

Information Requests – Nov 22nd Responses

- **Does the County have any possible legal recourse regarding the Emerald Hills Pool damage/ defects? (Mayor Frank and Councillor Tonita)**
 - Response will be a verbal report in closed session, as it involves legal advice.
- **What is the size of the existing Strathcona Wilderness Centre Boathouse and the size of the proposed new boathouse?**
 - Please see attached document.
- **Can Administration provide the accident statistics for the Sherwood Drive Roundabout (Councillor Nelson)**
 - Please find attached the last 6 years of collision history for the Sherwood Drive - Broadmoor Boulevard intersection (Traffic Circle). It averages between 10 and 11 per year since the improvements were undertaken in 2017
 - Sherwood_Broadmoor_Collision_History_2018-Sept 2023
 - Sherwood Dr_Broadmoor Blvd_Collision Map
- **Are there any components of the Brush and Yard Waste Services Relocation project that can be done using in-house resources? (Councillor Lawrence)**
 - While there are a few elements that Transportation Engineering and Operations (TEO) may have the technical capability to do (e.g., topsoil stripping and stockpiling; site grading; internal road, working surface and pad construction) these are not activities that TEO undertakes on a regular basis, and some would require additional equipment rental. As such, it is believed that utilizing in-house resources would be significantly less efficient (i.e., higher cost) than a third-party contractor that specializes in land development work. Utilizing TEO crews for this site would also take these crews away from performing work that they regularly complete with high efficiency, such as rural road maintenance and rehabilitation. Administration recommends that the site development be completed in its entirety through a competitive third-party procurement.

The Brush and Yard Waste Services Relocation project was included in the 3-Year Capital Budget as a 2025 project. During presentation of this item, Council had questions or expressed concerns around: operational impacts to nearby properties at the proposed location; whether this use was the best use of land at the proposed location; if any other locations had been considered; if regional partnership opportunities had been explored, and; overall cost, which includes a significant off-site levies component. Given this project was not contemplated to begin until 2025, Administration will withdraw this project from the current proposed 3-Year Capital Budget and bring forward a report to Council in Q2 of 2024 that will include a review of alternative locations/strategies and attempt to address Council's concerns and questions. Based on Council's feedback to that Q2 report, Administration will introduce a revised capital project for 2025 through the 2025 Budget process.

- **Can Administration provide a summary of the proposed cost breakdown for Station 7? (Mayor Frank)**
 - The \$29.4M total budget for Station 7 as presented in the budget materials is broken down as follows:
 - \$20M Building
 - \$2.5M Road and servicing
 - \$3.9M Vehicles

While the total price of the project is firm, the individual components are estimates and dollars may be reallocated within the project to allow for pricing differences while maintaining the intended scope of the original project.
- **The list of annual road projects for 2024 (Councillor Harvey)**
 - Please reference the attached maps
- **Any information on developer contributions towards the Sherwood Drive and Granada Boulevard Improvements project.**
 - There is no contribution in aid of construction or levy model for roads related to redevelopment in Centre in the Park. Strathcona County is the predominant landholder and in the case of traffic, would also be responsible for contributions for any background traffic (not in the immediate area) in any case. Given this, a funding model has not been established to-date. The development at the Park Centre Hotel site was subject to improvements related to their specific traffic generation including, removal of Sherwood Drive right in and right out and improvements of Festival Lane (west leg) access (median and pavement markings), as well as entrance improvements to the site. They were also required to dedicate a portion of land for a corner cut. No improvements or cost contributions were required for Sherwood Drive and Granada Boulevard. It is important to note, development in the specific area has not triggered the capital budget improvements and only contributes a small amount of the total traffic that uses this intersection.

