

**Stakeholder Public Meeting**  
**Victory World Outreach Church**  
**August 27, 2015**  
**4 to 6 p.m.**

**Stakeholder Feedback/Questions/Comments**

**Participant Observations:**

**Question:** In the two retained options what happens to the ramps? What about the utilities? Can you explain the location of the utility lines on your map?

**Response:** In all cases, with all alternatives, the ramps go away, although this may occur in phases if the improvements are implemented in phases. The utility transmission lines would stay where they are unless put underground, which is technically feasible but expensive.

**Question:** Do these options provide faster movement of traffic?

**Response:** Although the alternatives are all expected to carry existing and projected traffic at adequate levels of service, they are expected and intended to slow traffic down somewhat, particularly in terms of actual speeds and at non-peak periods. This is because the introduction of more accesses and the narrowing of the perceived cross section of the roadway have somewhat of a traffic calming effect.

**Question:** What is the lane width? And why was that width selected?

**Response:** The lane width is depicted as 12 feet, which is the standard greatest width for major arterials. However 11 feet, and possibly a little narrower, could be a possibility.

**Question:** Can there be a warning signal that indicates that light is going to change before you get to the Hancock/Academy intersection?

**Response:** This could be a possibility as part of later design. However, if the other related intersections are signalized, this might be less of a need and issue.

**Question:** What exactly is going to be done with the Boychuk/Academy intersection? That intersection and access there is very dangerous.

**Response:** This intersection is part of the overall project and recognized as needing improvements to make it safer. These improvements will be recommended as part of the PEL.

**Question:** It is very important to the leadership of Victory World Outreach Church that it is highly visible. The church has invested a lot of money to make that happen. In the plans/maps there shows a Transit Station that could possibly be located in front of the church. The church would want to discuss this in a lot more detail.

**Response:** Final plans will not be designed or implemented without continued stakeholder input and reasonable accommodation. There will be additional outreach as part of any future phases of planning and design, in particular for any major transit facility. There would also be opportunities for input on addressing options for enhancing visibility of the church and maintaining the effectiveness of its signage.

Any new access points would also not be implemented without ongoing stakeholder input including attention to mitigating any cut-through traffic concerns.

**Question:** One of the maps indicates an additional traffic light north of the Hancock/Academy Intersection near Goodwill, where does that road go in front of the Goodwill facility?

**Response:** There would be a variety of options to be considered (and potentially phased) with the input of stakeholders.

**Question:** Will this presentation be available on the web site?

**Response:** Yes, along with the presentation boards from the meeting.

**Question:** How are the plans going to affect the mobile home park? Will they have trail access?

**Response:** There has been ongoing communication with the owners of this park through this process. They have an interest in improved vehicular, pedestrian and transit access, as well as safety, all of which would be enhanced by this alternative.

**Question:** In the future, could someone build on the land that becomes available with any changes to the intersection? How will that work?

**Response:** No land is likely to become available soon, since the applicable phases of the project have to be phased and completed prior to availability, along with a determination that the City no longer needs the particular property. The City real estate manual in this case calls for either a "single logical purchaser" or a sealed bid process. Also, underground and overhead utilities will preclude vertical construction (but not parking and landscaping) for parts of these properties.

**Other input:**

The access point into the parking lot of Ace Loans will create traffic and safety issues for the businesses to the southwest of the intersection at Academy and Hancock. The bus station or retail pads may create issues for the church.

Suggest removing the light by Ace Loans as it would cause people to shortcut through the church parking lot to reach the car wash/trailer park. Or, move it east closer to Emergicare.

Very happy the effort is underway. Like the gateway idea as this part of town needs its own identity to drive development and needs updating to remain viable for the City.

Very informative process. It was nice to have a say in the process.