

Drumheller Resiliency and Flood Mitigation Office

Traffic Impact Assessment Community Information Session

March 16, 2022



Agenda

Welcome everyone, I'm Kathryn Kolaczek the Communications Lead and event host. Today's agenda is as follows:

- Land Acknowledgement
- Introduction of the team
- Introduction of the presenters
- Presentation
- Question and answer period

Please be Considerate

- Please respect your fellow neighbours and today's speakers. Abuse will NOT be tolerated. Any disrespectful behaviour will result in being removed from the meeting.
- The focus of today's meeting is the Riverside Drive traffic survey results, the Traffic Impact Assessment results, and the DARP plan. Out of respect for the residents attending today to hear about these topics, we will not be covering questions or content on other projects. Stay tuned to our website for information on future community information sessions specific to other projects.
- The chat function has been disabled as all questions will be managed through the Q&A tool after the presentation.

Land Acknowledgement

The Town of Drumheller respectfully acknowledges that we are on Treaty 7 territory, the ancestral and traditional territory of the Blackfoot Confederacy: Kainai, Piikani, and Siksika, as well as the Tsuut'ina First Nation, the Stoney Nakoda First Nation and Metis Nation Region 3. We recognize the land as an act of reconciliation and gratitude to those on whose territory we reside.

Today's Panelists

Deighen Blakely, P. Eng, Project Director

Erica Crocker, Communications Officer, Town of Drumheller

Julia Tarnowski, M. Eng, P. Eng, SweetTech Engineering

Eric Sweet, M. Eng, P. Eng, SweetTech Engineering

Greg Peters, Director of Emergency and Protective Services

Reg Johnston, Manager of Economic Development, Town of Drumheller

Darryl Drohomerski, CAO, Town of Drumheller

Kathryn Kolaczek, Communications Lead

Today's Team

In attendance at this evening's session is Mayor Colberg & Council

Mayor Heather Colberg

Councillor Patrick Kolafa

Councillor Lisa Hansen-Zacharuk

Councillor Crystal Sereda

Councillor Tony Lacher

Councillor Stephanie Price

Councillor Tom Zariski

Today's Team

In attendance at this evening's session is the Community Advisory Committee

Cate Samuels

Tony Miglecz

Harvey Saltys

Wayne Powell

Keith Hodgson

Irv Gerling

Today's Presenters

Deighen Blakely, P. Eng, Project Director

Erica Crocker, Communications Officer, Town of Drumheller

Eric Sweet, M. Eng, P. Eng, SweetTech Engineering

Greg Peters, Director of Emergency and Protective Services

Reg Johnston, Manager of Economic Development, Town of Drumheller

Deighen Blakely, P. Eng, Project Director

Timeline of Activities - Downtown Dike Upgrade

- Contract Award to Design Team – Feb 2021
- Feasibility Study – February to April 2021
- Project Reset – June 2021
- Preliminary Design and Alignment Assessment – June to November 2021
- Community Information Session at BCF – August 18, 2021
- Community Information Session at BCF – Dec 9, 2021
- Impacted Landowner Consultation – December 2021 to February 2022
- Traffic Impacts Survey – December 9, 2021 to January 20, 2022
- Traffic Impact Assessment – January to February, 2022
- Community Information Session – March 16, 2022

Erica Crocker, Communications Officer, Town of Drumheller

What we Heard Report

Traffic Impact Engagement Downtown Dike Construction

March 2022



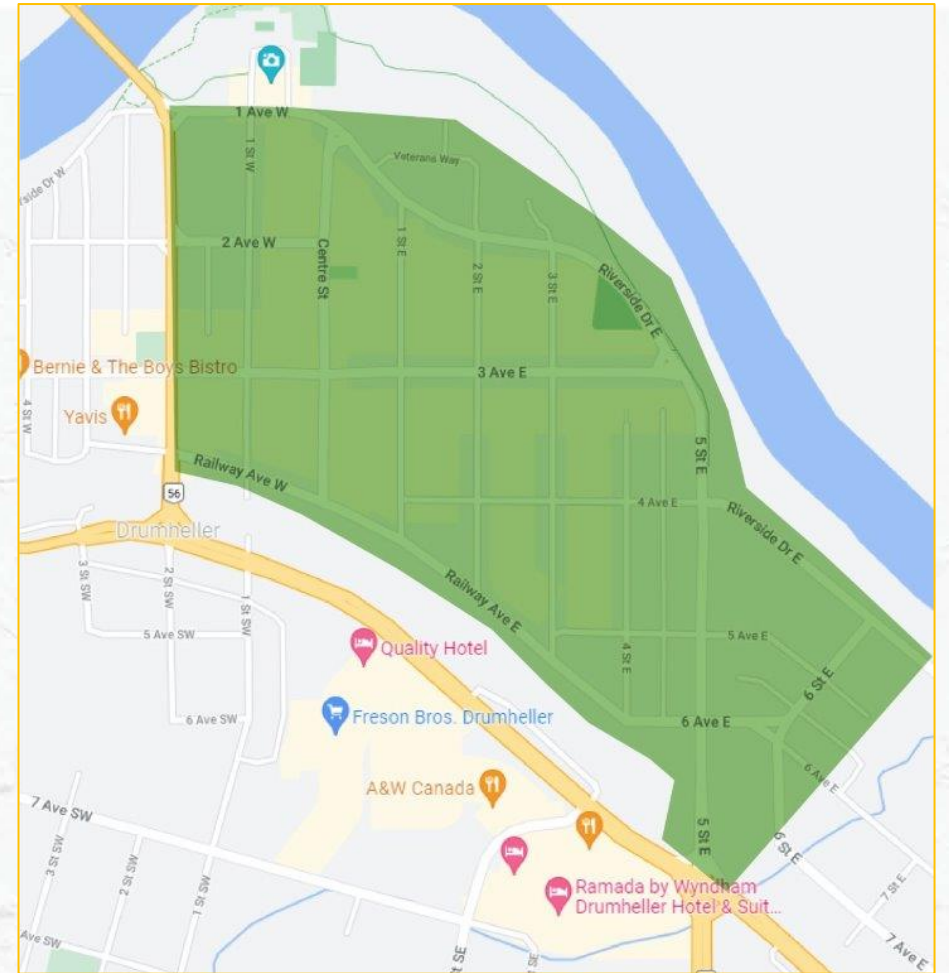
Summary

- This survey was available to residents from December 9, 2021, to January 20, 2022 (6 weeks), and captured 387 total responses, representing 4.6% of the population of Drumheller
- **2020 Population of Drumheller is 8,223**
- Engagement was implemented primarily through an online survey hosted through Survey Monkey, with the option of participating with paper copies



Summary

- Neighbourhood district: 196
- Impacted neighbours: 105
- Downtown district: 25
- Inconclusive: 37
- PO Boxes: 17
- Non-resident: 7



What we asked

- What is your civic address?
- Are you a
 - Resident in the nearby neighbourhood (Downtown and Riverside)
 - Commuter (do not live in the area but use this route)
 - Downtown business owner
 - Other (please specify)
- After reviewing the presentation of the Downtown Dike and the closure of the 3 Avenue East and Riverside Drive East connection, are you concerned about potential traffic changes?
- What are you most concerned about regarding the road closures?
- Do you see any potential positive impacts with the closure of the 3 Avenue East and Riverside Drive East connection?
- If yes, what are they?



