environment , healthy environment , we are spending all our money to do some renovations, and maintaining our land for our future retirement. suddenly you guys decide or u are planning to change all our life style for your best definitely not ours. who want to live in a noisy construction and development area at our retirement. not safe anymore , noisy, tones of cars will passing by, and truck, my house will be too close to the highway that u are developing, u are increasing theft.and polluting our neighbourhood, from peoples passing by and littering and the smoke from there car and trucks. that's not okay not acceptable.i met few of my neighbour along twship 512 not even one person agreeing with that. 2 houses are already selling and moving but I will not move, and I don't want loose any piece of my land and I don't want that noisy unhealthy environment that u are developing to be near me and near my family. we love our place and where we live, please do not destroy our nature our environment simply for more car to pass by. they can keep driving on henday or any alternative road already exist. Thanks</p>	5	0	0
27	25	3029	2666	1	2020-09-25 08:35:44	<p>I am in agreement with the expansion of 512 to 4 lanes, and the closure of 514 at Highway 21. 514 at Hwy 21 is a dangerous downhill intersection</p> <p>It makes sense to connect 512 to the 41ave SW for the future traffic volume. There is no need for 231, 514 to be crossing major highways if overpasses are built.</p>	0	0	0
27	51	2996	3029	25	2020-09-28 10:33:25	<p><i>Thank you for your comments!</i> <i>Our assumptions are that a future interchange on Highway 21 would be constructed in conjunction with closure of the accesses from Twp Rd 514 and Twp Rd 510 to Highway 21.</i> <i>This will allow for safer and more efficient movements to/from Highway 21 from the study area.</i></p>	0	0	0
27	66	3015	3029	25	2020-09-29 09:27:02	<p>You clearly must not live in a home that backs onto 512.</p>	0	0	0

27	29	3028	2666	1	2020-09-25 10:48:33	<p>I am disappointed that this sounds as though it is already a done deal. And that us residents are getting this opportunity to speak as a polite token gesture. My backyard will be turned into this monstrous 4 lane highway you are wanting to create on 512. That means the wildlife we have frequently in our backyard, including Moose, geese, ducks &amp; deer will all disappear. It means we will no longer be able to enjoy the peace and tranquility of our home and yard. Funnily enough if we wanted to live by such a thing we would never have moved into Strathcona County.</p> <p>I have been very attentive to highways and interchanges since this discussion was raised and an find it I retesting that what you say can't happen in regards to TWP 514 &amp; 510 happens in other places.</p> <p>Ellweslie Rd will no doubt end up expanding as more and more residential and business are built. With that I'm uncertain why then 510 would eventually be closed when there would be so much traffic occurring further down.</p>	4	0	0
27	30	3003	2666	1	2020-09-25 11:27:02	<p>Absolutely ridiculous, so many negative impacts with having it on township 512. There will be literally be only 1 township road (514) between 2 major highways. Way to close to each other.</p> <p>As well the wording used on whats really the plan is extremely misleading. As many of the residence talked too, are not fully understanding that its not just a road expansion, it's a highway being built.</p> <p>*Setbacks; currently the residence along township road 512 have very minimal set backs with being on an already narrow roadway. Many of these homes and long term residence will be forced to move as their homes are demolished due to not being adequately set back. With others having now a major roadway running directly beside their bedroom windows.</p> <p>*Depreciate; this will cause a large depreciation in all property owners along 512. When residence purchased their properties, they paid a premium on the land to be in the area chosen, and not be on the busier roads. Not only will our properties lose market value due to being directly on a highway / major road way. It will also deter a good % of buyers, making the resale of these properties much harder. This will effect not only residence along 512, but the surrounding residence whom now have the highway noise pollution. The land acquisition portion from each property will cause an additional loss in value as well even bylaw issues for some residence (horse per acre, subdividing restrictions, number of dwelling on larger parcels, etc).</p> <p>*Increase in traffic will bring an increase in many negative things; Crime will increase further in the area which will naturally cause this areas postal code to cost more insurance wise for ratings. The major roadway will be a liability as the increase in danger to our families, belongings, and animals will be substantial elevated due to having both the increased traffic from 100 a day to 8000 + per day &amp; much higher speeds capabilities. All right next to our homes, and our yards that's our kids are playing in. The homes with the minimal set backs will be at a higher risk of vehicle altercations. Garbage/Litter will increase substantially which lots of these properties are agricultural parcels that are cultivated pieces of land, operating farms, or have animals/livestock.</p> <p>*The main roadways have always been 514 (Ellerslie) and 510;</p> <p>- Both these roads are already wider, as well as primary roads currently over 512.</p> <p>-514 is highly developed with access already to highway 2. As well already multiple lanes in Edmonton.</p>	6	0	0

