

Submission	Issue	Response
In Person Questions, Comments, and Responses from the Public Hearing		
S. Clark	Results from January 2022 traffic survey are being largely ignored – 86% of respondents expressed concerns regarding the road closure, yet Council refuses to respect the clear wishes of the people.	The traffic survey captured 387 total responses, representing 4.6% of the population of Drumheller. This data surmises that the majority of Drumheller does not have an opinion regarding the potential 2-block closure of Riverside Drive.
S. Clark	Despite repeated requests, I've never been provided any information as to the indirect costs associated with closing Riverside Drive and there will be significant indirect costs. Many of which will be totally unnecessary if the road remains open. Including but not limited to, upgrading existing neighborhood streets, changing signage, relocating fire hydrants, infrastructure changes, future infrastructure maintenance repairs, rerouting traffic, creating a mysterious gate at the East and 3rd Avenue, etcetera.	The estimated cost for implementing traffic mitigations associated with the possible 2-block road closure of Riverside Drive is included in the Transportation Impact Assessment at \$14,000. These measures will get traffic flow back to current levels. Additional mitigations are also suggested in the TIA to improve traffic flow over the current conditions at an estimated cost of \$130,000. The Transportation Impact Assessment was posted on-line on April 12, 2022.
S. Clark	TIA wasn't needed, and it was a conflict of interest for SweetTech to do it.	SweetTech did not do the TIA, they outsourced it to a traffic engineer at JCB Engineering.
S. Clark	The TIA only analyzed emergency response traffic, and not all traffic. Why aren't emergency responders already using the quicker routes?	The TIA study initially looked at travel times for general traffic. As a result of the public feedback received from the traffic survey, emergency services travel times were added to the TIA study, as that was the main concern the community had. The DRFMO has had no say in the past as to which route Drumheller emergency services should be using. It is the job of emergency services to do their research

		on their chosen routes based on the information provided to them.
S. Clark	The fire department does not support the closure of Riverside Drive.	Drumheller's Director of Emergency & Protective Services, who oversees all emergency services, has provided his full and unwavering support for the possible 2-block closure of Riverside Drive. Furthermore, the RCMP's NCO in charge, Staff Sergeant Ed Borque, has also provided a letter of support.
S. Clark	CAO failed to answer the question regarding whether or not town funds were available to assist with the cost of keeping Riverside Drive open.	Dollars in the town reserves are really meant to replace existing infrastructure so it's not meant to be spent on new things. The money is meant to replace water maintenance facilities and existing roadworks which are needed to be replaced. These funds are not available to just simply be diverted to new tasks.
S. Clark	Emergency response times would decrease based on the TIA is ludicrous.	TIA found that with mitigations in place, emergency vehicle travel times were not negatively impacted. Additionally, an emergency vehicle access lane will be kept open from 3rd Ave to 5th Street.
S. Clark	Firefighters still need to get to the hall before they can go to the call. Their drive times to the hall will be impacted as well.	Firefighters can also use the alternate routes provided by the TIA to get to the hall.
L. Hemming	Disruption of traffic flow. Downtown is not designed for heavy volumes of traffic as the streets are narrow and parking is angle. It will be tight to get two lanes of traffic through Downtown and there's nowhere to pull over to let others go by.	The TIA does not suggest that we send people downtown, it suggests that the firetrucks go by 2 Avenue West and Hwy 56 using the traffic light there. Above this traffic light, there's an emergency light for firetrucks. If there was a 2-block closure of Riverside Drive, there would also be gates there that only the firefighters and other emergency services would have access to.