Who participated?

The 6-week survey captured a total of 387 responses, representing 4.6% of the population of Drumheller.

- **203** respondents are commuters that do not live in the area but use this route.
- **167** respondents are residents in the nearby neighbourhoods residing in Downtown and Riverside.
- **16** respondents are downtown business owners.
- **5** are volunteer fire fighters or emergency responders.
- **5** own property but do not live here.



What are they most concerned about?

334 (86.3% of respondents), or 4% of the population, are concerned about potential traffic changes.

Specific 'tags' were added to the responses based on context, sentiment, and topic.



What are they most concerned about?

The included tags were:

- **Traffic Concerns:** 166 (54.61% of respondents)
- **Inconvenienced:** 136 (44.74%)
- **Emergency Response:** 77 (25.55%)
- **Infrastructure Concerns:** 74 (23.34%)
- **Tourism:** 52 (17.11%)
- **Inconclusive:** 26 (8.55%)
- **Safety:** 24 (7.89%)
- **Property Value:** 10 (3.29%)
- **Traffic Suggestion:** 9 (2.96%)
- **Neutral:** 1 (0.33%)

45 or 11.7% of respondents expressed zero concern.



What are the impacted neighbours saying?

105, or 27.13% of respondents, or 1.27% of the population, are considered directly impacted based on their geographical location.

Almost all (101) respondents are concerned about potential traffic changes. Tags were added to the responses based on context, sentiment, and topic.



What are the impacted neighbours saying?

The included tags were:

- **Traffic Concerns:** 50 (61.73%)
- **Infrastructure Concerns:** 25 (30.86%)
- **Inconvenienced:** 24 (29.63%)
- **Emergency Response:** 23 (28.40%)
- **Safety:** 13 (16.05%)
- **Tourism:** 11 (13.58%)
- **Inconclusive:** 8 (9.88%)
- **Property Value:** 7 (8.64%)
- **Traffic Suggestion:** 4 (4.94%)
- **Neutral:** 0



Looking on the bright side

81, or 18% of respondents, or 0.98% of the population, believe there are potential positive impacts to the closure of 3 Ave East and Riverside Drive.

35 or 43.2% of these responses were from impacted neighbours.

Tags were added to the responses based on context, sentiment, and topic.

- **Traffic Flow**
- **Greenspace**
- **Less Traffic/Speed**
- **Downtown**
- **Flood Mitigation**
- **Traffic Suggestion**
- **Property Value**
- **Fiscal Responsibility**



Town of Drumheller Responds

How the Town plans to alleviate traffic concerns

The Traffic Impact Assessment (TIA) will assess where traffic impacts are occurring, propose potential mitigations and test mitigations with modelling. The TIA is complete and will be reviewed later in the presentation.

Suggested improvements include:

- Re-routing traffic to downtown via Railway Ave and Centre Street
- Changing the four-way stop at Railway and 5th Street East
- Adding “Local Traffic” signage
- Changing Alberta Transportation signage to direct traffic via Highway 9/56
- Moving summer festivals to the plaza to reduce the need for Centre Street road closures
- Converting the 4-way stop at 3rd Avenue and Centre Street to a 2-way stop (east-west only) to prioritize traffic along Centre Street
- Westbound right turn lane at Railway Avenue and Centre Street
- Right and left turn lanes at Railway Avenue and 5th Street
- Conversion to a 2-way stop at Railway Avenue and 5th Street



Town of Drumheller Responds

How the Town of Drumheller supports resident's concerns around emergency response

The TIA is complete and has presented a clear picture of possible impacts to emergency response. This will be addressed in detail by Sweet-Tech, however, potential mitigation efforts include:

- Red light pre-emption devices
- Adjusting stop sign locations
- Trimming low-hanging tree canopies



Town of Drumheller Responds

Addressing infrastructure concerns

The Town of Drumheller does not anticipate an increase in infrastructure maintenance or infrastructure costs due to this road closure. With the construction of the Downtown Dike, there will be two blocks of road removed from snow control and infrastructure maintenance. Guiding traffic onto highways will default to Alberta Transportation.

The project's landscape architects, and design engineers are working closely with local residents to address parking concerns.

Constructing a flood wall similar to Calgary's would cost over \$10M.



Town of Drumheller Responds

Addressing infrastructure concerns

Both 5th Street and Riverside Drive are defined as residential streets, not arterial or collector roads. The intention of Railway Ave East is to act as its intended behaviour; a collector road. This will guide traffic toward and through downtown, as indicated in the Downtown Area Revitalization Plan (DARP).

A resident letter identified concerns surrounding the sanitary water mains around the Downtown Dike footprint. This infrastructure is accounted for in the berm design, including a repair and replacement plan for affected areas.



Town of Drumheller Responds

Tourist information

As a result of DARP and the DRFMO, Drumheller requires updates to wayfinding signage that have been neglected for several years.

The Town of Drumheller will be working with Alberta Transportation, Travel Drumheller, the Drumheller and District Chamber of Commerce and other stakeholders to assist with the advertisement of traffic changes, wayfinding signage, highlighting free RV and vehicle parking, promoting the walkability of Drumheller and updating maps.



Town of Drumheller Responds

Safety

There are a number of mitigation efforts the Town of Drumheller will explore to ensure the safety of its residents:

- There are considerations to explore a 30km/h or 40km/h speed limit on residential roads.
- Bus routes will have to be adjusted in the areas and the Town will be working with those service providers.
- Routing traffic to highways will decrease traffic in residential zones.
- Removing traffic from this neighbourhood will increase safety for children in the area.
- Increased patrols and enforcement may occur.



Town of Drumheller Responds

Information on property value

The construction of the Downtown Dike will be a key piece of infrastructure to protect downtown residents and their properties against damaging flood events.

Having protection to a 100-year design flood for the downtown area will protect the value of properties and businesses into the future.

Property values should increase due to the added protection.



Where to find the survey results

The full "What we Heard Report" that captures the survey results, will be publicly available at drumheller.ca and floodreadiness.drumheller.ca following this evening's Community Information Session.