27	31	3034	2666	1	2020-09-25 12:24:05	<p>First off, the proposal is completely misleading as too what its true purpose actually is. Not to mention, the only residents who actually got a decent bit of information from the county about the proposal are those who's property will be directly affected. I've spoken to residents along TWP RD 512, forest hills estates and lina county estates. Residents on TWP RD 512 whose property wasn't "directy" affected were not aware of the scale of proposed changes. Residents in the two subdivisions named, where either not aware at all, or only received a map in the mail, but had no idea that 512 is being proposed to turn into a 4 lane highway. Another example of the county sneaking away with things, and backstabbing residents. This proposition has no benefit to the county whatsoever, and only benefits the city of edmonton (this proposal would take pressure off of the anthony henday). The monstrous amount of illogical conclusions and lack of thought that went into this proposal is frankly sickening and frightening. For starters, almost everyone who lives in the area moved out into the country and into acreages for a reason- this proposal evades just that. We have lots of wildlife that live in the area and this proposal will derive that fact and ruin the environment surrounding. There is a piece of crown land (nature reserve) south of forest hills estates where lots of wildlife lives and a lot of residents walk and use the trails there as well. This piece of land will be unusable now if the proposal goes through. The choice of 512 is also absurd. 512 is the least busiest out of the three (510,512,514). 510 makes plenty of more sense as it is a very busy road as it goes into Beaumont, and links up with the Nisku spine road. Widen 510, highway 625 and highway 21, its really not that hard to understand basic logic. Not to mention, alberta infrastructure and strathcona county already cannot maintain roads as it is. 510 and 512 have been terrible the last numerous years as there is no actual effort to making a half decent road. Since they can't do this, how do we expect them to actually build and maintain a decent highway to begin with? Totally not feasible. If this proposal goes through property value will go down dramatically, as no one is going to want to live beside this 4 lane highway. Taxes will go up in order to build this senseless proposal. The gas line that runs beside 512 will also have to be moved or modified so that will cost even more. Widening 510 and twinning highway 21, even highway 625 as well would make so much more sense. The proposal for 512 makes literally absolutely zero sense, but it sounds like a decision has already been made, and the residents are just getting this minuscule chance to voice they're opinions.</p>	6	0	0
27	32	3006	2666	1	2020-09-25 12:28:58	<p>I completely against the purposed changes along TWP 512.</p> <p>Wrecking two neighborhoods and various acreages to push 8000 vehicles / day along a 4 lane TWP 512!! There aren't any setbacks. Residents will be forced to sell their property to Strathcona and then deal with all that traffic in what used to be their yards??</p> <p>it will impact our lifestyle and family. we have kids living on the acreage. what about their health, You are risking our life by opening the twp 512 and you are taking from our land. we moved to an acreage for a quiet lifestyle and not poison and noisy and ruining the environment from cars smoke.</p> <p>you are pushing us to sell our land and leave strathcona because of such decision not taking into consideration the neighborhood and who is living there and why living and staying and raising families.</p> <p>what does it cost to move the high pressure gas line that runs on the south side of Twp 512? (Where this 4 lane road goes)</p> <p>Why push all this traffic East / West when there is a highway 5.5 km away running the same direction? (Highway 14)</p> <p>If we need an Interchange off of Highway 21 and 4 lanes to feed it. I'd rather see it on Twp 510 or 514 where the setbacks won't force people to sell their land.</p>	5	0	0

27	33	3035	2666	1	2020-09-25 13:09:32	<p>I am totally against turning twship 512 to a 4 lane road</p> <p>YOU ARE POISONING OUR KIDS HEALTH BY TAKING SUCH DECISION. WE WONT ACCEPT THAT. This is the life that you want to retire with?????????</p> <p>Noisy roads, taking a piece of our land, making our land smaller, unhealthy. NO NO NO</p> <p>you have a lot of different way to do it . Find a better one. we wont risk our life for that, we wont sell because of your reckless decision. and careless about your community.</p> <p>WE DO NOT AGREE SO YOU NEED TO WORK ON A BETTER SOLUTION FOR US AND NOT FOR YOU AND YOUR BENEFITS.</p> <p>We choose 6 years a go to move and live on acreage for a reason for the safety of our kids for a peaceful environment , healthy environment , we are spending all our money to do some renovations, and maintaining our land for our future retirement.</p> <p>You are increasing theft and polluting our neighborhood, from people passing by and littering and the smoke from their car and trucks. this is zero tolerance for that. if something will happen to our family and houses. IT IS UNDER YOUR RESPONSIBILITY . YOU WILL BE THE ONE WHO WOULD BE BLAMED. FIND ANOTHER ALTERNATIVE AND RESPECT YOUR COMMUNITY DECISION. IT WONT BENEFITS US FOR ANYTHIGN AT TE OTHER HAND IT WILL RUIN OUR LIFE AND ENVIRONMENT.</p> <p>Thanks</p>	5	0	0
27	35	3021	2666	1	2020-09-27 05:58:27	<p>The program that was used to say there will be 10,000 vehicles a day does not make sense.</p> <p>1. The economy does not look like it will promote large population growth.</p> <p>2. What is Strathcona County planning in this area that will have this many people using the road?</p> <p>3. Is this for Edmonton drivers?</p> <p>4. Edmonton is planning their population growth to be 50% infill not a lot more sprawl.</p>	2	0	0
27	49	2995	3021	35	2020-09-28 09:41:40	<p><i>The long-term traffic volumes projected by the traffic modelling software does not give exact traffic volumes, but it does give a realistic understanding of the future traffic.</i></p> <p><i>As you mentioned, the economy is a major factor in the projection of traffic volumes, specifically for the timing of the traffic volumes.</i></p> <p><i>Similarly, with COVID 19 we do not know what a percentage of workers will be working from home (1%, 10%, 50%, etc) and what effect that will have on traffic volumes.</i></p> <p><i>The impact of these and other factors can affect the timing of construction and if widening is required and therefore, they will be monitored over the coming years.</i></p> <p><i>Strathcona County does not have any plans for major development in this area. However, over 20-30 years, re-zoning or other development is possible.</i></p> <p><i>All roads are public roads. Just as likely as Edmonton residents will be using these roads to access highways, Strathcona County residents will be using these roads and the roads in Edmonton to access Edmonton amenities (as Decoteau builds out).</i></p>	0	0	0
27	69	3021	2995	49	2020-09-29 11:28:12	<p>A realistic understanding of traffic? The volume of traffic would not happen if you did not make 512 a major 4 lane route from highway 2 to 21.</p> <p>You state county does not have plans for development in the area but it might happen in 20-30 years.</p> <p>How can you justify spending county tax payers money and upsetting the property owners for traffic from non county sources when there already is alternate routes.</p>	0	0	0
27	36	3021	2666	1	2020-09-27 06:02:30	<p>Making TWP 512 a 4 lane has no benefit for Strathcona County. Why are we spending tax payer money on what can only be consider a benefit for Edmonton, if they even have the population to support it.</p>	2	0	0