Collision Statistics

Intersection = Sherwood Dr and Broadmoor Blvd

Intersection Type = 3 leg, Roundabout

Traffic Control = Yield sign

Analysis Period = Jan 1, 2018 to September 30, 2023

High Level Collision Summary

<i>Severity Type</i>	<i>Number of Collisions</i>	<i>Percent of Total</i>
Fatal	0	0.00
Major Injury	0	0.00
Minor Injury	26	41.27
Total Injury	26	41.27
Property Damage Only	37	58.73
<i>Total</i>	<i>63</i>	<i>100.00</i>

Collision Type Summary

<i>Collision Type</i>	<i>Number of Collisions</i>	<i>Percent of Total</i>
Read End	38	60.32
Sideswipes Same Direction	22	34.92
Struck Object	2	3.17
Run off Road	1	1.59
<i>Total</i>	<i>63</i>	<i>100.00</i>

Weather Condition Summary

<i>Weather</i>	<i>Number of Collisions</i>	<i>Percent of Total</i>
Clear	56	88.89
Snow	5	7.94
Raining	2	3.17
<i>Total</i>	<i>63</i>	<i>100.00</i>

Road Surface Condition Summary

<i>Surface</i>	<i>Number of Collisions</i>	<i>Percent of Total</i>
Dry	39	61.90
Slush/Snow/Ice	19	30.16
Wet	5	7.94
<i>Total</i>	<i>63</i>	<i>100.00</i>

Time of Day Summary

<i>Time</i>	<i>Number of Collisions</i>	<i>Percent of Total</i>
12:01 AM - 3:00 AM	0	0.00
3:01 AM - 6:00 AM	1	1.59
6:01 AM - 9:00 AM	5	7.94
9:01 AM - 12:00 PM	11	17.46
12:01 PM - 3:00 PM	15	23.81
3:01 PM - 6:00 PM	24	38.10
6:01 PM - 9:00 PM	6	9.52
9:01 PM - 12:00 AM	1	1.59
<i>Total</i>	<i>63</i>	<i>100.00</i>

Day of the Week Summary

<i>Day</i>	<i>Number of Collisions</i>	<i>Percent of Total</i>
Monday	10	15.87
Tuesday	9	14.29
Wednesday	6	9.52
Thursday	10	15.87
Friday	16	25.40
Saturday	8	12.70
Sunday	4	6.35
<i>Total</i>	<i>63</i>	<i>100.00</i>

Month of the Year Summary

<i>Month</i>	<i>Number of Collisions</i>	<i>Percent of Total</i>
January	6	9.52
February	10	15.87
March	6	9.52
April	4	6.35
May	4	6.35
June	5	7.94
July	4	6.35
August	6	9.52
September	3	4.76
October	4	6.35
November	4	6.35
December	7	11.11
<i>Total</i>	<i>63</i>	<i>100.00</i>

