



WELCOME

to the Southwest Strathcona County
Functional Planning Study

Open House #3 (Virtual)

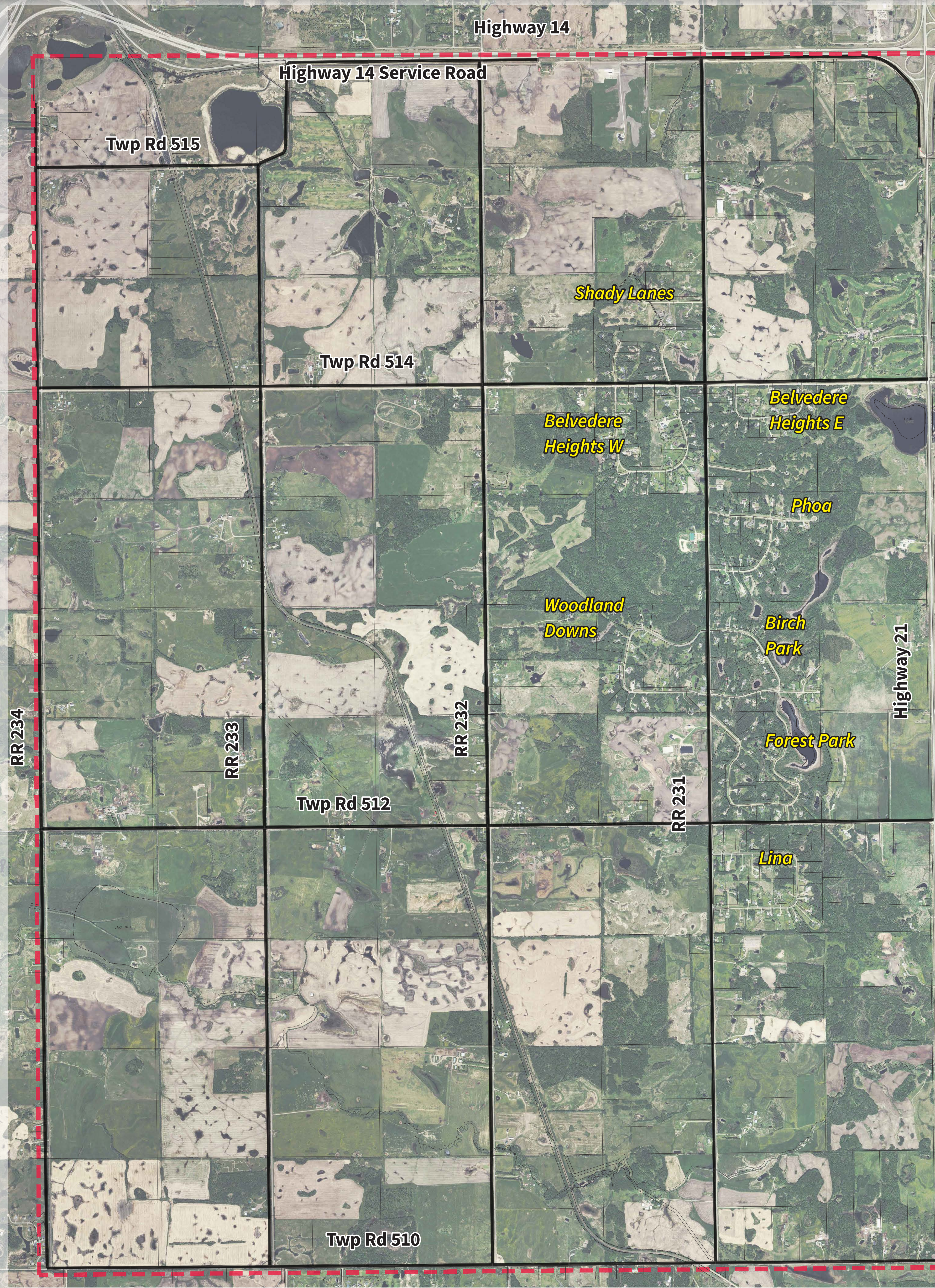
June 18 to 29, 2021

Southwest Strathcona County Functional Planning Study

Study Area

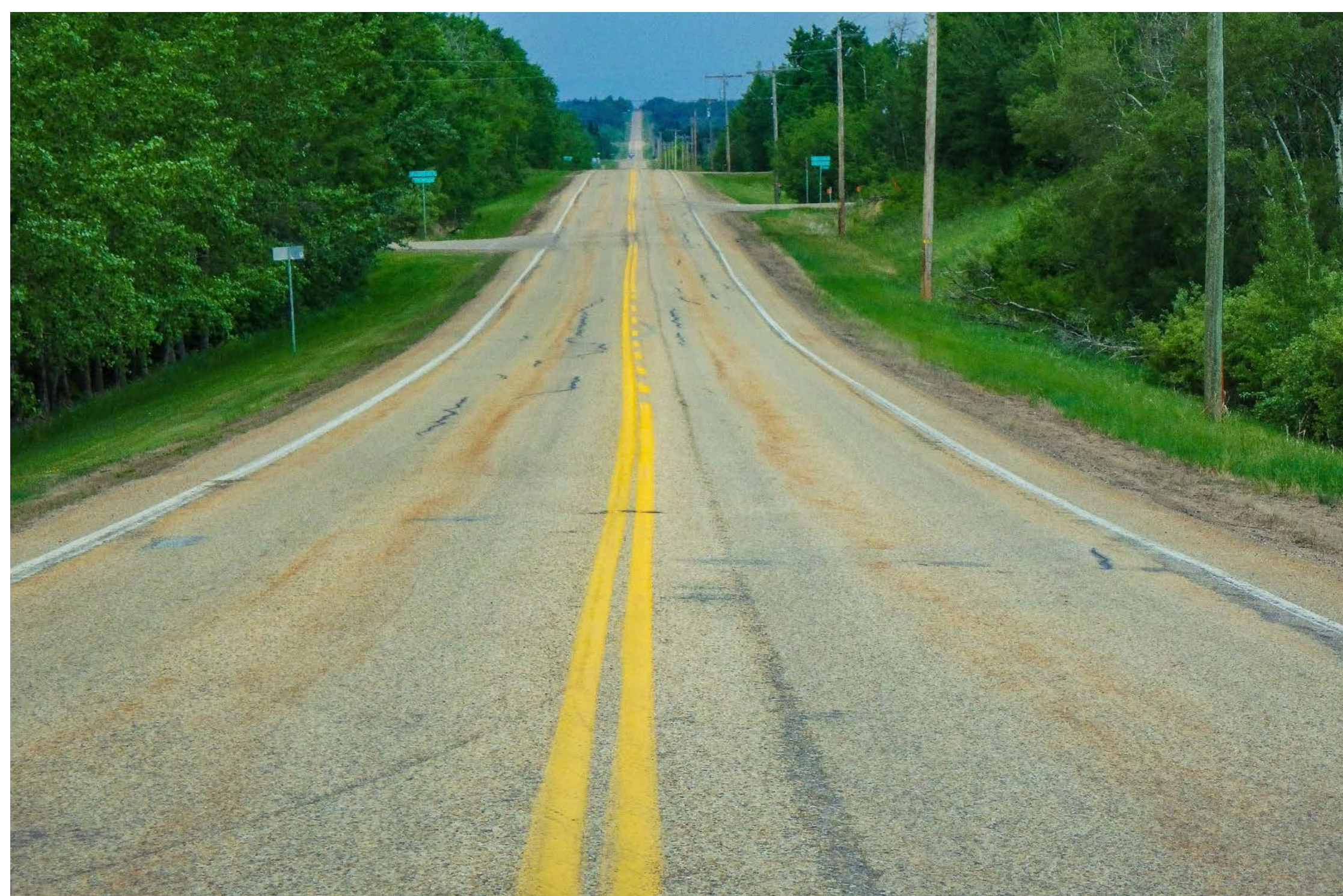
The study area spans from Township Road 510 north to Highway 14, and from Range Road 234 east to Highway 21.

The study area does not include Highway 14 or Highway 21, because these highways are operated by Alberta Transportation.



Southwest Strathcona County Functional Planning Study

Study Objectives



Study Purpose

Due to anticipated growth in the Edmonton Metropolitan Region, there may be an increase in traffic on the township and range roads within southwest Strathcona County. These roads may need upgrades as urban development occurs. The study will consider anticipated development over the next 30+ years.

What is reviewed in a Functional Planning Study?

We looked at long-term transportation needs including:

- Number of Lanes
- Road Grades
- Intersections
- Drainage
- Railway Crossings
- Traffic Controls
- Road Surface
- Speed Limits
- Pedestrian/Cyclist Infrastructure
- Traffic Controls (Stop Signs, Signals, Roundabouts)
- Other Road Characteristics

Estimated Project Timeline

- Timing of construction determined through the study
- No substantial work anticipated for 5+ years
- Open House #1 – October 2019
- Open House #2 – September 2020
- **Open House #3 – We are here!**

While this project was originally planned to be complete by fall 2020, timelines changed due to the pandemic. This third and final open house is being held virtually to comply with provincial health restrictions and guidelines.