27	52	2996	3021	36	2020-09-28 10:49:51	<p>Thank you for your comments!</p> <p>We do anticipate there will be a considerable amount of new residential and commercial development in southeast Edmonton, and this has factored into traffic modeling assumptions.</p> <p>However, there is also significant current (and future predicted) traffic that begins or ends in Strathcona County that travels through this study area. For instance, many stakeholders have told us that residents of Strathcona County who live in or near Sherwood Park drive along RR 232 to Twp Rd 510 to travel west to Beaumont and Nisku. Improving Twp Rd 512, for instance, may give these County residents a more efficient and safe route to travel.</p> <p>We also anticipate that residents of Strathcona County will travel within this study area to access services in southeast Edmonton. Furthermore, residents who live in this study area use these roads to travel into Edmonton or other surrounding municipalities.</p> <p>Overall, we anticipate that traffic volumes within the study area will be a result of regional traffic growth that will include traffic to/from various municipalities, including Strathcona County, Edmonton, and others. These other municipalities will also have to plan (and are currently planning) for regional traffic growth as well.</p>	0	0	0
27	37	3021	2666	1	2020-09-27 06:07:43	<p>Why is there a need for another major link between Highway 2 and 21? Highways 14 and 625 are more than enough. Look at a map, another major connection makes no sense.</p> <p>By opening a 4 lane route and encouraging traffic is the only way to get a high volume of traffic.</p> <p>Twp 512 should be for local traffic only.</p>	4	0	0
27	38	3021	2666	1	2020-09-27 06:12:29	<p>You advise Alberta Transportation has no current plans for Highway 21. Why are we planning a 4 lane road way to Highway 21. If 21, which is a fairly major road, is not being considered for 4 lanes how can a residential road be considered?</p>	2	0	0
27	50	2995	3021	38	2020-09-28 09:51:09	<p>This planning study is looking 20-30 years out. In 20-30 years it is very likely that Hwy 21 will also be upgraded as we are estimating there will be 20,000-25,000 vehicles per day.</p>	0	0	0
27	59	2988	2995	50	2020-09-28 19:01:12	<p>I was told by your engineer it's a 10-30 year plan.</p>	0	0	0
27	39	3021	2666	1	2020-09-27 06:17:21	<p>TWP 512 is not the only location as suggested.</p> <p>Alberta Transportation states that 2000 meters or more is preferred for the weaving of traffic.</p> <p>And with extra provision this can be as short as 1000 meters.</p> <p>This means TWP 514 and 510 are more than acceptable alternatives.</p>	3	0	0
27	53	2996	3021	39	2020-09-28 10:58:31	<p>Thank you for your comments!</p> <p>Alberta Transportation typically designs for new interchange spacing at a minimum 3km spacing for service interchanges (interchanges with arterial roads where there are signal lights). For systems interchanges (between two freeways where all movements are free-flow) Alberta Transportation has identified a minimum 5km desired spacing.</p> <p>In areas where there are existing interchanges that don't meet the specified minimums, Alberta Transportation has designed for shorter spacing - but those designs typically come with significant extra costs, extra land requirements, and restricted movements. One example is on Highway 2 at Ellerslie, where drivers are unable to turn north from Ellerslie Road and access the next interchange (Anthony Henday Drive).</p> <p>Along Highway 21, Highway 14 is an identified Systems Interchange. Twp Rd 514 is too close (2.5km) to meet interchange spacing requirements, while Twp Rd 512 (5.5km) meets spacing requirements.</p> <p>Spacing requirements from Highway 625 north to Twp Rd 510 are similar.</p>	0	0	0
27	40	3021	2666	1	2020-09-27 06:31:08	<p>You are promoting "We want your input". After the last meeting at the Belvedere Golf Club we provided on line input saying, Any road development with increased traffic need to have noise reducing walls installed. I do not see any indication that this is being considered and have had the comment made that as a resident I can pay for it myself.</p> <p>This is not only arrogant but clearly shows you are not listening to the tax payers and voters of this county.</p>	2	0	0
27	41	3021	2666	1	2020-09-27 06:51:10	<p>Please contact Linton Delainey our councilor and get him involved. People will lose a tremendous amount of value from their property because of this unnecessary money wasting proposal.</p>	2	0	0

27	42	3027	2666	1	2020-09-27 13:33:00	<p>I am in agreement with the majority of posters regarding; the value to residents of having a major through road when there currently exists highways north and south to move the traffic. Hwy 625 is in the design stage for twinning to Hwy 21. Twinning Hwy 21 north from 625 to Hwy 14 is in the FPS stage.</p> <p>The upgrade of 41st AVE/512 (50 St. to Hwy 21) is last on the list of 31 projects for study. No mention of twinning but a road upgrade. It is referred to in the document as Project #E12.</p> <p>Source; 2018 Regional Transportation Priorities - Edmonton Metropolitan Region Board link: <a href="http://emrb.ca/Website/files/72/723ddb6f6-67eb-4005-874e-4e90fc326fd8.pdf">http://emrb.ca/Website/files/72/723ddb6f6-67eb-4005-874e-4e90fc326fd8.pdf</a> I have not found anything online more up to date regarding these projects. Would the moderator please speak to this?</p> <p>With the upgrades, new links and extensions in design and planned for the Nisku Spine Road there does not appear to be a need for a major road in between 625 &amp; 14 for some time to come, if ever.</p> <p>Upgrades to 41 AVE west of 50 street and west of QE II to 170 street as well as widening 50St from Ellerslie to 41 AVE are projects ready for design in the master plan. What changes or developments have occurred with these projects in the past two years?</p>	2	0	0
27	43	3027	2666	1	2020-09-27 13:58:25	<p>Although we're told that the plan for 512 is a couple of decades out, going thru this process is very upsetting as a resident, along with the 40 other landowners and their families on this section of 512 and the hundreds in the area that will be impacted by this proposal.</p> <p>There are third generation farming families, young families and residents who moved here for the quiet and beauty of country living. A major road right through the center of it is, in essence, a betrayal by the County to its tax paying residents as the message seems to be; 'you should think about moving'.</p> <p>Let's be clear; nobody wants to live by a 4 lane highway passing within 40 meters of their front door.</p> <p>This means that any investment in property and buildings will be a wash and property value will go down by a significant percentage,</p> <p>We've invested in this County and now we're being told that our investment is in jeopardy. How would you expect the residents affected to respond to this? What to do now; stop any additional upgrades and plans for the property, move, hang on and hope it works out. This is a game changer for everyone in this area, not just the adjacent landowners.</p>	6	0	0
27	67	3015	3027	43	2020-09-29 09:58:28	<p>Well said. Thank you. Nobody purchasing property backing Twp Rd 512 should have expected or anticipated such a major change to this road. It was essentially gravel off of 21 just a year or two ago, and is barely pavement now!</p>	0	0	0
27	45	2177	2666	1	2020-09-27 20:10:49	<p>In summary, I believe all of us in the proposed area want safe access for our children, spouse and friends to highway 14 and highway 21. Realizing the land owners, where their property or children's property are not impacted by the county taking ~30+ feet of their property and increased traffic are not concerned with the 4 lane freeways that are proposed. However, consider those neighbours that spent years developing their landscape, home and that they moved here for the same reasons as you, because it was a quiet rural area to possibly raise your children, have fresh air, and to be able to sit on your deck without traffic noise.</p> <p>So yes, we all want safe access to the highways, although, that could be traffic lights, but the real issue is WHY has our area over the past few years, became busy with traffic. Can the County work with the City of Edmonton to widen Anthony Henday to 3 lanes all the way to 50 Street and widen both 17 Street and 50 Street with direct access to the South to alleviate our neighbourhood traffic? Can the County work with the province to widen highway 21 and place traffic lights at specific intersections on highway 14?</p> <p>In summary, we all want safe highway access, but please consider what is being done to your neighbourhood, with your tax dollars, for people that likely do not likely even live in the County and what additional freeways will be added in another few years. There's already been comments that people believe 514 should be widened. And that access to Edmonton will be closer and easier so people will likely spend their money in Edmonton rather than supporting Sherwood Park businesses. Please consider the full proposal, what reason started the additional traffic and how you'd feel if it was your property that you have worked so hard on or your children's property that was being impacted. As for highway access, traffic lights could make it safe in the interim without destroying family properties, lowering land values and making people who have lived here since children and are now in their seventies from losing their home.</p>	3	0	0