Yearly Summary

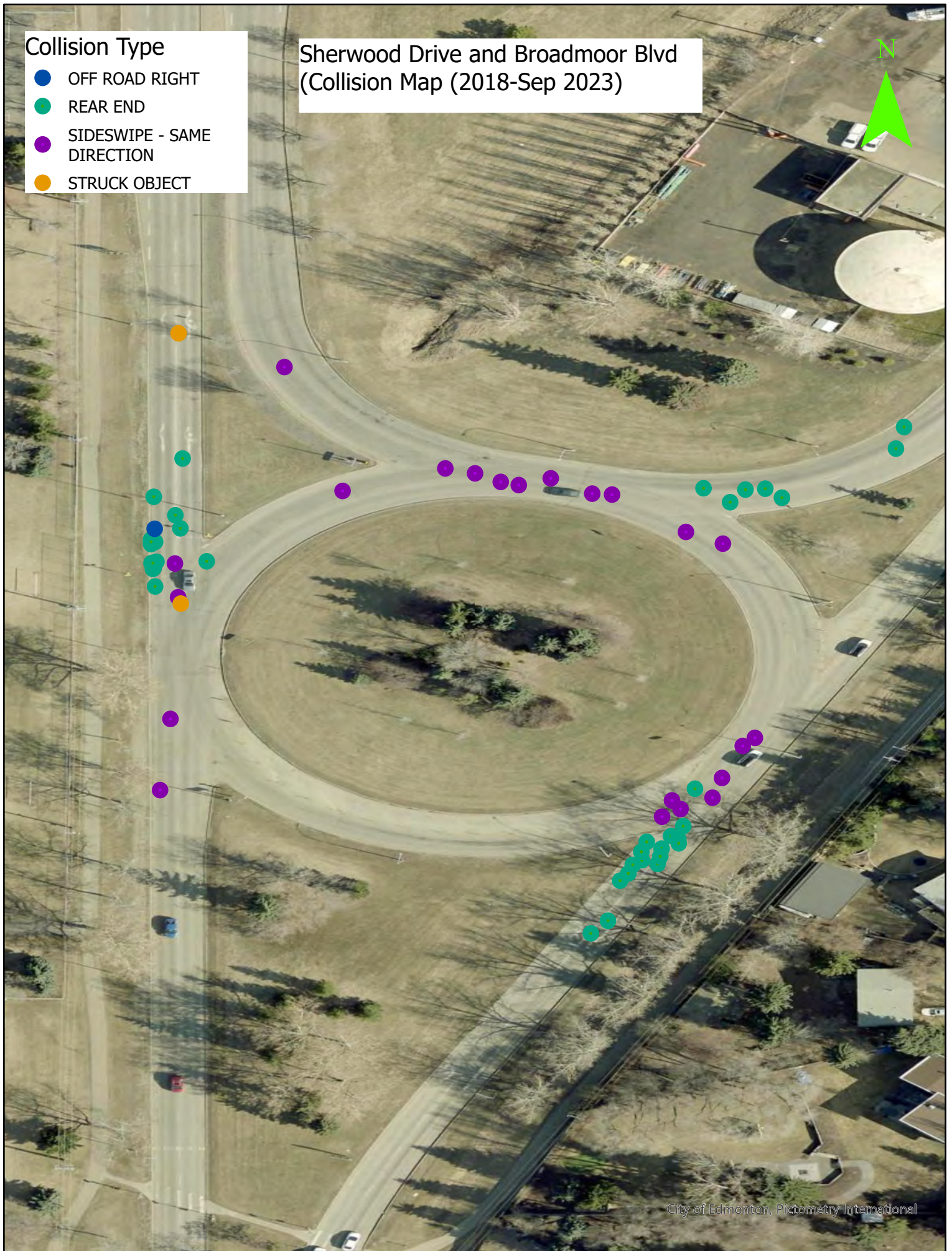
<i>Year</i>	<i>Number of Collisions</i>	<i>Percent of Total</i>
2018	9	14.29
2019	17	26.98
2020	9	14.29
2021	7	11.11
2022	10	15.87
Jan-Sep, 2023	11	17.46
<i>Total</i>	<i>63</i>	<i>100.00</i>