L. Hemming	Any studies of traffic flow need to be examined during peak tourism season.	The traffic count data collection methodology provides a worst- case scenario for traffic volumes that would be impacted by a 2- block closure of Riverside Drive. Initial traffic counts and patterns were taken from pre-pandemic times. Furthermore, the counts were based on peak tourism season, peak AM travel times, and peak PM travel times. The counts were then adjusted to reflect the growth in population to present time. Traffic data used in the TIA study has recently been verified as being conservative based on traffic counts collected during the May 2022 long weekend.
L. Hemming	The data used for the TIA is too old.	The TIA data was adjusted to reflect the growth in population to present time.
L. Hemming	Believes there will be more than 3 impacted intersections, as the TIA concluded. Concerned about the following intersections: 3rd Avenue and Highway 9 via Ascend Financial, Railway Avenue South and 2nd Street Southeast by McDonalds.	The results of the TIA, conducted by a traffic engineer, conclude there are only 3 negatively impacted intersections if there was a partial closure of Riverside Drive. The other intersections are not relevant as they are not the subject of the public hearing.
L. Hemming	Safety concerns. In 2021, the fire hall used Riverside Drive as their fastest route on 71 occasions. The proposed alternate routes do not seem safe or viable.	TIA found that with mitigations in place, emergency vehicle travel times are not negatively impacted. Additionally, an emergency vehicle access lane will be kept open from 3rd Ave to 5th Street. It is the job of emergency services to make real-time decisions that protect the safety of pedestrians, etc.
L. Hemming	Firefighters still need to get to the hall before they can go to the call. Their drive times to the hall will be impacted as well. *duplicate question/comment*	Firefighters can also use the alternate routes provided by the TIA to get to the hall. *duplicate answer/response*

L. Hemming	If the alternate routes are quicker, why aren't emergency services already using them?	The DRFMO has had no say in the past as to which route Drumheller emergency services should be using. It is the job of emergency services to do their research on their chosen routes based on the information provided to them.
L. Hemming	Results from January 2022 traffic survey – 86% of respondent's expressed concerns regarding the road closure, elected officials need to represent the people who voted for them. *duplicate question/comment*	The traffic survey captured 387 total responses, representing 4.6% of the population of Drumheller. This data surmises that the majority of Drumheller does not have an opinion regarding the potential 2-block closure of Riverside Drive. *duplicate answer/response*
L. Hemming	Requested a plebiscite. *duplicate question/comment*	Thank you, this is noted. *duplicate answer/response*
D. Dekeyser	Cities are building ring roads, and yet we're closing a portion of ours.	Other cities' ring roads may not be affected by the impending need for flood mitigation berms. Riverside Drive is not a ring road, it is a residential street. A decision has not been made yet to close Riverside Drive.
D. Dekeyser	Tourists won't be able to navigate to the campground. If turns are missed, motor homes may have to weave through areas where they won't fit.	In the event of a road closure, the Town would work with Google Maps, Apple Maps, and other digital platforms to provide correct routing for residents and tourists.
D. Dekeyser	If the addition of a retaining wall is needed to attain the required berm and save our road, make it happen.	As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, construction of the Downtown Dike project is on hold.
D. Dekeyser	Emergency services, business owners, and residents want to keep the road open.	Council has heard the communities' concerns. As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, construction of the Downtown Dike project is on hold.

D. Berlando	In the summertime, the traffic is heavier than other seasons with people that are not familiar with where they are going. This is only going to confuse them more.	The traffic counts used in the TIA were based on peak tourism season, peak AM travel times, and peak PM travel times. The counts were then adjusted to reflect the growth in population to present time. So, tourist season was a heavily considered factor. Also, In the event of a road closure, the Town would work with Google Maps, Apple Maps, and other digital platforms to provide correct routing for residents and tourists.
R. Urch	What about the cost of diverting traffic instead of installing a seawall-type retaining wall? The road will have to be torn up. Powerlines and utilities are enormous costs. The green space cul-de-sac created and landscaped, who's paying for all that?	As a result of community feedback at the public hearing, Council has asked the Flood Mitigation Office to look at alternate design options for the Downtown Dike. As alternate options are being explored, the construction of the Downtown Dike project is on hold. Cost savings will be investigated.
R. Urch	What about emergency vehicles, ambulances, and fire truck times to the Riverside and the seniors' lodge which is going to be expanded? Traffic counts should be recent ones for summer traffic, not times in 2007.	The TIA concluded if a portion of Riverside Drive is closed, emergency services response times will not be negatively impacted. As for the TIA traffic counts, they were based on peak tourism season, peak AM travel times, and peak PM travel times. The counts were then adjusted to reflect the growth in population to present time. Traffic data used in the TIA study has recently been verified as being conservative based on traffic counts collected during the May 2022 long weekend.
S. Costra	With the closure, 3rd Street East will be the last street leaving and entering the downtown core and the recreation areas that are down around Riverside Drive behind us, like the swimming pool, the BCF, the tourist information booth, which many of people use to get information about services in the valley when they frequent here.	The Downtown Core and recreation facilities would still be accessible via 3 St E, 2 St E, 1 St E, Centre St, 1 St W and Highway 9.