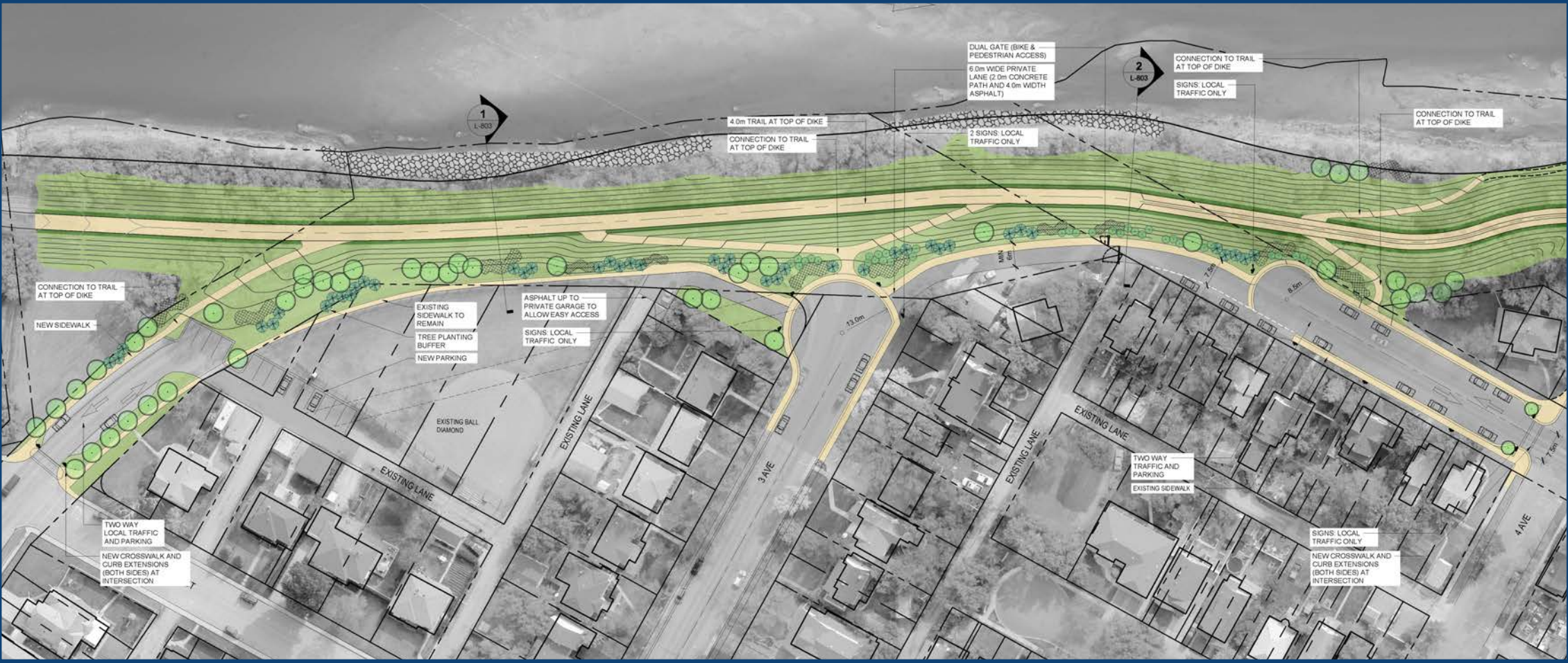




Downtown Dike & Riverside Drive Closure Transportation Impact Assessment Summary & Findings

Eric Sweet, M. Eng, P. Eng, SweetTech Engineering

Downtown Dike and Closure of Riverside Dr



Why did we undertake a Transportation Impact Assessment?

- Feedback from the community & stakeholders regarding the closure of Riverside Dr. Highlighted concerns related to:
 - Alternate traffic routes and increased traffic in residential areas
 - Emergency response routes and times

Transportation Impact Assessment – Methodology

- What information was used in the TIA?
 - ITrans study results 2007
 - Traffic counts at Riverside Dr intersections from August 2021
 - Alberta Transportation traffic counts pre-covid with an appropriate growth rate applied
- This provides a 'worst case' scenario for the traffic volumes that will be impacted by the closure of the subject section of Riverside Drive

Pre-Closure Traffic Counts: AM Peak Hour



3 St E & Riverside Drive E				
-	North Approach	East Approach	South Approach	West Approach
Right	3	0	2	4
Through	1	146	5	136
Left	0	0	7	3
Total				307

5 St E & 4 Ave E				
-	North Approach	East Approach	South Approach	West Approach
Right	0	29	6	24
Through	200	3	186	10
Left	25	29	0	24
Total				536

* Traffic data collected
August 2021

Pre-Closure Traffic Counts: PM Peak Hour



3 St E & Riverside Drive E				
-	North Approach	East Approach	South Approach	West Approach
Right	2	3	0	3
Through	3	176	10	187
Left	4	3	8	1
Total				400

5 St E & 4 Ave E				
-	North Approach	East Approach	South Approach	West Approach
Right	0	48	22	21
Through	277	3	179	21
Left	47	13	8	12
Total				651

* Traffic data collected
August 2021

Transportation Impact Assessment - Analysis

- After diverting traffic for the Riverside Drive closure there were three intersections with some delays due to the greater volumes
 - Railway Avenue and 5 Street
 - Railway Avenue and Centre Street
 - Centre Street and 3rd Avenue (less significant delays)

TIA – Analysis & Suggested Improvements

Converting 4-way stop to a 2-way stop (east-west only) at 3 Ave. to prioritize traffic along Centre St.

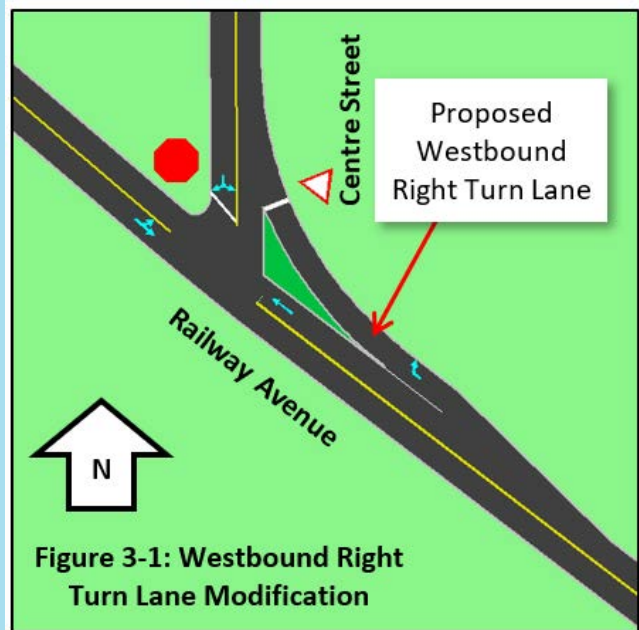


Figure 3-1: Westbound Right Turn Lane Modification



(Image courtesy of Google)