Collision Type

- OFF ROAD RIGHT
- REAR END
- SIDESWIPE - SAME DIRECTION
- STRUCK OBJECT

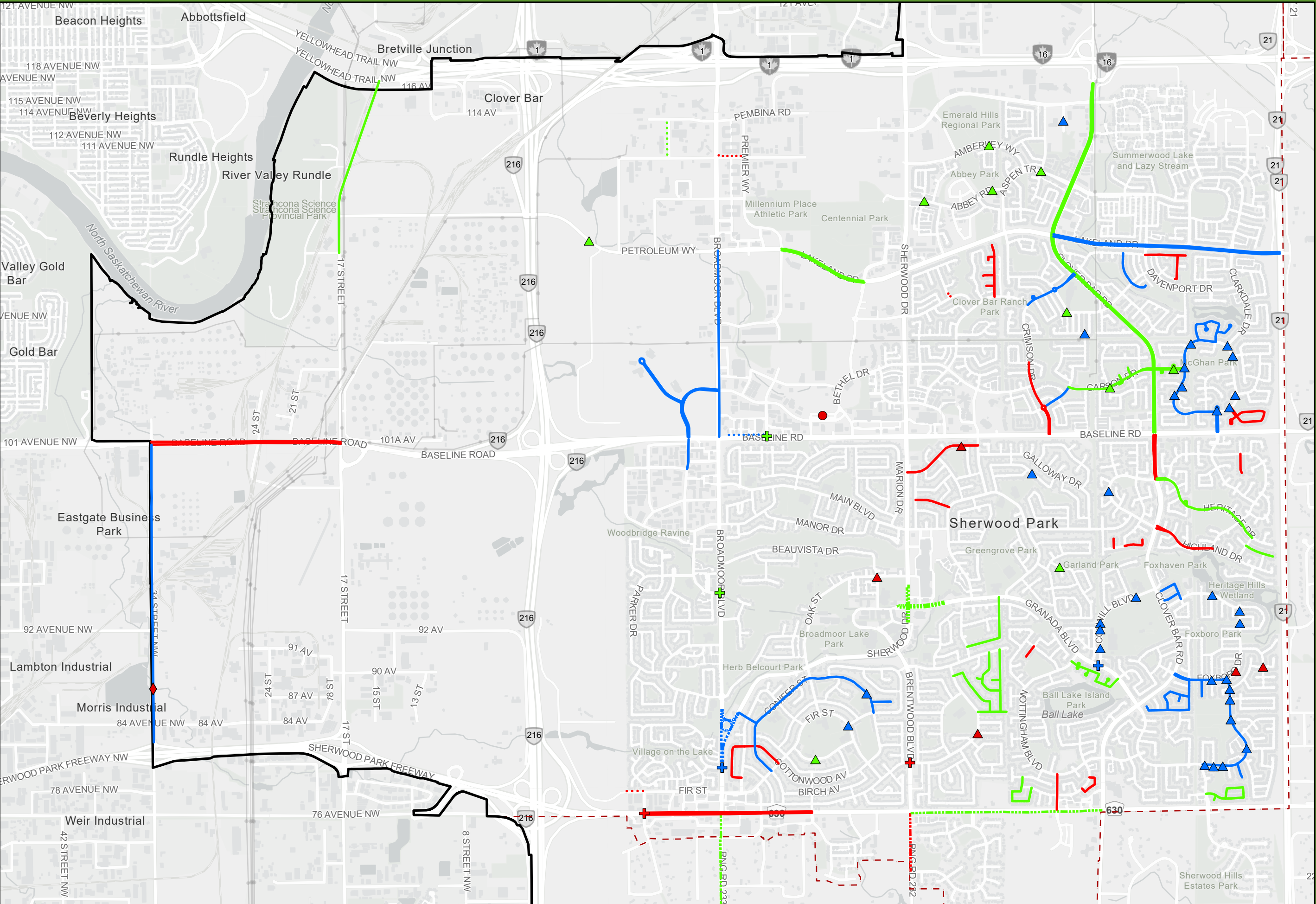
Sherwood Drive and Broadmoor Blvd (Collision Map (2018-Sep 2023))

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Strathcona County

Urban Transportation Infrastructure Multi-Year Projects (2024 - 2026 Draft)



