

# HIGHWAY 3 – SENTINEL TO PINCHER STATION FUNCTIONAL PLANNING STUDY – UPGRADING AND TWINNING PUBLIC AND STAKEHOLDER SESSIONS JUNE 7 - 9, 2018 DRAFT FEEDBACK SUMMARY

Alberta Transportation and ISL Engineering and Land Services held public and stakeholder sessions from June 7 to 9, 2018 in the study area to share information about the planning study currently underway for the potential twinning and upgrading of Highway 3 through the area. Approximately 300 people attended.

Participants were asked to review the draft recommended plan for Stage 1A (Sentinel to Blairmore), options for Stage 1B (Blairmore to Passburg) and Stage 2 (Passburg to Pincher Station) of Highway 3. They were also asked to identify strengths and weaknesses of the options and complete a feedback form.

The following is a summary of that feedback, which will be considered when developing the recommended plans for Highway 3 from Sentinel to Pincher Station. .

## Stage 1A (Sentinel to Blairmore) Draft Recommended Plan

Ultimate Options	Feedback Summary
Stage 1A General	<ul style="list-style-type: none"> <li>Many participants like that the project team continues to recommend a plan that protects the integrity and livelihood of the landscape, wildlife and communities along Highway 3. Participants also supported seeing a recommended plan that aims to protect the wildlife in the area, uses four lanes with barriers and passing lanes, where possible, to minimize the overall footprint of the upgrades to Highway 3 and considers noise mitigation measures.</li> <li>Many participant comments identified the potential for safety concerns in adverse conditions such as wind, snow, ice and/or increased weekend traffic volumes.</li> </ul>
Truck Route	<ul style="list-style-type: none"> <li>Some participants expressed concern about potential for increased noise with the addition of the truck route and expressed a desire that the plan consider noise mitigation measures like landscaping to help reduce the level of noise along the truck route and in the surrounding communities.</li> </ul>
Allison Creek Road	<ul style="list-style-type: none"> <li>Most participants supported the draft plan for the Allison Creek Road interchange.</li> </ul>
Blairmore	<ul style="list-style-type: none"> <li>Some participants expressed concerns about the proposed traffic lights and the impact they will have on the traffic flow through the interchange.</li> </ul>
Community Trails	<ul style="list-style-type: none"> <li>Some participants supported improving the community trails along Highway 3 to enhance connections between communities, improve safety and attract more visitors to the area.</li> </ul>

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## Stage 1B (Blairmore to Passburg) and Stage 2 (Passburg to Pincher Station) Options

Ultimate Options	Feedback Summary
<b>Frank and Bellevue/Hillcrest (F1)</b>	<ul style="list-style-type: none"> <li>Many participants favoured this option; however, several indicated that an additional local road to/from Blairmore would enhance this option and provide better access between communities and to the historical resources in the area, while also maintaining emergency access for fire, police and EMS.</li> <li>Most participants supported this option that considers minimal impacts to the Frank Slide Historical Site and other historical sites in the area.</li> </ul>
<b>Frank and Bellevue/Hillcrest (F2)</b>	<ul style="list-style-type: none"> <li>Some participants supported the local road presented in this option; however, they felt that it could be more direct and provide better access to businesses in both Blairmore and Frank to help protect local businesses along the corridor.</li> </ul>
<b>Frank and Bellevue/Hillcrest (F3)</b>	<ul style="list-style-type: none"> <li>Most participants did not favour this option for the Frank area because the service road shown would have the most impact to the Frank Slide Historical Site, and would largely affect access between communities and to the Frank Slide Interpretive Centre when compared to the other options for Frank and Bellevue/Hillcrest.</li> </ul>
<b>Passburg (P1)</b>	<ul style="list-style-type: none"> <li>Most participants suggested that local road connections appear to work well for emergency access but need improvement for access to historical sites.</li> </ul>
<b>Highway 507 (H507-1 and 2)</b>	<ul style="list-style-type: none"> <li>Many participants suggested moving the vehicle inspection station to the middle between the east and westbound lanes to improve safety, access and wildlife protection on the existing vehicle inspection lands.</li> <li>Most participants preferred the options where private property impacts are minimized and where service roads remain close to the existing highway footprint.</li> </ul>
<b>Highway 22 (H22)</b>	<ul style="list-style-type: none"> <li>Many participants were not in favour of removing access at Lundbreck and expressed concern that this would restrict access to and from the community, school and local businesses while increasing the length of time to get to the landfill.</li> <li>Several participants suggested that safety improvements are needed at the Highway 22 and Highway 3 intersection pertaining to sightlines, slope and speed.</li> </ul>
<b>Cowley (C1)</b>	<ul style="list-style-type: none"> <li>The majority of participants supported Option 1 when compared to Option 2; however concerns were raised about safety regarding the type of intersection proposed and how it could perform during adverse conditions (for example: wind, drifting snow, low visibility, etc.).</li> </ul>
<b>Cowley (C2)</b>	<ul style="list-style-type: none"> <li>The participants that supported this option preferred that it uses existing highway footprint, has minimal private property impacts and provides better access to private property in the area.</li> </ul>
<b>Pincher Station (PS1)</b>	<ul style="list-style-type: none"> <li>Participants indicated concerns about the access to the surrounding communities and recreational areas.</li> </ul>