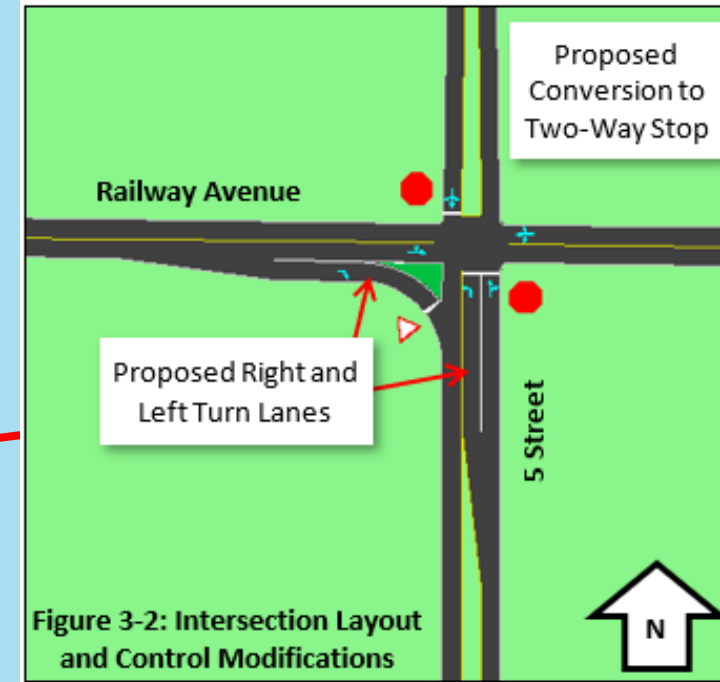
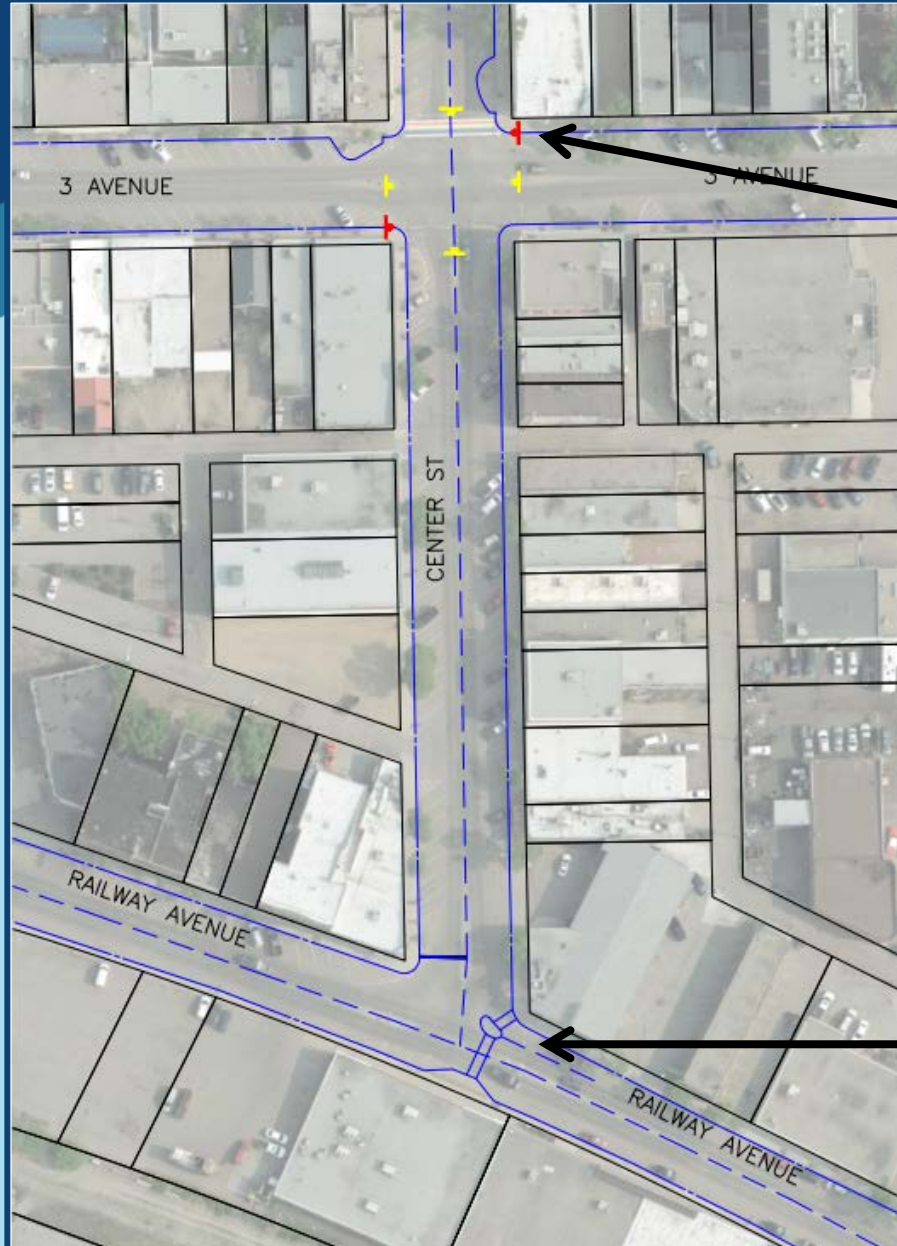