Bridge Replacement

- 2024
- 2025
- 2026

Traffic and Ped Safety

- 2024
- 2025
- 2026

Traffic Signals

- 2024
- 2025
- 2026

Capital Project

- 2024
- 2025

Sidewalk Missing Links

- 2024
- 2025
- 2026

Urban Rehabilitation

- 2024
- 2025
- 2026

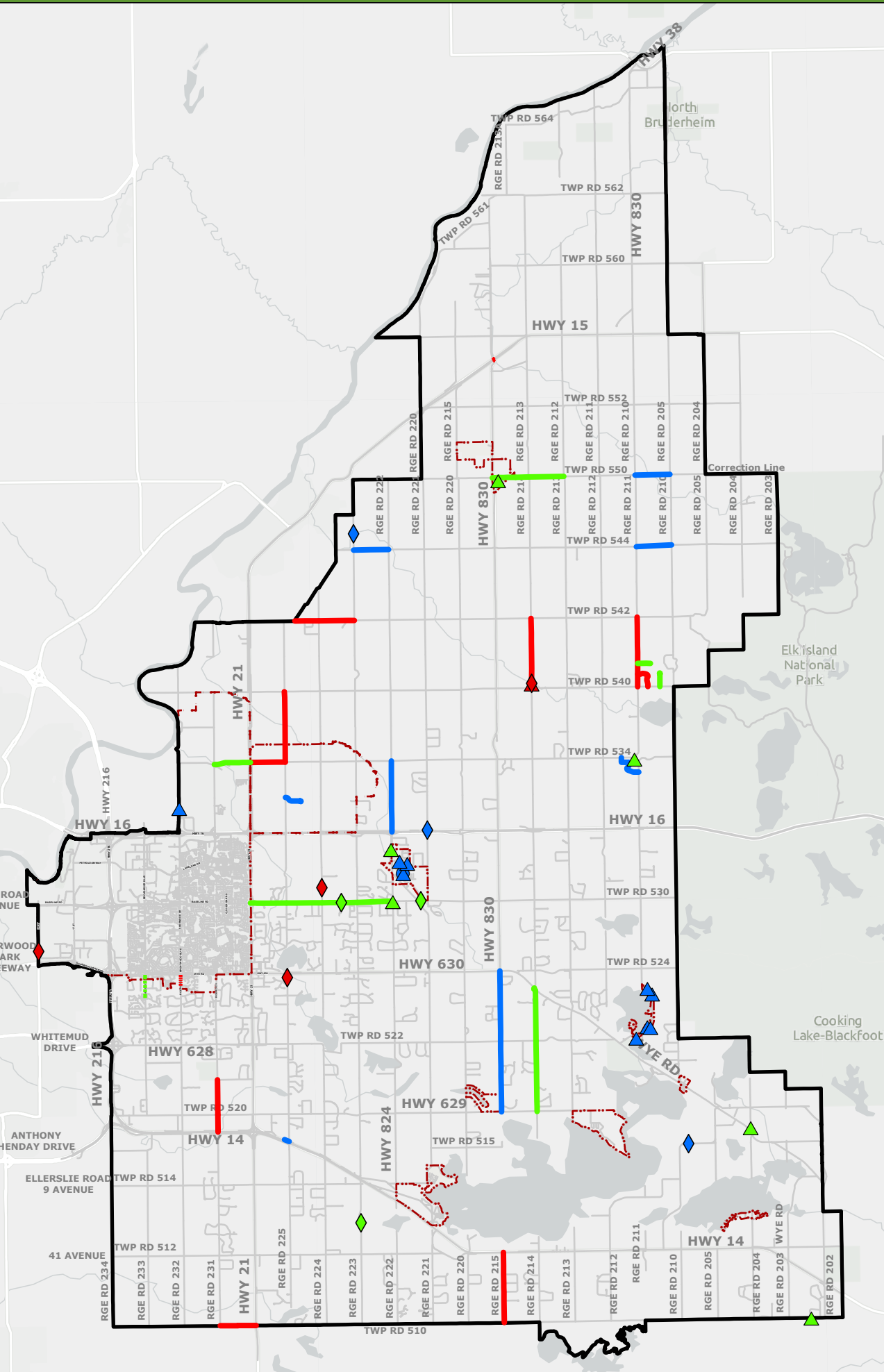
Capital Project

- 2024
- 2025
- 2026



Disclaimer: This map is based on the best information available at this time. TEO GIS does not warrant its accuracy or suitability for any particular purpose. The information on this map is not intended to replace engineering, financial or primary records research.