S. Costra	Is the town going to have money to widen the street (3rd Avenue and 4th Street) to allow for increased traffic flow of cars, trucks, campers, bikes, et cetera and still allow for residents to park in front of their houses? I have neighbours that have no parking in the back of their house so they must use the street for parking.	The preferred alternate traffic route is Railway Ave and Centre Street. The Town will look at the angle parking on Centre Street and may adjust the angle parking to parallel parking.
S. Costra	Having a family with small children, I am very afraid of the safety issues that will arise when there is an increased traffic flow to both directions of my street.	The safety of all Drumheller residents, children included, is of high importance to the Town and the DRFMO. If traffic patterns increase in your area, please advise your children to play safely away from the street.
E. Mah	How will traffic be cleared in an emergency?	Traffic mitigations would be implemented to ensure traffic flows as smoothly as possible. However, even without a road closure, it is emergency services duty to clear traffic in the event of an emergency.
E. Mah	Wayfinding will direct people to residential areas.	In the event of a road closure, the Town would work with Google Maps, Apple Maps, and other digital platforms to provide correct routing for residents and tourists. Routing may go through residential areas in some cases, and in other cases, it may not.
Questions and Answers from the Written Submissions for the Public Hearing		
P. Ainscough	Closing Riverside Drive will encourage traffic to continue on Highway 9 and miss downtown, impacting downtown businesses.	Riverside Drive traffic currently skips downtown, the proposed alternate route directs traffic down Railway Ave and Centre St, into the downtown core
P. Ainscough	Costs for alternate traffic route have not been released.	Transportation Impact Assessment report is posted on floodreadiness.drumheller.ca which contains costs for three recommended mitigations. Initial mitigation costs are in the order of \$15K; additional measures could be implemented in future if required at an estimated cost of \$130K (total \$150K). This information was presented at the March 16 community information session and is posted on-line in the TIA report.

N. McKenzie	Ability of emergency vehicles to reach residents in a timely fashion.	TIA found that with mitigations in place, emergency vehicle travel times were not impacted. Additionally, an emergency vehicle access lane will be kept open from 3rd Ave to 5th Street.
M. Adam	Perturbed that the Town closed the road that was always to be open at 10 Ave.	Not being covered at Apr 19 public hearing.
M. Adam	Had not heard about the proposed road closure until Apr 5 and is concerned that the plan is to close 5th Street and direct traffic down 3rd Street.	Town has made information available about the proposed road closure since mid-Dec in a variety of forms, as noted above. The preferred route to redirect traffic to is Railway Ave and Centre Street.
M. Adam	Would like a cul-de-sac made at the end of 3rd Street and traffic directed down 2nd Street	The preferred route to redirect traffic to is Railway Ave and Centre Street.
M. Guidolin	Road closure will cut off Riverside sub-division from downtown, library and medical clinics.	There are several alternate routes to downtown, the library and clinics, including the preferred alternate route of Railway Ave and Centre Street.
M. Guidolin	Travel time to the Hospital will take longer.	There are alternate routes to the Hospital, including Railway Ave to Centre Street to 2nd Ave or Highway 9. The Transportation Impact Assessment study completed found that any impacts to travel times on the alternate routes could be negated with traffic mitigations, returning travel times to pre-closure levels.
M. Guidolin	More traffic on 2nd and 3rd Street E	The preferred alternate route to the road closure will direct traffic to Railway Ave and Centre Street, into the downtown core.
M. Guidolin	Concern vehicles will park in emergency access road, and they will have to do CPR on a closed road.	The emergency access road will be signed as no parking and enforcement will be undertaken if compliance is noted to be an issue.
M. Guidolin	Show changes to 5th Street and Railway Ave and downtown.	The traffic mitigation improvements proposed for Railway Ave and Centre Street, in addition to being presented today were presented at the Mar 16 Community information session, were posted on the Flood Readiness website immediately following the event and are also available in the Transportation Impact