27	46	3008	2666	1	2020-09-27 21:48:12	Well this proposal does benefit the city Edmonton unfortunately I suppose this has become Strathcona County's main concern I propose conducting a new study issued by another party and other engineers to recommend other opinions that would be more viable for all residents affected by this current idea	1	0	0
27	47	3027	2666	1	2020-09-28 09:16:28	As another resident posted on the 233 changes:  This is in violation of Strathcona County MDP bylaw 20-2017 (just 3 years ago). The bylaw states:  "Prioritizes small agricultural holdings and also respects rural and natural landscapes and heritage."  Establishing a 4 lane divided roadway /highway thru the middle of of the rural area is in contravention of the bylaw and would be the change agent to redefine land use and forever change the rural and natural landscapes and heritage that the County has legislated they want to preserve.  As voters,tax payers and residents, we are the County.	2	0	0
27	48	3027	2666	1	2020-09-28 09:28:13	Has any thought been given to the number of vehicles that could, potentially, be lined up east and west of the railway crossing when there's a train going through with 150+ rail cars in tow?  With estimates of 8=10K VPD passing through, there could easily be a couple of hundred vehicles idling for several minutes at the crossing and stretching back some distance. Not to mention when there's a breakdown or stoppage on the line that prevents any traffic movement for some portion of an hour or longer.	0	0	0
27	76	2996	3027	48	2020-09-29 14:34:16	<i>Thanks for your question. Transport Canada has guidelines and standards to determine what kinds of crossings are warranted at road/rail crossings. Based on the traffic projections and train volumes, an at-grade crossing with bells, lights, and gates is anticipated to be sufficient.</i>	0	0	0
27	54	3054	2666	1	2020-09-28 15:20:48	So being on 512 and a 1/4 km off of the Hwy how are we to get to and from our property? This was never what we wanted when moved here over 20 years ago. Our lifestyle will forever change and not by our choice. Do we sell soon and not tell anyone about what could be coming this is so not how we expected our home and lifestyle to be with traffic this close. We could not build a big enough berm and plant enough trees to have the peace we have. This is so disheartening.	2	0	0
27	57	1470	2666	1	2020-09-28 16:19:14	I am completely against the decision to change TWP road 512 into a major road, When we purchased our property in Lina Country Estates, the major traffic route to Edmonton was along Twp Rd 514, NOT Twp 512. The other major route was into Beaumont on the 510 and that makes sense, and it should also be considered for a major traffic route. . It is unlearning and unfair to now route all of the local and regional traffic through the backyard of so many acreage residents and small farms.. It would make a LOT more sense to keep the traffic on 514, and to extend Ellerslie into as a major corridor. This may mean adding a service road to other roads from the future interchange, but that's a fair tradeoff. , We are opposed to making Twp Rd 512 a major route and highway interchange. Twp Rd 512 is currently low traffic and there is a major wildlife corridor crossing near Rng Rd 231 that we want to keep intact.	3	0	0

27	60	2988	2666	1	2020-09-28 19:11:05	<p>This is supposed to be a discussion....</p> <p>I think we should be discussing alternatives and working with residents here. It appears that the Strathcona planners and engineers have invested a lot of resources in this Proposal and are not willing to look at other options. I assure you that this is not to the only solution to the future traffic problems in the SW.</p> <p>You are supposed to have the residents of Strathcona County in your best interests. This expansion offers nothing to us, invades our homes, properties and way of life to benefit vehicles traveling to and from Edmonton. I believe this is a failure since you have failed us, the residents that keep you employed. Your objective has been to improve traffic over the next 10-30 years in the S.W. Sherwood Park area.</p> <p>The majority of us travel North - South on the Range roads. There is very little of interest to most of us traveling East - West on the Twp roads.</p> <p>After reading the comments and replies here there seems to be no reasoning or plan B offered by this development team and I hate to say it but it makes me think that there is some agenda to help Edmonton get all of the industrial traffic out of the new industrial area around 41st Ave and 34st. If that's the case let Edmonton figure that out. 50th Street to the Anthony Henday perhaps?</p> <p>Heavy traffic should never be diverted through a residential area at the cost of it's residents.</p> <p>Its pretty evident that everyone residing near Twp 512 and actually aware of the 4 lane expansion is strongly opposed to it. I wish to work with you on alternatives but definitely not on this initiative. This does not suit the greater good for Strathcona.</p>	2	0	0
27	61	3044	2666	1	2020-09-28 20:26:22	<p>The use of 512 for a 4 lane Highway disturbs too many acreages and passes too close to too many residences. Attached are 3 alternatives to replace the final leg of 512 to HWY 21. The acreages along what could be TWP 513 will be the back side of their property, a lot further away from the residences. Another alternative is to go south from TWP 512 just east of where it crosses the railroad tracks and then exit to HWY 21 along either TWP 511 or 510. All 3 of these options requires a curve in the highway, but there are lots of highways with curves, including the Henday extension, which has right angle curves. These alternatives disturb far fewer residences, and for the most part is the BACK side of acreages, not the front side (houses are further from the new highway).</p>	2	0	0
27	62	3059	2666	1	2020-09-28 23:14:46	<p>In no way do I support this proposed change to Twp Rd 512.</p> <p>I would much rather see this done to the 510 where there will be way less impact to existing residence. The 510 has more farm land and doesn't run between two acreage subdivisions like the 512 does.</p>	1	0	0