Strathcona County
Rural Transportation Infrastructure Multi-Year Projects (2024 - 2026 Draft)



Bridge Replacement

- 2024
- 2025
- 2026

Traffic and Ped Safety

- 2024
- 2025
- 2026

Capital Project

- 2024
- 2025

Rural Rehabilitation

- 2024
- 2025
- 2026

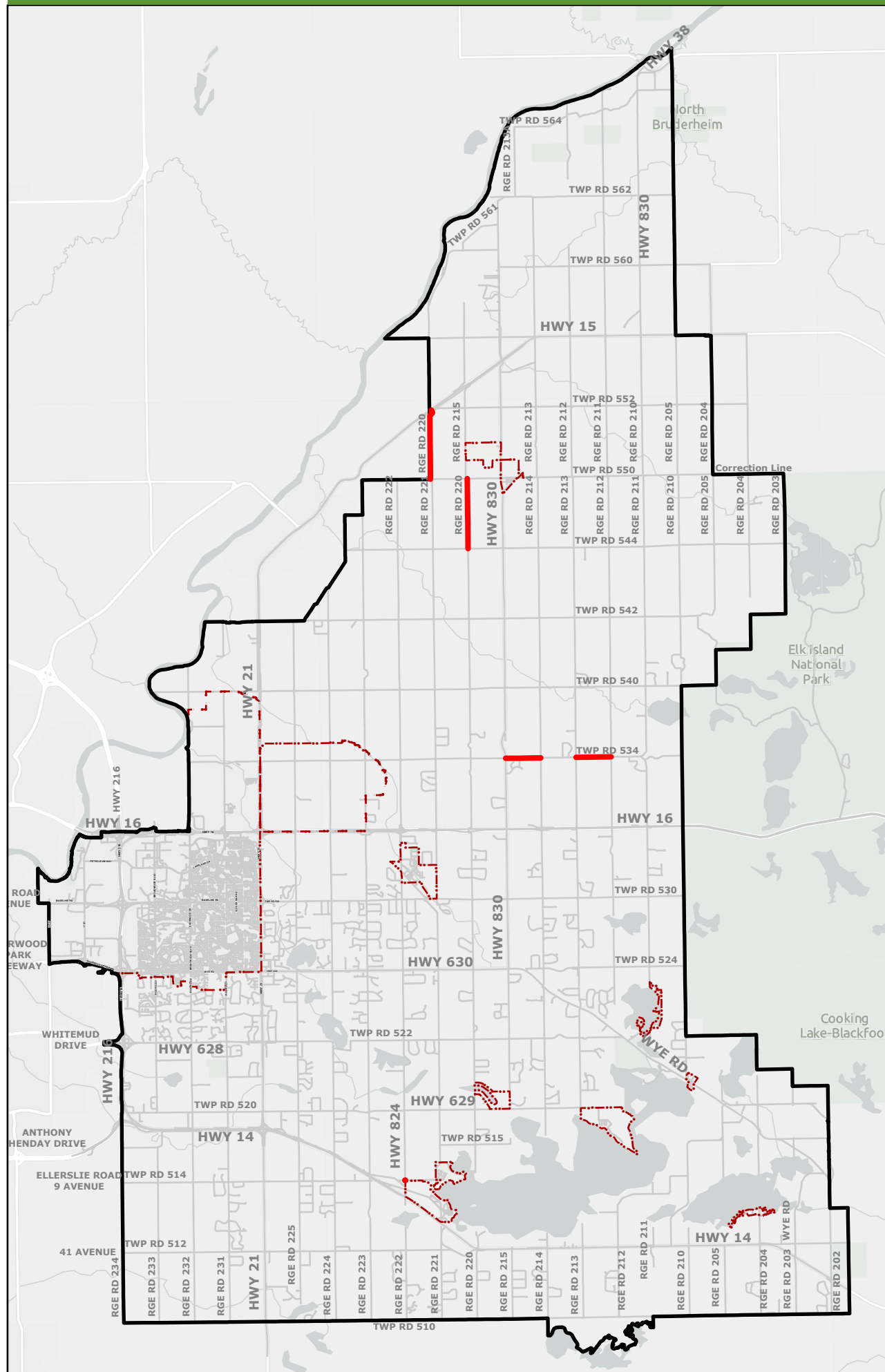
Capital Project

- 2024
- 2025
- 2026



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Strathcona County 2024 Gravel Road Rehabilitation Program