		Assessment, also posted on the flood website.
D. Christian	Concern that more traffic will go down residential streets.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
D. Christian	Will Centre Street not be allowed to shut down?	With the plaza development occurring this year, festivals and events can be held off of downtown roadways, reducing the need to close Centre Street for events.
R.Halliday	Concern where garbage pick-up will be with alleyway turned into a dead end.	Waste collection service would be notified of road closure once the bylaw is passed, will determine what if any changes are required for waste collection. There are other dead-end alleyways in Drumheller with waste collection service.
R.Halliday	Going against natural traffic flow east-west to downtown along 3rd Ave.	Traffic will be rerouted east-west at Railway Ave and down Centre Street.
R.Halliday	Concern about the July 1 parade route.	The parade could still continue via Riverside Drive and 3 Ave using the emergency access route.
R.Halliday	Concern about loss of on-street parking for Little League Ball, with limited new stalls and already concerned about congestion in the back alley.	There is not currently space parking on Riverside Drive. There will be 22 – 25 parking spots developed for the ball diamond as part of the Riverside Drive closure.
R. Ross	Derogatory effect on emergency traffic including fire, police and ambulance.	TIA found that with mitigations in place, emergency vehicle travel times were not impacted. Additionally, an emergency vehicle access lane will be kept open from 3rd Ave to 5th Street.
R. Ross	Traffic problems for tourists and inconvenience for residents.	The preferred alternate route to Riverside drive is Railway Ave and 5th Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
R. Ross	Higher berm and one way traffic will devalue scenic benefits for residents and tourists.	Current alignment option is a complete road closure, one lane will not be left open. The road closure will allow for additional green space and a park-like setting in the area, as shown on the visualization.

S. Huculak	Riverside Drive is a major north-south arterial; best route for emergency responders; major residential and tourist traffic route	TIA found that with mitigations in place, emergency vehicle travel times were not impacted. Additionally, an emergency vehicle access lane will be kept open from 3rd Ave to 5th Street. The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
S. Huculak	No costs to construct alternate traffic routes have need presented.	Transportation Impact Assessment report is posted on floodreadiness.drumheller.ca which contains costs for three recommended mitigations. Initial mitigation costs are in the order of \$15K; additional measures could be implemented in future if required at an estimated cost of \$130K (total \$150K). This information was presented at the March 16 community information session.
S. Huculak	Midland and Newcastle can use adaptive fill, why not here?	In Midland and Newcastle there is not another viable alternate to adaptive fill without removal of a significant number of homes. Here there is a viable alternate, as there are several other routes traffic can take to access residences in the area. As well, minimizing the need for adaptive fill and making use of funding available now fits with the program's goals for providing flood protection for a small community the size of Drumheller.
J. Gerlinger	Main route to arena, hospital, community centre, clinic.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
T & D Catino	Opposed to road closure as it will cause traffic congestion on Railway and 5th Ave	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
L. Gerlinger	Closure of Riverside Drive is poor planning and will complicate things for those living east of 5th Street to get to downtown.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.