Figure 3-2: Intersection Layout and Control Modifications

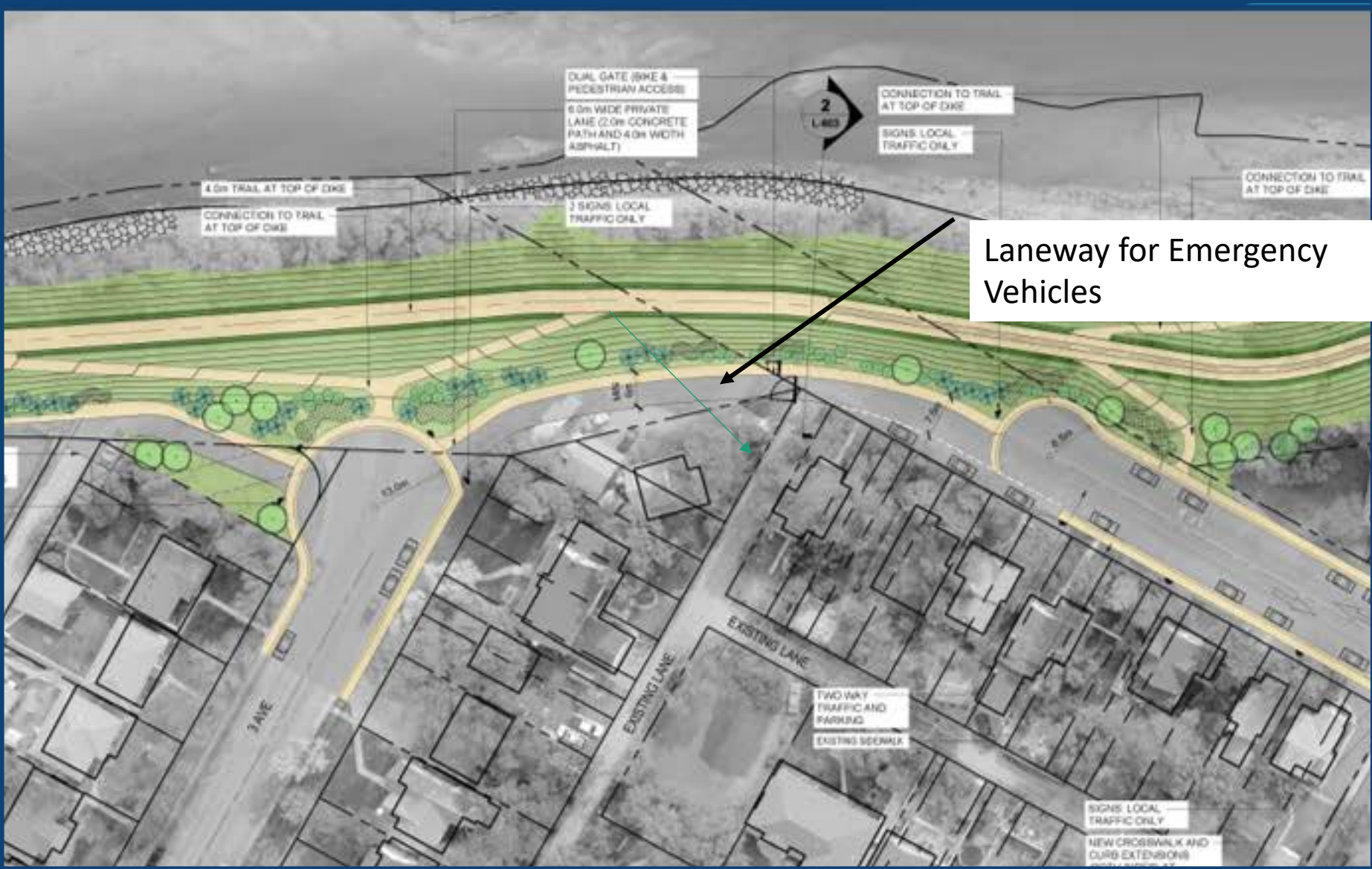
TIA – Analysis & Suggested Improvements



Removal of stop signs on Centre St.
Relocation of stop signs to side of road

Addition of right-turn lane within existing curb lines

Local Laneway for Emergency Vehicles



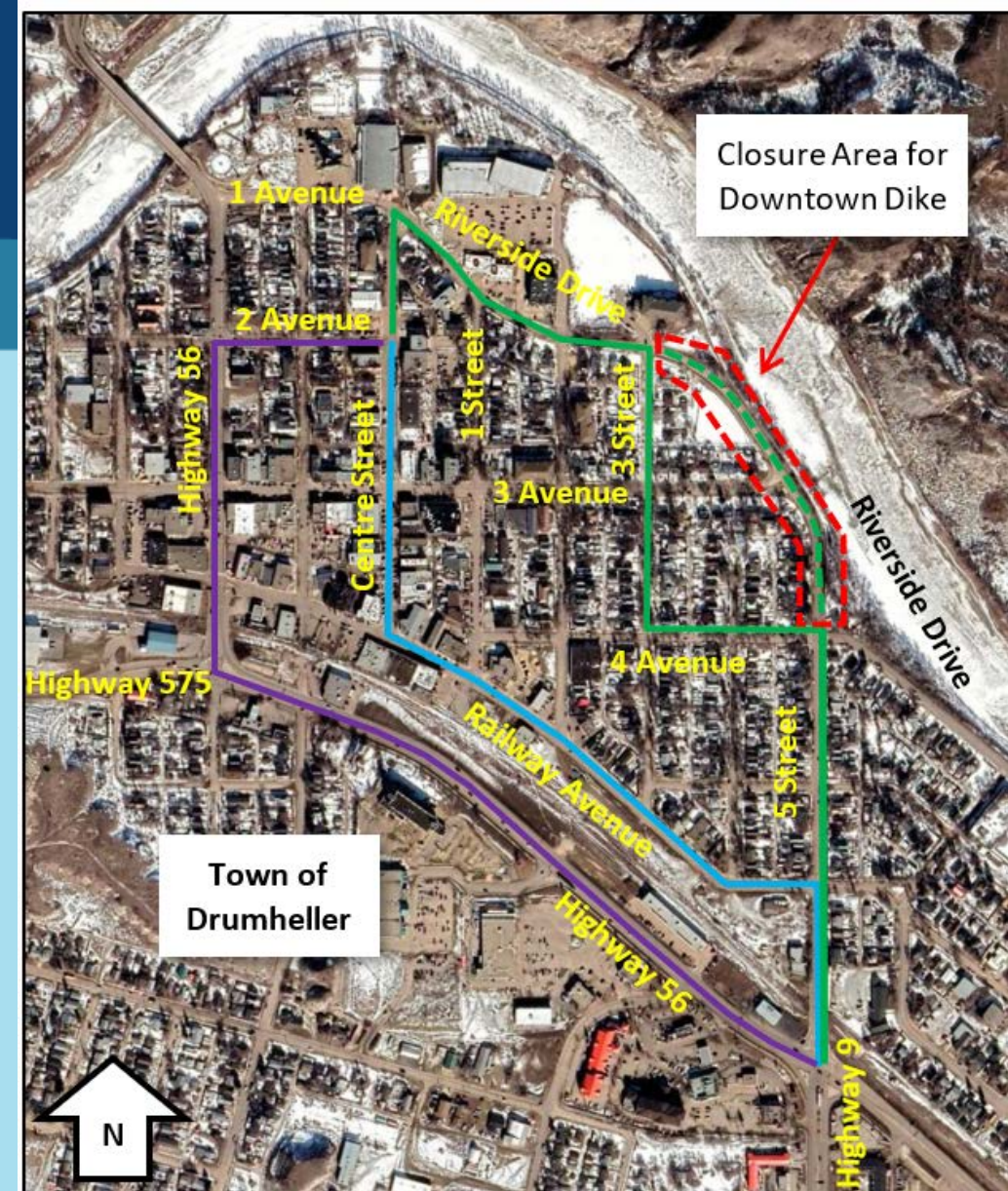
TIA – Current Emergency Response Times

Emergency Response Route Descriptions and Distances

Route	Description	Roadways Used	Distance
Green Dashed	Existing route using Riverside Drive, no closure	Centre Street, Riverside Drive, 5 Street	1,450 m
Green	Most direct detour around closed section of Riverside Drive	Centre Street, Riverside Drive, 3 Street, 4 Avenue, 5 Street	1,550 m
Blue	Route via commercial area	Centre Street, Railway Avenue, 5 Street, Highway 9 / 56	1,150 m
Purple	Route using Highway 56 instead of municipal roadways	2 Avenue, Highway 56	1,450 m

Current Emergency Route Travel Times

Route	Pre-Closure Travel Time (s)	
	AM Peak	PM Peak
Green Dash	130.3	131.1
Green	168.3	171.8
Blue	107.3	107.9
Purple	119.4	119.4



(Image courtesy of Google)