 Gravel Road Rehabilitation

 **STRATHCONA
COUNTY**

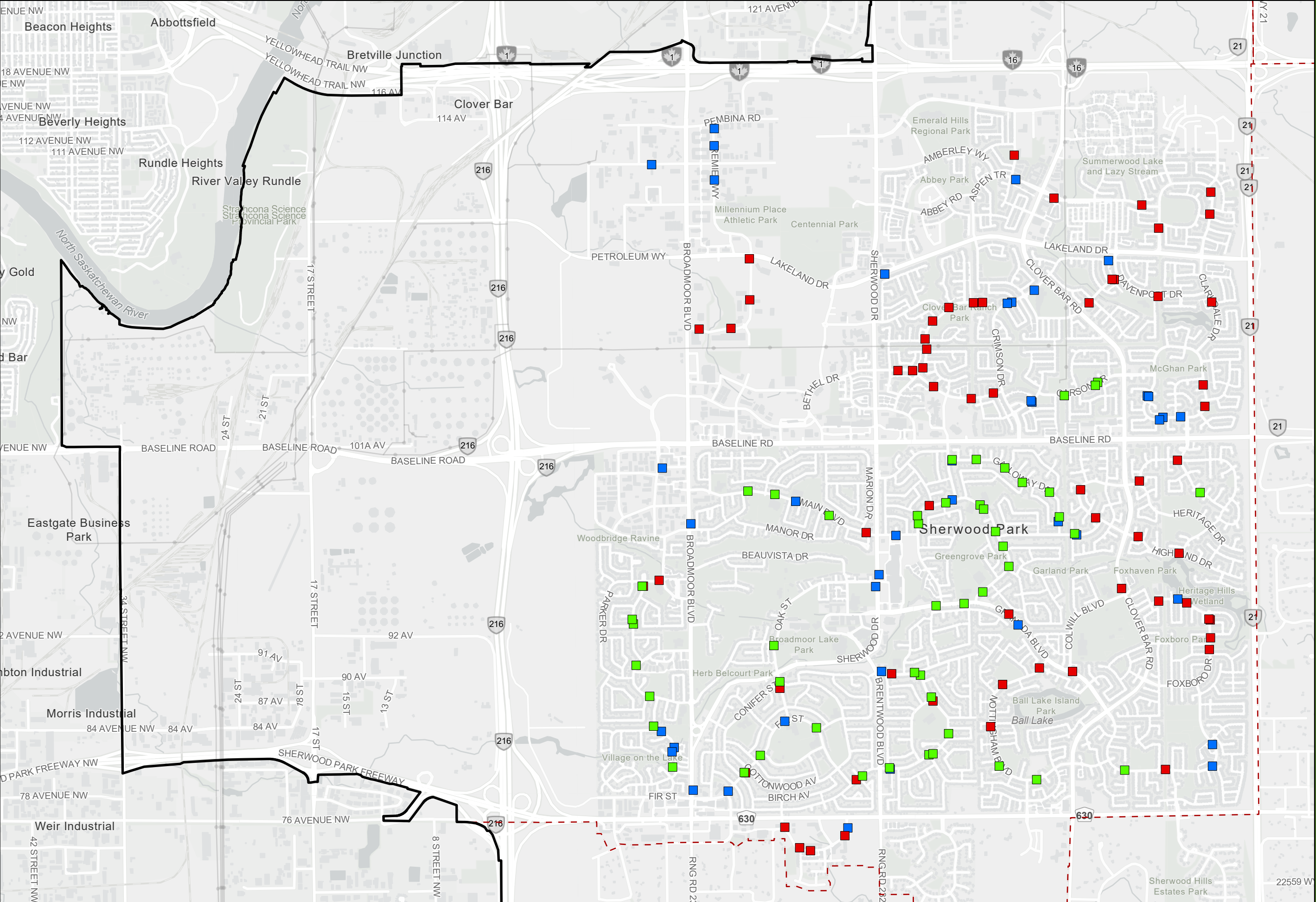
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Print Date: 11/22/2023

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Strathcona County

Urban Bus Pad Multi-Year Projects (2024 - 2026 Draft)



Bus Pad

- 2024
- 2025
- 2026



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