27	63	3060	2666	1	2020-09-29 00:01:18	<p>Hello,</p> <p>My acreage is situated on twp 512 and I was very upset to hear of the proposed 4 lane highway. Most of the reason that we chose to move out to our acreage is for peace and quiet from the bustle of the city. Obviously this widened road would come with it's share of noise. 512 has very little traffic right now why would you make it 4 lanes when nobody really uses it anyway.</p> <p>The land that would be used off of my property runs right through our pond. We have many birds that swim in our pond and this would greatly disrupt their habitat.</p> <p>We also have two small children and even though I realize they will be quite a bit older by the time the road is built is there some sort of proposed fencing?</p> <p>Our property value is another huge issue. Nobody that wants to move out into the country is going to want to be this close to the highway!</p> <p>There is also an ATCO gas line that will need to be moved in order for the road to be widened. That seems like a huge hassle.</p> <p>How does it work when the county requires land that we own? Do you just come up with some number that we have to be fine with or do I actually have a choice to sell what I own or not?</p>	2	0	0
27	79	2995	3060	63	2020-09-29 15:17:57	<p><i>If there is an area that is environmentally sensitive which is disturbed, the county is required to dedicate land elsewhere and convert it into a wetland.</i></p> <p><i>At the time of detailed design (typically 2-5 years prior to construction), the County will complete a detail design of the corridor. During that detail design phase, a clearer, more accurate requirement of land will be identified and discussed with the land owner. Some of the major items include: land require, trees, fencing, access changes, drainage and other items. Typically, a 3rd party appraisal company is hired and to determine value of those items and negotiations are conducted.</i></p> <p><i>Again, at detailed design it will be confirm if the gas line requires realignment, lowering in its existing alignment or no changes at all. Strathcona County has agreements with the various franchise utility companies. In most cases, the cost to relocate the utility falls on the utility company.</i></p>	0	0	0

27	64	3061	2666	1	2020-09-29 00:18:13	<p>I completely oppose the proposed road expansion of Twp 512 for several reasons as follow:</p> <ol style="list-style-type: none"> <li>1.. the safety of children who often ride bikes and walk in the area. More traffic results in safety concerns for the many young families that surround the area.</li> <li>2. The loss of property sacrificed to accommodate the development</li> <li>3. With increased volume of traffic, and accessibility comes an increase of potential crime.</li> <li>4. The reason most folks move to the country is to remove themselves and families from busy roads and traffic noise. We live in the country for peace and quiet.</li> <li>5. Property depreciation. Loss of land, increased noise, and, increased traffic all add up to total value loss and depreciation. These acreage's are top dollar value on today's market and simply stated I am unwilling to sacrifice market value on my estate.</li> <li>6. Speed limit/ability to speed. With new infrastructure and road development comes an ability to drive faster. The road is in good condition but with properties close to the road already, plus a country style road speeding is minimal currently. Add a wider new road, traffic volume, more people, speeding automatically becomes an issue. In addition more police will be required plus mass scale construction, this automatically drives taxes higher.</li> </ol> <p>The serenity and allure of living peacefully and remotely While still close to the amenities of the city is why this home Was purchased. And purchased at premium market value. I will forever be opposed to this development and fight to protect the very reason this property was purchased in the first place. A quiet safe place to raise my family.</p>	3	0	0
27	65	3022	2666	1	2020-09-29 09:26:04	<p>I am totally against TWP 512 being considered for a major 4 lane road. This would have considerable negative impact on the existing residential areas including lifestyle, safety and property values. TWP 512 should remain a low traffic volume road.</p>	4	0	0
27	68	3015	2666	1	2020-09-29 10:47:10	<p>No property owner backing onto 512 should have expected or anticipated such a major change to this road. The impact on property value is immediate even if the road changes may not be. However, we will continue to pay property taxes as if nothing has changed. We didn't move this far from Sherwood Park expecting to have the peace and quiet disturbed by a major road development. Hopefully common sense will prevail in this matter. In the meantime property owners are placed in an impossible situation trying to decide if they should move now, or ride it out and bite the property value bullet later.</p> <p>I find the matter very upsetting, and the county should reconsider this proposal.</p>	1	0	0
27	70	3021	2666	1	2020-09-29 11:46:06	<p>I am completely against the 4 lane proposal for 512. Along with all the other property owners who commented and any that have not commented we see this move destroying our property values and way of life. If this is a proposal you need to reevaluate based on all the comments noted. I can not even put into words my distaste for the view of those involved in this design both with Scheffer Andrew Ltd. and any council members that would support it.</p>	2	0	0
27	71	3021	2666	1	2020-09-29 11:51:24	<p>Why are you asking for comments? It does not appear in your replies that you are considering anyone else's comments, you only appear to be trying to justify your plan.</p> <p>Is this the mandate the council has given you?</p>	2	0	0