TIA – Emergency Response Times with Suggested Improvements

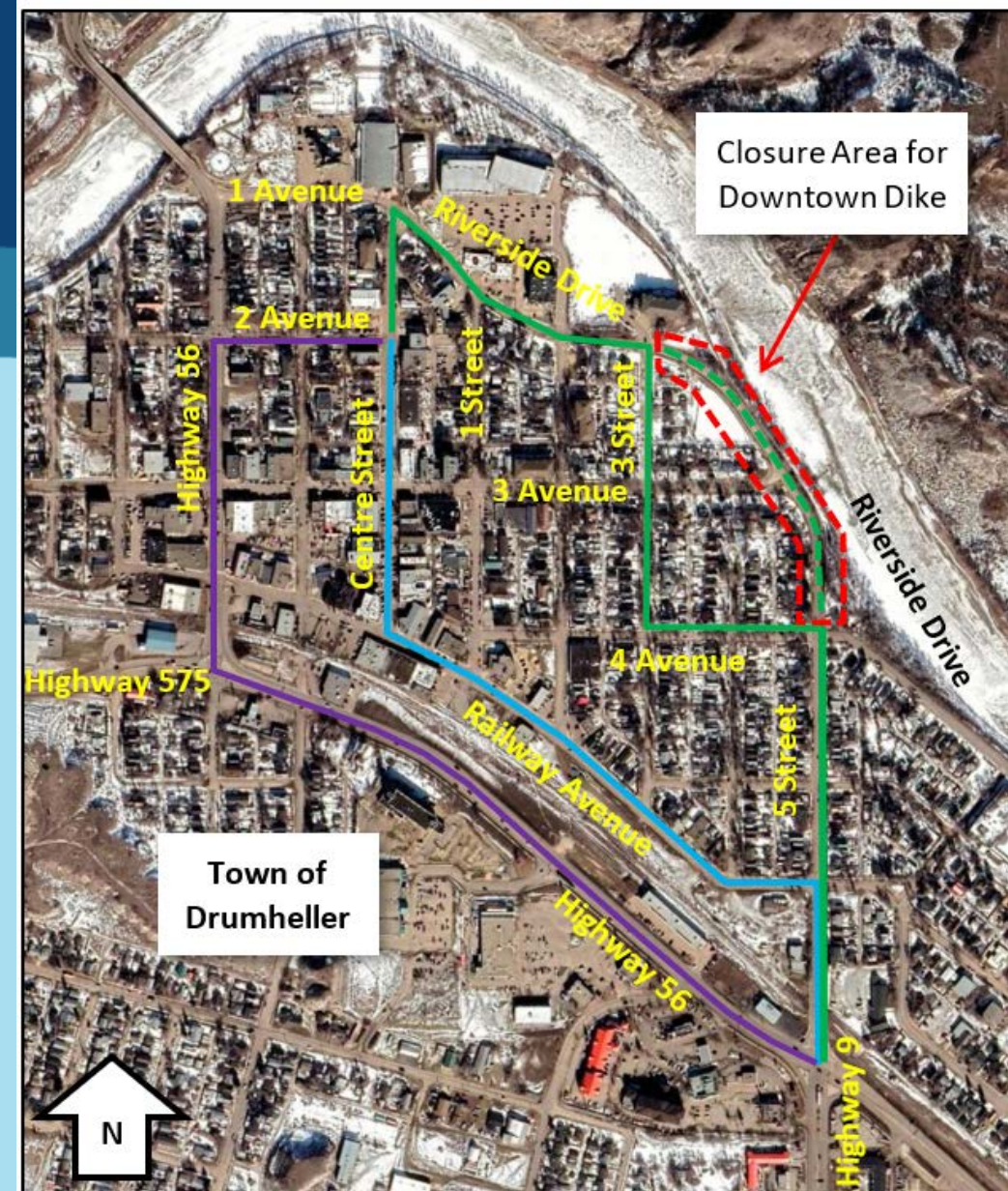
Emergency Response Route Descriptions and Distances

Route	Description	Roadways Used	Distance
Green Dashed	Existing route using Riverside Drive, no closure	Centre Street, Riverside Drive, 5 Street	1,450 m
Green	Most direct detour around closed section of Riverside Drive	Centre Street, Riverside Drive, 3 Street, 4 Avenue, 5 Street	1,550 m
Blue	Route via commercial area	Centre Street, Railway Avenue, 5 Street, Highway 9 / 56	1,150 m
Purple	Route using Highway 56 instead of municipal roadways	2 Avenue, Highway 56	1,450 m

Comparison of Emergency Route Travel Times

Route	Pre-Closure Travel Time (s)		Post-Closure Travel Time (s)	
	AM Peak	PM Peak	AM Peak	PM Peak
Green Dash	130.3	131.1		
Green	168.3	171.8	159.5	158.2
Blue	107.3	107.9	100.2	106.8
Purple	119.4	119.4	119.4	119.4

* Emergency response times are **not negatively impacted** with the closure of Riverside Drive



(Image courtesy of Google)

Summary of TIA for Closure of Riverside Dr.

- The closure of Riverside Dr (for the Downtown dike improvements) will impact existing traffic patterns
 - Implementing traffic improvements at three intersections will direct traffic flow out of residential areas
 - Emergency response travel times will **not be negatively impacted** using the preferred routes with suggested improvements
 - The Riverside Drive closure includes an emergency vehicle laneway from 3rd Avenue to 5th Street
 - The three intersection improvements are less costly than retaining walls alongside Riverside Dr.
 - Aligns with DARP, which recognizes benefits to redirecting traffic to downtown and business areas
 - A Downtown TIA and additional traffic counts will be conducted by the Town after suggested improvements are implemented and new traffic patterns develop. Additional mitigations will be considered following the future assessment.

Greg Peters, Director of Emergency and Protective Services

Town of Drumheller Emergency Services

- The Downtown Dike is a critical piece of infrastructure to protect the downtown core, including numerous homes, commercial and community buildings; Emergency Services is in support of the planned alignment for the Downtown Dike and understands the urgent need for flood protection in this area.
- Drumheller Emergency Services is pleased to hear that modelling of the proposed traffic mitigations and alternate routes presented in the Traffic Impact Assessment show that emergency response times will **not be negatively impacted** with the Downtown Dike upgrade.
- Drumheller Emergency Services and the Downtown Dike design team will continue to work together on this project.

Town of Drumheller Emergency Services

Furthermore, the RCMPs NCO In Charge, Staff Sergeant Ed Bourque, has provided a letter of support for the Riverside Drive road closure.

Ed Bourque states in the letter of support: “Over and above this potential inconvenience to our members, in their ability to travel as it currently stands, is the safety of the public from heavy flooding. To that end, I believe this dike will decrease the probability of a flood that will affect residences, and the RCMP detachment. Due to the RCMP priority of safer homes, safer communities, I further support moving forward with the plan as set out.”

The full letter of support will be posted to floodreadiness.drumheller.ca following this session.