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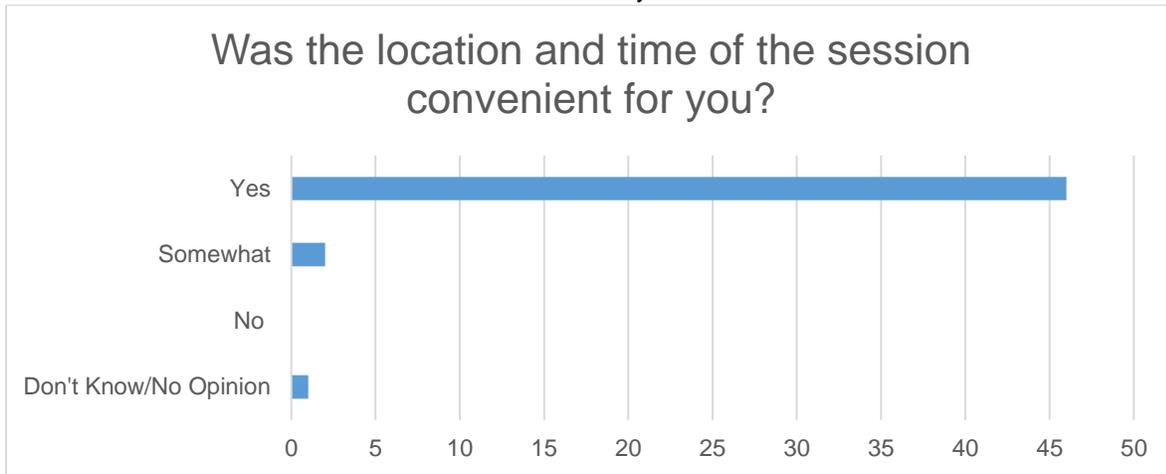
## About the Stakeholder Session

Participants were asked to complete the following questions about the session.

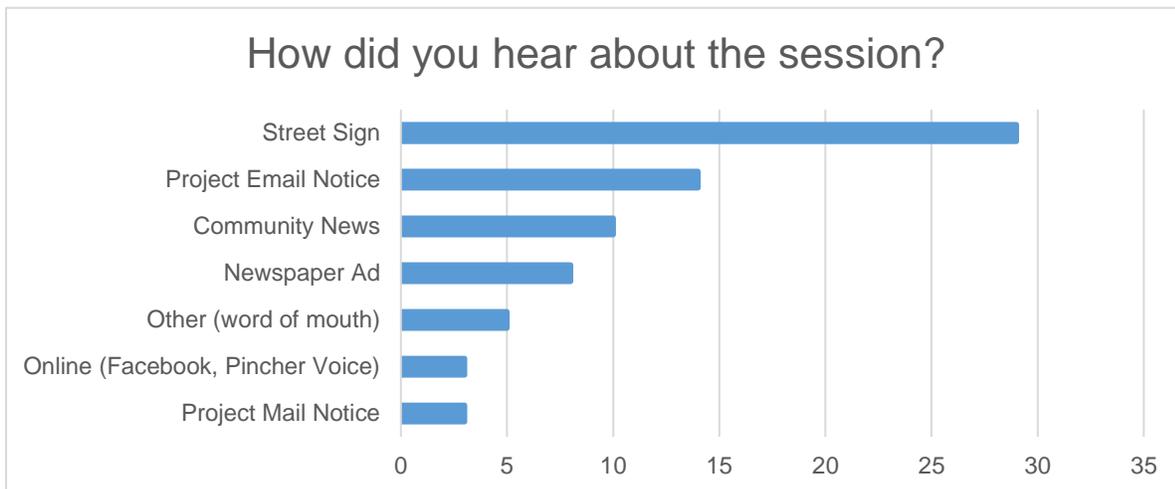
1. Which session did you attend?

- Thursday June 9, 2018 (x37)    Friday June 8, 2018 (x2)    Saturday June 9, 2018 (x9)

2. Was the location and time of the session convenient for you?



3. How did you hear about the session?



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4. What did you like about today's session and activities?
  - Most participants felt that the session was informative and there was plenty of staff available to discuss the materials.
  - Participants felt that staff took the time to answer most, if not all of their questions and were open and willing to listen and collect their feedback about the project.
  - Participants indicated that the materials and information provided was thorough, well laid out, informative and easy to understand.
5. Was there anything you didn't like about today's session and activities?
  - Some participants suggested that rendering drawings, noise studies and maps could more accurately depict the mountainous terrain of the area.
6. Is there anything we could do to make future meetings better?
  - Participants indicated that they would appreciate more notice for upcoming sessions and would like display materials to be released ahead of future sessions in order to review them before attending the in-person sessions.
  - Some participants suggested that a computer-generated video to show the recommended plan be provided at future session.
7. Do you have any further comments about the session format, the information and content that was provided or the staff in attendance at this event?
  - Most participants felt that staff were attentive and helpful and there were a lot of informative displays and materials available.