27	72	3056	2666	1	2020-09-29 12:29:02	Thanks for allowing us the opportunity to have our say on the road widening and increase in traffic to our area. We live on Township Road 512 and we have a young family and various pets and we worry that a widened road and the increase in traffic will pose safety issues for our family. We enjoy the quiet and peace of this area and are saddened to see that taken away from us. Our family is a third-generation farming family and we are hoping to make it a fourth-generation by leaving the farm to our kids one day. The proposed increase in traffic and the wide road will mean that we will have large amounts of traffic just feet from our front door and it will make moving farm equipment to and from the area more challenging as well as posing a threat to our animals. We are also concerned about school bus safety as our family needs safe and effective school transportation and having a bus stop on a wide and busy road to allow children on and off a bus safely brings up many concerns. Another concern is how this will affect our land and property value. Will we be able to sell for a fair price down the road if we feel the noise pollution and traffic is too much? Will anyone choose to live so close to a busy road when it will be placed incredibly close to our existing houses? There are other roads in the area that lead into and out of Edmonton that see a lot more traffic than our quiet road and we would prefer one of those to be looked at for widening please leave our narrow and quiet road alone and allow us to see a future for our farm and our family in Strathcona County. Thank you.	1	0	0
27	73	3068	2666	1	2020-09-29 12:59:36	As a resident living on 512 for 23 years what I hear of this proposal is nonsense 514 Ellerslie is already five times more popular than 512 that's where you should make the four-lane highway forcing 54 residents from Edmonton 41st Street all the way to 512 and hwy 21 Is ridiculous we moved out here for a purpose to be in the country and enjoy this life by putting a four-lane highway in front of my house forces me to sell forcing 54 people to sell their properties for you could put a highway in like other comments have said 5.5 km north of me is Highway 14 and that connects to 21 there's no use no need to put a four-lane highway in front of my house this is absurd forcing 54 residents to sell their properties and move because you guys decide to put a four-lane highway in front of a country residence 510 is nothing but Farmers fields 17 people would have to relocate not 54 514 is already a major through route why would you just keep on using that the proposal that you are making has made me and my 53 neighbors really upset you are changing our lifestyle of 54 residents from the way we be living for 22 years in the country into a whole change changing our lives for the worst all my neighbors have posted on this site making it quite clear that we do not want this four-lane highway to be made on Township road 512 this is absurd all you have now is 54 residents that are really really upset with edmonton/Strathcona county for even proposing something like this my nice 2 acre country lot that I enjoy their wildlife and the birds is going to come to an end when you guys decide to put a four-lane highway in front of our house when there's already a highway 5.5 km north of me absurd I hope this comment to mine makes it to someone of some importance and you can let the board know that me and my other 53 neighbors are not impressed with this proposal take your four-lane Highway somewhere else!!!!!!!!!!!!!!!!!!!!!!	1	0	0
27	74	3066	2666	1	2020-09-29 13:24:18	There is absolutely no reason for this 4 lane highway (TWP 512) to go through established subdivisions. The Whitemud extension, Hwy 14, TWP 514 and Hwy 625 are ALREADY established major routes.  The proposed construction on TWP 512 will disrupt the ecosystem and natural wildlife corridor through out the area. It will be noisy and LOWER THE PROPERTY VALUES for the people that live here.  We moved here to escape the rat race that is the City of Edmonton.  I do not pay \$5808.00 in property taxes for this. I pay them for peace and quiet!!!	1	0	0

27	75	3032	2666	1	2020-09-29 13:51:39	<p>Truly I do not understand why Strathcona County has even initiated this proposal. The projected traffic usage is ABSOLUTELY not going to be coming from an increase in population of Sherwood Park. The City of Edmonton just recently did a population projection and stated that 50% of their projection would be INFILL housing AS WELL AS stating that they anticipated their growth to be WITHIN THE HENDAY....not urban sprawl.</p> <p>I really have to wonder about the parameters that were plugged into your future traffic projection program to come up with the numbers you state? Listening to anything that the City is projecting does not support what you are saying.</p> <p>Why would you consider disrupting and de-valuing your rural tax paying base with what very strongly appears to be a misguided projection.</p> <p>There is no current discussion of twinning Hwy 21 south of Hwy 14 so that to me says the projection of increased traffic is not a consideration and with that said why are we having this discussion?</p> <p>What a waste of our tax dollars going to a lengthy study that currently has zero relevance.</p>	1	0	0
27	81	2995	3032	75	2020-09-29 16:25:16	<p><i>Most of the new traffic will likely come from the Decoteau development. However, over 20 or 30 years there is an increase in background traffic &amp;ndash; the average increase of traffic for each road due to overall regional growth within and outside of the study area.</i></p> <p><i>We acknowledge the interchange locations (and intersection closures), the future land-use (development) within the study area, and the projected traffic volumes are (realistic) assumptions. If any of these assumptions are significantly different in 10, 15, 20, etc years, this study will be updated accordingly.</i></p>	0	0	0
27	77	3064	2666	1	2020-09-29 14:56:52	<p>I live directly south of 511 on 231.( Lina Country Estates). This news has upset us with the impact it will have at our residence. So many factors of our quiet country life will be changing when these roads are being reconstructed. We moved here years ago to avoid major traffic and noise. Raise our children in a clean, quite safe area. Learn to appreciate nature, and wildlife.It took all we had to buy into this area and now this impacts our resale dramatically.</p> <p>Here are our major concerns:</p> <p>Noise! This will increase substantially.</p> <p>Our access to/from our subdivision will be completely removed as 512 will not be accessible to be crossed - and if so- not safely. The other alternative is 510 and that looks to be closed off. So, we will need to travel west on 510 and then connect with another RR? Looks like 232 will have even more traffic. Traffic will be travelling at high speeds, making it completely unsafe to even venture for a walk</p>	0	0	0
27	78	3064	3064	77	2020-09-29 15:02:27	<p>As well crime will increase.</p> <p>Where is all the large equipment and staging area going to be when all this is being created? Are you going to deforest the reserve land that that I have close to my home? Or perhaps the land north of 512 - where they still have some form of nature.</p> <p>This is a completely unthought plan for the residents that live in this area, The people that were going to pay off their homes/acreages and then have a quiet retirement? Increase the roadways on 510 and 514. Don't take what little peace and quiet and wildlife we have. PLEASE.</p>	0	0	0
27	80	3065	2666	1	2020-09-29 15:20:45	<p>Regardless of when the proposed changes come to fruition, the fact remains that with this proposal being a matter of public record, our property values and the future saleability of our homes have been impacted. Even if road construction is 20-30 years away, my property value is impacted today, as as such, my tax rate should reflect that. I certainly hope the County will be lowering taxes for properties that are directly related to this future development.</p>	1	0	0