Reg Johnston, Manager of Economic Development, Town of Drumheller

Agenda

- DARP
- Wayfinding
- Plaza Update



Summary

- What is a Downtown Area Revitalization Plan (DARP)?
 - A statutory plan that is enabled through the Municipal Government Act, and is guided by the Municipal Development Plan
 - Provides guidance and policies on future development, investment, and initiatives
 - Intended to catalyze investment in a specific area/neighborhood
 - 15-year plan
 - More input and detailed study is required for many of the projects



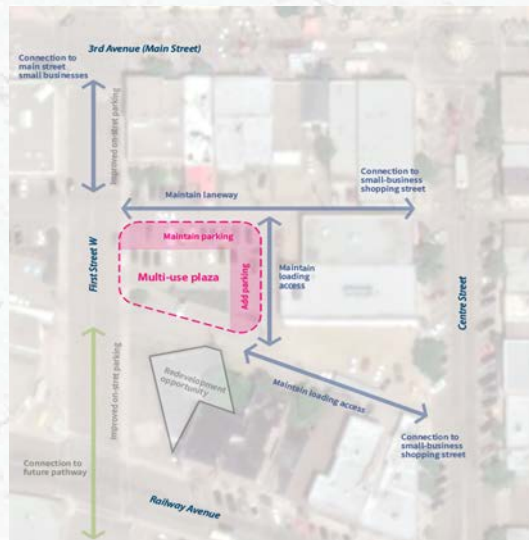
Pillars

- The Heart of Public Life
 - Activity and number of people
- A Place to Discover
 - Increase number of visitors and their length of stay
- A Prosperous Centre of Business
 - Increase the year round active frontage along Main Streets
- A Growing Community
 - Increase the number of residents living and working downtown
- A Landscape Connection
 - Increase access and visual links to the river in downtown
- 6th Ave interchange....



DARP

- Triangle Plaza will result in less street closures on Centre Street
- New road connection at 6th Ave SE will improve downtown traffic flow



Wayfinding

Improvements in wayfinding will assist in guiding visitors and locals to the designed routes:

- Visitor Information Centre (VIC)
- Riverside Drive & Centre Street
- Centre Street & 3 Ave
- Centre Street & Railway Ave
- 5 Street East & Railway Ave
- Work with AT on HWY 9 & 56.
- Work with Google Maps, Apple Maps and other digital platforms to provide correct routing.





Next Steps

- Continue to lobby for additional funding
- Presented at the Council Committee of the Whole Meeting on February 14, 2022
- Continue communications with businesses
- Issued Plaza RFT February 15, 2022
- Award RFT early April



Deighen Blakely, P. Eng, Project Director

Road Closure Next Steps

- First Reading of Riverside Drive Road Closure Bylaw presented to Council March 21
- The closure information circulated to utility companies following Council
- The Public Hearing is tentatively set for April 19, watch the Drumheller Mail for more information
- Information from Public Hearing and utility circulations will be submitted along with the Road Closure Bylaw to the Minister of Transportation for approval
- If approved by the Minister of Transportation, the Town will proceed with second and third reading at Council

Summary

- Building flood protection to Drumheller's downtown core is key to protect people, critical services, homes and businesses
- The selected design will have impacts to the community, we have heard citizen concerns
- The Traffic Impact Assessment study found that with mitigations in place, emergency response times are not negatively impacted by the planned road closure
- The Town will undertake additional traffic study work in the coming months as part of the DARP and additional modifications considered as needed
- One of the first projects under the DARP, the Plaza work, which will be moving forward this year will reduce the need to close Centre Street for Drumheller's events

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floodcommittee@drumheller.ca



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The Drumheller Resiliency and Flood Mitigation Office sends email updates on the Flood Mitigation Project to our subscriber list. To stay informed, go to floodreadiness.drumheller.ca, scroll to the bottom of the page, and submit your name & email address.



Upcoming Community Information Sessions

Willow Estates Dike Community Information Session: March 31, 2022

Hospital Dike Community Information Session: August 25, 2022

Nacmine Dike Community Information Session: October 27, 2022

Rosedale Dike Community Information Session: November 24, 2022



Questions

FAQs

Questions

Q: Why do we need a Traffic Impact Assessment?

A: The Traffic Impact Assessment was necessary to determine what, if any, impacts will be seen for emergency services response times and what, if any, suggested improvements need to be made to roadways and intersections to mitigate the impacts.

Questions

Q: Can a new fire hall be built at the 4-way stop at 6th Avenue East and 5th Street East?

A: The Town of Drumheller does not have the capital to replace the current fire hall infrastructure.

Questions

Q: How was the traffic count analyzed?

A: The traffic count data collection methodology **provides a worst-case scenario** for traffic volumes that will be impacted by the 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 from pre-pandemic times to the present.

Questions

Q: Can 2nd, 3rd, and 4th streets be converted into one-way streets?

A: One-way streets can cause confusion and limit emergency access further. Installing one-way streets is not the best solution for the Drumheller Valley.

Questions

Q: Could the Town increase the speed limit on Railway Avenue East to help commuters who may be unwilling to change their routes?

A: Increasing the speed on Railway Avenue East would not be an option, the town would sooner decrease speed limits in residential areas than increase speed limits elsewhere.

Questions

Q: Can you put the road on top of the dike?

A: Construction of a road on top of the dike would require the dike to be built to a much higher standard in a few areas, including the fill, dike side slopes, roadway geometry, guardrails, etc. These standards would be required for vehicle loading and roadway considerations, which would significantly increase the cost of the dike; thus, this measure was discounted. Constructing a road on top of the dike would also cause a significant impact on adjacent properties due to the footprint.

Questions

Q: Why is there no increase in travel times on the alternate routes with the 2-block closure of Riverside Drive?

A: The travel times post-closure considers the three intersection improvements. Without these improvements, there would be greater travel time delays. The TIA modelling shows how the intersection improvements will reduce delay at key intersections within the network and so reduce the travel times post-closure along the diversion routes. Travel times were only modelled for Emergency Vehicles. Regular traffic would have slightly longer travel times, as compared to Emergency Vehicles, however, they would likely result in similar trends in traffic travel times.

Questions

Q: What's the preferred route for semi-trailers, RVs, and motorcycles?

A: The preferred route for semi-trailers is the highway. The preferred route for RVs and motorcycles is utilizing regular transportation routes.

Questions

Q: What are the costs for intersection improvements?

A: Stop signs are approximately \$500 for material and labour. As we are in the preliminary stages, a high-level estimate for other intersection improvements is approximately \$150,000.

Questions

Q: Does the Traffic Impact Assessment evaluate the left-hand turns that would increase after the obstruction on 5th St and Riverside, west of the closure?

A: As outlined in the presentation, travel times consider several factors including new turns. The Traffic Impact Assessment results in similar trends in traffic travel times overall.

Questions

Q: With the 2-block closure of Riverside Drive, how will visitors and locals navigate traffic routes?

A: The Downtown and Area Revitalization Plan team will be working with Wayfinding, Google Maps, Apple Maps, and other digital platforms to ensure correct routing is provided.