D. Gerlinger	Disagree with road closure, have been using the route for 50 years.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
R. Dormer	Riverside Drive is a major route for residents and tourists. RVs and trailers will drive on side streets.	The preferred alternate route to Riverside drive is Railway Ave and Centre Street, where traffic will be directed with signage and with traffic improvements in place, traffic delays will be mitigated back to current levels.
R. Dormer	Closing 3rd Ave does not allow for traffic flow	The alternate route proposed can handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.
G. Clozza (1)	Concerned that 3 Ave E and Riverside Drive will be closed, as a main roadway into Downtown	The alternate route proposed can handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.
G. Clozza (1)	3 Ave E and Riverside Drive serve as access for the High School, seniors' facility, tourist traffic and emergency vehicles	The preferred alternate route to the road closure will direct traffic to Centre Street then Railway Ave which turns into 6 Ave and can be used to access neighbourhoods to the east, or traffic can travel to Highway 56 to continue to the east.
G. Clozza (1)	Need more access not less. Concern about detouring onto narrow residential streets with on- street parking.	The alternate route proposed – Railway Ave and Centre street will direct traffic off of residential streets (noting that Riverside Drive is also a residential street) and can handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.
G. Clozza (1)	Downtown Streets are congested.	The three mitigations noted in place, traffic flow will be returned to pre-closure levels.
G. Clozza (2)	Council never asked voters if they want to road closed or not.	The Town is concerned about what the citizens think, which is why they completed the survey to assess concerns about the road closure and expanded the TIA study to include the assessment of emergency response times, over concerns that citizens raised.
G. Clozza (2)	Council was given 3 options by engineers, 2 would leave the roads open	A total of six alternates were examined and evaluated, 2 with road closures, one intersection realignment, one with

		one lane and two with leaving Riverside Drive open, one of which was deemed not feasible. Only one of the five feasible alternates would leave Riverside drive fully open and eliminate the need to traffic changes, but that came with a significantly higher cost than the other alternates.
G. Clozza (2)	Centre Street is tight with diagonal parking, congestion wouldn't be resolved with parallel parking.	The Town is considering adjusting the parking on one side of Centre Street from angle parking to parallel parking, as an additional traffic mitigation measure.
G. Clozza (2)	Riverside Drive is a ring road. Funnelling traffic on Centre Street will cause delays and a loss of life or legal claim.	Riverside Drive is a residential Street. Re-routing traffic on the preferred route post-closure to Centre Street and Railway Ave was found in the TIA study to handle traffic flow through downtown, as it flows today, with the three mitigations noted in place, traffic flow will be returned to pre-closure levels.
G. Clozza (2)	No doubt that Riverside Drive is the quickest route with no lights, minimal traffic and intersections.	Inconsistent with the assertion that Riverside Drive is a main thoroughfare in first letter to now say that it has minimal traffic. Riverside Drive is a residential street. Preferred route will put emergency vehicles on non-residential roads, and the TIA study shows it will improve response times.
B. Doyle	People will avoid downtown as they will be frustrated with congestion.	With the traffic mitigations in place, traffic will return to pre-closure levels.
B. Doyle	Vehicles enter Riverside Park using 5th Street E and Riverside Drive, this will be removed.	The intersection of 4 Ave and Riverside Drive will remain open, traffic can still travel east to the Riverside Park.
B. Doyle	Concern that traffic will continue along 5th Street and turn on 4th Ave and then to 1st, 2nd, or 3rd Street, and then will have to turn left to get back on Riverside Drive, making the area very busy.	The preferred alternate traffic route is Railway Ave and Centre Street. Traffic will be discouraged from using residential streets to access downtown, by adding traffic mitigations to the preferred route, and if required, traffic signage and traffic calming measures to the residential roadways.
S. Oster	Concern that 5th Wheel, RVs or motorhomes will be routed to main thoroughfares downtown.	It is more appropriate for large vehicles to drive on main thoroughfares through downtown versus on residential roadways, including Riverside Drive. The preferred alternate route avoids residential roadways.

S. Oster	Concern that Centre Street is the only way for emergency vehicle traffic to get out of downtown.	There were several routes identified for Emergency Response vehicles to travel during the TIA study – including 2nd Ave to Highway 9 (where there is a fire truck stop light to facilitate entry onto Highway 9); Center Street to Railway Ave, Riverside Dr to 3 Street to 4th Ave to 5th Street and the emergency vehicle access lane at the end of 3 Ave to Riverside Drive. The study found that with mitigations in place, there was no negative impact to travel times along these routes.
Drumheller Manor	Concern about traffic impact on 2 Street with closure.	Preferred alternate route will put traffic on Centre Street, not 2nd.