### TSP 514 Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	Count Of Likes	Count Of Dislikes	Count Of Starred
28	1	2666	N/A	N/A	2020-09-24 13:26:54	<p>We are looking for your feedback on the following draft changes to <b>Township Road 514</b>. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.</p> <p>Please remember <b>the SCOOP discussion board participation guidelines</b> when making your comments.</p> <p>If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail.</p> <p>Township Road 514 proposed changes</p> <p>When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.</p>	0	0	0
28	2	737	2666	1	2020-09-22 17:08:50	Looks really good	1	0	0
28	3	418	2666	1	2020-09-22 18:54:51	I don't understand what I'm looking at. These are just PDF drawings with no explanation.	0	0	0
28	4	2995	418	3	2020-09-23 08:33:20	<p>Please click the link below. It will take you to the project website. On the website, you can scroll down a bit to see the Public Engagement Section. There you will be able to click on the Open house #2 text boards to review the background information.</p> <p>&lt;a href="https://www.strathcona.ca/transportation-roads/planning-and-design/south-strathcona-county-functional-planning-study/"&gt;https://www.strathcona.ca/transportation-roads/planning-and-design/south-strathcona-county-functional-planning-study/</p>	0	0	0
28	5	3023	2666	1	2020-09-24 17:17:59	Township Road 514 will stop in both directions at Range road 232?	0	0	0
28	7	2995	3023	5	2020-09-25 08:26:59	Yes. In the long-term, Rge Rd 232 would be considered the major roadway and Twp 514 would be considered the minor road based on traffic volumes.	0	0	0
28	6	2177	2666	1	2020-09-24 21:33:47	If 4 lanes are required on 232 to 514 and the majority of traffic Then go on 514, then it would make sense that 514 be widened to 4 lanes To continue the traffic flow.	0	0	0
28	8	2995	2177	6	2020-09-25 08:29:25	In the long-term, if Twp 514 were to close at Hwy 21, the traffic along Twp 514 can be managed with 1 lane in each direction.	0	0	0

28	9	3029	2666	1	2020-09-25 08:34:29	<p>I am in agreement with the closure of 514 at Highway 21. 514 at Hwy 21 is a dangerous downhill intersection with many STARS Air Ambulance visits.</p> <p>It makes sense to connect 512 to the 41ave SW for the future traffic volume. There is no need for 231, 514 to be crossing major highways if overpasses are built.</p> <p>Surprisingly I agree with the county in the approach</p>	1	0	0	
28	10	2996	3029	9	2020-09-25 08:53:58	<p><i>Thank you for your comments and for participating in the open house! Please let us know if you have any questions.</i></p>	0	0	0	
28	11	3028	2666	1	2020-09-25 10:54:32	<p>I am in complete disagreement with shutting 514 down at RR 232. It makes no sense to have 4 lanes come up that far only to then turn on to 232 and then on to 510. I drive Hwy 21 daily and use the turn off from 21 onto 514 and vice versa. I do so because there is a safe turn out lane from the hwy onto 514. If I attempt to do the same on 512 I have people racing down the doubles trying to gain pole position and are usually right on my tail as I'm trying to turn. Oddly enough this never happens when I turn onto 514.</p> <p>I would strongly urge you to rethink this proposal.</p>	3	0	0	
28	13	2996	3028	11	2020-09-28 08:57:32	<p><i>Thank you for your comments.</i></p> <p><i>As you've noted, some traffic movements from Highway 14 and Highway 21 are starting to become congested. This is why we are planning for the future, to make sure that traffic movements can be made safely and efficiently. The long-term vision is to have a full interchange constructed on Highway 21 at Twp Rd 512. This would be constructed by Alberta Transportation and the timing and configuration is contingent on their plans. However, we understand from discussions with Alberta Transportation that when/if an interchange is constructed at Highway 21 &amp; Twp Rd 512, Twp Rd 514 will be closed at Highway 21 due to interchange spacing requirements (interchanges on Highway 21 at Highway 14 and Twp Rd 512). This will actually significantly improve the travel you are describing, as you will be able to access Twp Rd 512 by a grade-separated interchange and you will be able to use an interchange ramp to turn, rather than turning right/left off of the highway.</i></p>	0	0	0	

28	12	3003	2666	1	2020-09-25 11:46:43	<p>Would love this road to expanded as its already expanded in Edmonton with access to highway 2. Which would greatly benefit from a better entry point onto highway 2. Its a high traffic road being the quick commute to amenities and the city. As well would help the business's on Ellerslie with the increased traffic exposure and access to great amenities.</p> <p>Ellerslie is also pretty wide currently, I believe its the widest and highest traffic of the roads 514, 512, and 510? So think having that road upgraded to accommodate the increasing residential infrastructure going in there and already using it makes sense.</p>	4	0	0	
28	14	3023	2666	1	2020-09-28 18:11:28	A deceit railway crossing is well over due. Person or person responsible for the mess called a RR crossing should be appalled. Let CN do their crossing properly.	0	0	0	
28	15	3007	2666	1	2020-09-29 08:56:34	<p>Re: proposed intersection at Twp Rd 514 and Rge Rd 232</p> <p>The sudden change from 4 lanes down to 2 at this intersection will most definitely create chaos and cause accidents. All this is doing is moving the current fiasco at the crossing of Hwy 14 on Rge Rd 232 further south. (There were many post it notes at the previous meeting at Belvedere identifying this as an area of concern).</p> <p>It will also make it almost impossible for anyone coming from west of this intersection, to safely turn north onto Rge Rd 232 from Twp Rd 514. We have already lost 2 accesses due to road closures (Rge Rd 232A and Rge Rd 234, also known as Meridian Street).</p> <p>I suggest that the 2 mile stretch south from Hwy 14 be used to gradually funnel down from 4 lanes at the possible future Hwy 14 interchange down to 2 lanes BEFORE Twp Rd 514, not AT that intersection.</p> <p>Also, we disagree with the closure of Twp Rd 514 at Hwy 21 as well as that of Hwy 14 and Rge Rd 231. These 2 intersections will need to be remediated (perhaps consider a right lane turn only?) but a complete road closure should not be recommended.</p> <p>This area is already being dangerously streamlined towards Hwy 14 and Rge Rd 232 as being our only way in and out. It will also seriously limit Emergency Response vehicles from providing essential services in situations where time is of the essence.</p>	0	0	0	