Questions

Q: With the 2-block closure of Riverside Drive, tourists with motorhomes, trailers, and fifth wheels will weave through downtown. Is it recommended that only cars be permitted to use the angle parking?

A: The Town already only allows cars and trucks to angle park. There are signs on the street indicating that large vehicles park in a free parking lot downtown. The Town also has listed RV parking locations on our parking signs.

Questions

Q: If a Drumheller resident or tourist has a medical emergency not requiring an ambulance but needs to get to the hospital quickly, how will they get there with minimal traffic obstacles?

A: As outlined in the presentation, there are multiple routes that would allow for sufficient travel times for those not requiring an ambulance. As always, if a person is in need of immediate medical attention, they should always call 911.

Questions

Q: Is the aim of the Traffic Impact Assessment to aid the town in efficiently managing transportation?

A: The aim of the Traffic Impact Assessment was to determine what, if any, impacts will be seen for emergency services response times and what, if any, suggested improvements need to be made to roadways and intersections in the downtown area to mitigate the impacts.

Questions

Q: Are Highways 10 and 9 under the jurisdiction of the province or the town? Whose decision would it be to install a traffic light at the intersection of Hwy 10 and the 11 Street east connector? What criteria would need to be met to install a traffic light at that intersection?

A: All highways within town limits are under the jurisdiction of Alberta Transportation (AT). It is AT that would be responsible for determining the need for and installing any traffic lights along their highways. At the town's request in 2019, AT did review this intersection for a traffic light but there was not enough vehicle traffic at that intersection to warrant installing lights. AT is also moving away from traffic lights in communities and installing traffic circles instead, so if warranted, that is what they would have installed.

Questions

Q: The Town just purchased the Consortium at 5th and Railway. Does this mean the 2-block closure of Riverside Drive is for sure happening?

A: Yes, the 2-block closure of Riverside Drive is happening. The opportunity came to purchase this property and the Town acted to execute on traffic improvements in the area.

Questions

Q: Is the 2-block closure of Riverside Drive still open for debate?

A: No, we have determined that with the funding available to provide flood protection for the people and property in Drumheller, the best option is to close the 2 blocks of Riverside Drive. The TIA determined that the closure will not negatively impact emergency services travel times. We are moving forward with the bylaw, public hearing, and application to AB transportation for the closure.

floodreadiness.drumheller.ca

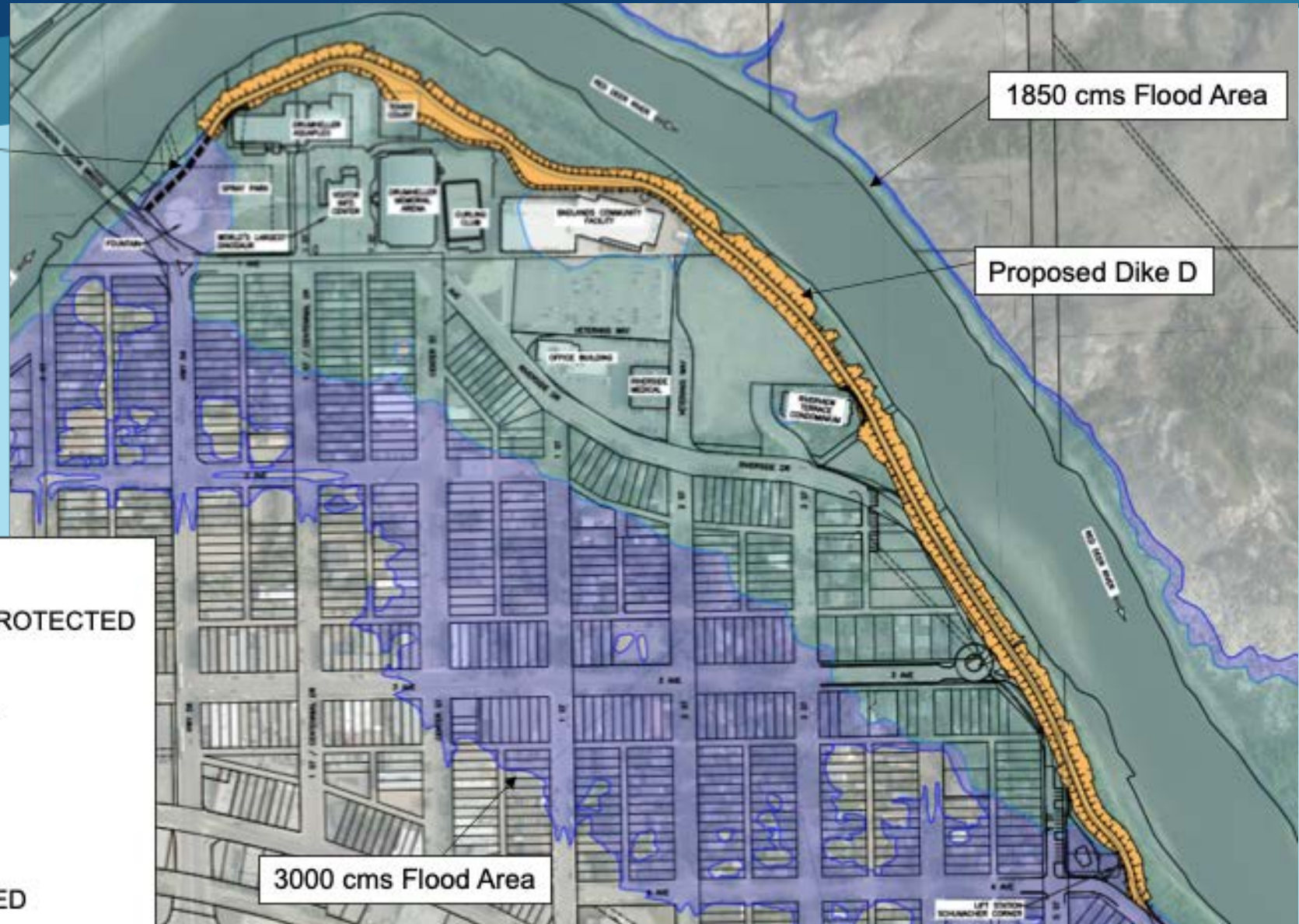
floodreadiness@drumheller.ca

floodcommittee@drumheller.ca



Downtown Dike - Proposed Dike Alignment

Adaptive Fill



PROTECTION AT 1850 CMS

70 HOMES PROTECTED

4 MULTI UNIT RESIDENTIAL BUILDINGS PROTECTED

2 COMMERCIAL BUILDINGS PROTECTED

5 COMMUNITY BUILDINGS PROTECTED

- BADLANDS COMMUNITY FACILITY
- CURLING CLUB
- DRUMHELLER MEMORIAL ARENA
- DRUMHELLER AQUAPLEX
- VISITOR INFORMATION CENTRE

PROTECTION AT 3000 CMS

ADDITIONAL 162 PROPERTIES PROTECTED