28	16	2995	3007	15	2020-09-29 15:47:56	<p><i>The transition from 4-lanes to 2-lanes at the intersection of Rge Rd 232 and Twp 514 will likely occur at the south side of the intersection with tappers. This detail has not yet been reviewed or confirmed.</i></p> <p><i>The interchange locations at Hwy 14 and Hwy 21 (along with intersection closures) will need to be confirmed by Alberta Transportation through highway studies, including the possibility of a right only turning movements. From a high-level review (without confirmation from any highway studies) it was indicated by Alberta Transportation, that if an interchange is required on Hwy 14 it is likely it would be located at Rge Rd 232. Similarly, if an interchange is required on Hwy 21 it would likely be located at Twp 512. Alberta Transportation also indicated that if there are interchanges on either Hwy 14 or 21 the other intersections on those highways would likely be required to close.</i></p> <p><i>Again, this would need to be confirmed through individual highway studies.</i></p>	0	0	0	
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### TSP 515 Service Road Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	Count Of Likes	Count Of Dislikes	Count Of Starred
29	1	2666	N/A	N/A	2020-09-24 13:26:24	<p>We are looking for your feedback on the following draft changes to <b>Township Road 515/ service road</b>. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.</p> <p>Please remember <b>the SCOOP discussion board participation guidelines</b> when making your comments.</p> <p>If you have not yet reviewed the draft study recommendations from the project webpage, you can do so here to ensure you understand what is being proposed. The link below shows a visual representation of an aerial view of the road, as well as a side view of the elevation changes. Zoom into the area you are interested in to see more detail. Range Road 515 and service road proposed changes</p> <p>When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.</p>	0	0	0
29	2	1121	2666	1	2020-09-21 11:23:35	I find this site to be very confusing, and am not able to give my feedback as I think the site is to allow me to do???????	0	0	0
29	3	2666	1121	2	2020-09-21 11:30:45	<p><i>Hi there! SCOOP does take a little bit of getting used to. The intent is for you to simply reply to each topic with your feedback, as you just did to create this message. As the invitation message noted, you'll want to ensure that you read through the project information on the &lt;a href="strathcona.ca/southfps"&gt;strathcona.ca/southfps beforehand though.</i></p> <p><i>If you are still struggling after poking around a bit, you can email us at engagement@strathcona.ca to set up a time to speak one-on-one with our project lead.</i></p>	0	0	0
29	4	3014	2666	1	2020-09-23 12:13:40	Total waste of time!! Very confusing site with ZERO value to user.	0	0	0

29	5	2997	3014	4	2020-09-24 12:17:28	<i>Thank you for this comment and we are sorry the site is confusing you. It may help to review the Functional Planning Study and the Open House information first if you have not already and then review the PDF drawing of the improvements proposed. The study is linked here: Southwest Strathcona County Functional Planning Study</i>	0	0	0
29	6	2968	2666	1	2020-09-25 16:32:26	Just completed a survey on Bussing however there is no place to comment on the service in Sherwood Park.. During off hours Sherwood park has a variety of busses touring the community with no riders. There has to be a better way IE: dial a bus ( say a Mini van) or a Taxi or Uber . With poor rider ship at those times it maybe more cost effective for the county to provide an alternate way to deliver transportation.	2	0	0
29	9	2666	2968	6	2020-09-28 09:07:53	<i>Hi there, thanks for completing the transportation survey. This discussion board is specifically for an area of Southwest Strathcona where a Functional Planning Study is taking place. If you have feedback for that area, we'd be glad to take it though.</i>	0	0	0
29	7	2266	2666	1	2020-09-26 11:13:21	(site is laggy) We never go near there... I've never been. Is it beautiful? Is there any reason to go near there?	0	0	0
29	8	2266	2666	1	2020-09-26 11:19:55	(on off hour bussing) I agree that there must be a better way to do it during off hours during COVID. Before COVID, there was fairly consistently people even in the off hours. Now that COVID is around, universities are closed and few people use the busses. Until Universities are opening in class lessons, I see no reason to run so many busses in the off hours. Alternately, certain routes could be run, and others could be lengthened or combined, depending on use. Would this cost extra money? Can anyone else think of a better way?	0	0	0
29	10	2666	2266	8	2020-09-28 09:08:46	<i>This discussion board is specifically for an area of Southwest Strathcona where a Functional Planning Study is taking place. If you have feedback for that area, we'd be glad to take it, but we are not looking at anything to do with busing.</i>	0	0	0
29	11	3044	2666	1	2020-09-28 19:28:57	It really does not make sense to have a break in the service road between RR 231 and 232. This plan will effectively cut off access to the business (winery) located just north north of HWY 14 on the east side of 231. Why can't the service road be continuous along the south side of HWY 14?	0	0	0

29	12	2996	3044	11	2020-09-29 10:50:11	<p><i>Thanks for your question!</i></p> <p><i>The current service road was constructed to provide access for properties to the nearest Range Road, and to allow RR 233 to connect to RR232 which provides access to Highway 14. Currently we are not identifying additional road to connect the east and west sides of the service road as that would require additional ROW along Highway 14. However, when/if an interchange is designed and constructed on Highway 14 at RR 232, the intersection at RR 231 will most likely be closed and Alberta Transportation may consider changes and connections to the service road along the highway.</i></p>	0	0	0
29	13	3070	2666	1	2020-09-29 16:18:00	<p>I have reviewed the recent proposal for Southwest Strathcona County Functional Planning Study and I agree (like) with the changes. I know that the proposed new interchanges at Range Road 323 &amp; Hwy 14 as well as Township Road 514 &amp; Hwy 21 will save many lives. All Control Systems.</p>	0	0	0

### Railway Crossings Message Board Comments

Discussion Thread ID	Post ID	User ID	Reply To User ID	Reply To Post ID	Post Date	Text Content	Count Of Likes	Count Of Dislikes	Count Of Starred
30	1	2666	N/A	N/A	2020-09-18 11:04:57	<p>We are looking for your feedback on the following draft changes to the <b>railway crossings</b> in the study area. Please share any comments or questions, and a staff moderator will respond as soon as possible. You can also check out the feedback from other residents, and add comments to their posts.</p> <p>Please remember <b>the SCOOP discussion board participation guidelines</b> when making your comments.</p> <p>When you want to move on to the next discussion board click on the home tab on the left of your screen. Then click on the left or right arrow on the discussion board picture to pick the next discussion.</p>	0	0	0