WE ARE HERE



After this open house, the next step will be to finalize the recommended plans and report, and then it will be presented to County Council. There are currently no plans for design or construction at this time.

Previous Public Consultation

Two previous open houses were held in October 2019 and September 2020. Feedback collected from the open house was used to inform further stages of this project and helped guide the recommendations.

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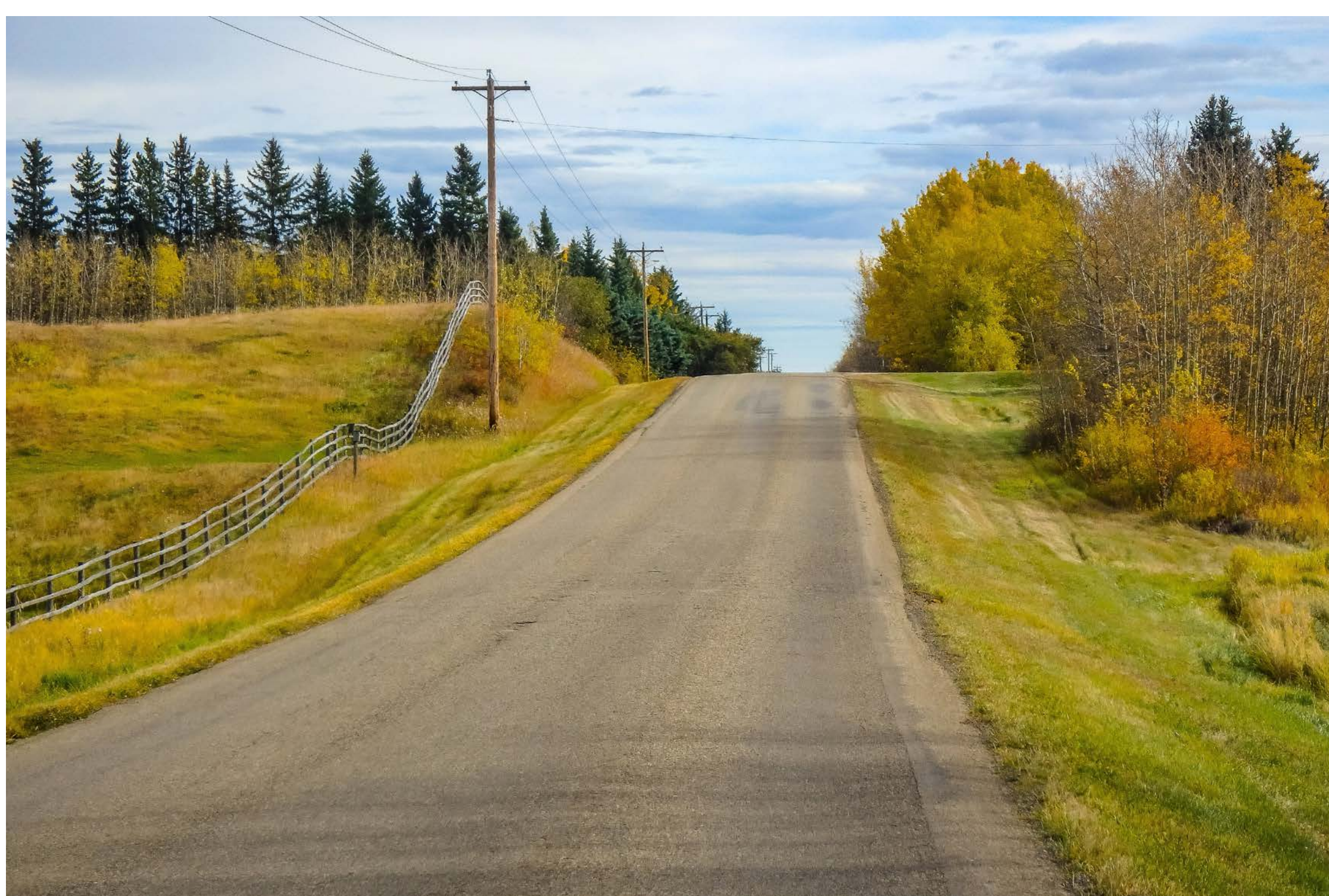
Public Consultation



Open House #1 (October 2019)

Our project team heard from a number of stakeholder, many who live in or near the study area, or travel through the study area regularly. Some of the main themes provided include:

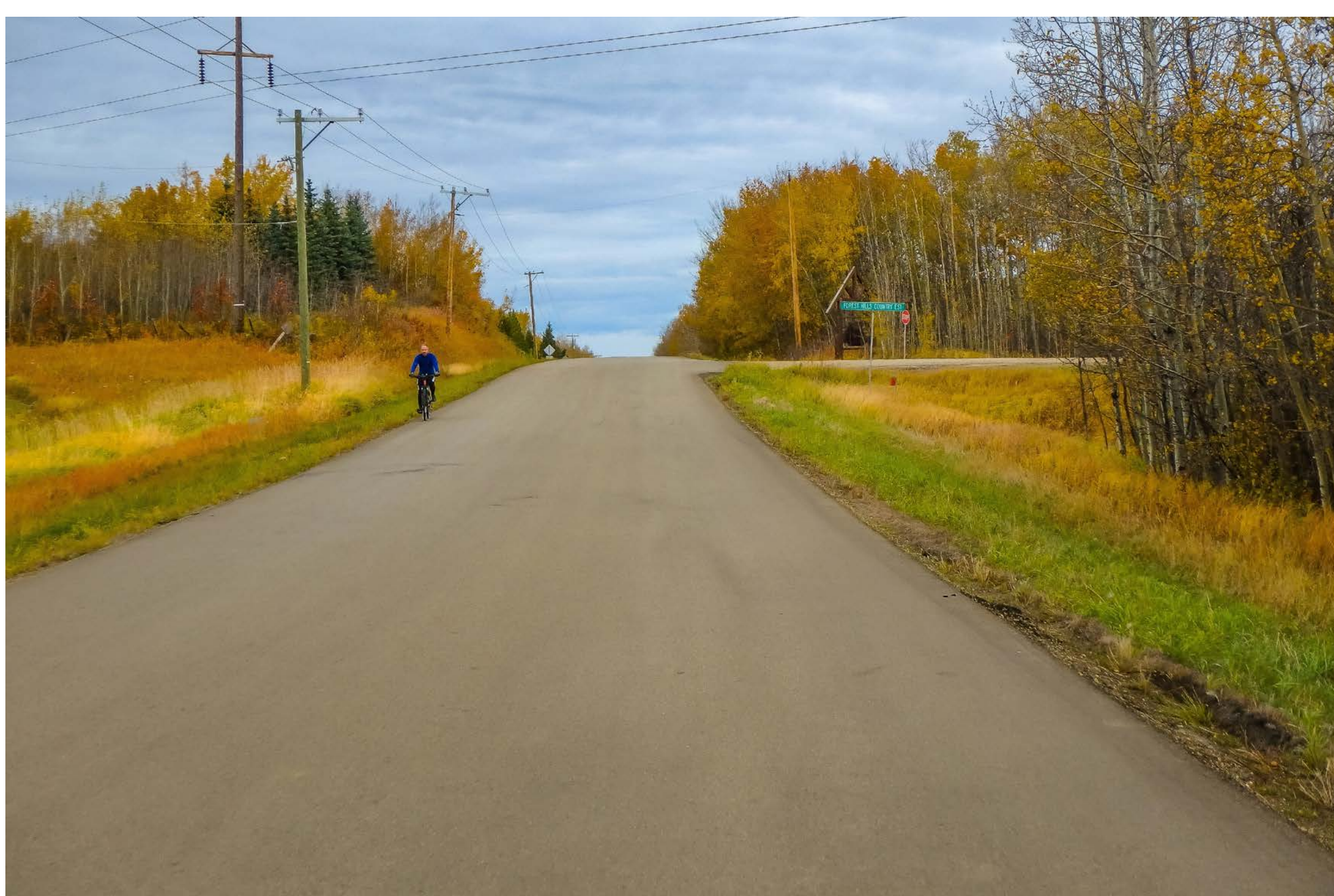
- Concern about increased traffic in recent years, and additional traffic in the future.
- Accommodate cyclists - through wider roads, sightline improvements, and/or bike lanes/paths.
- Speeding on roads within the study area.
- Some roads seem too narrow for the traffic volumes.
- Some intersections and railway crossings seem unsafe.



Open House #2 (September 2020)

The project team presented conceptual designs for upgrades to roads within the study area. Recommendations were based on the best available information at the time, and were heavily influenced by assumptions on Highway 14 and Highway 21, which are outside of Strathcona County's jurisdiction. Highlights of feedback provided are summarized below.

- Minimize impacts to landowners from road upgrades.
- Speeding within the study area.
- Need to widen narrow roads, and improve sightlines (flatten hills).
- Concern about location of future interchange(s) and their impacts to the study area.



What has changed for Open House #3 (June 2021)

As there are currently no plans or timelines for potential upgrades by Alberta Transportation to Highway 14 and Highway 21, we have reconsidered some base assumptions that affect roads within the study area. We have revised projected traffic volumes based on current highway configuration. This resulted in some changes to lane requirements for roads within the study area. Updated recommendations are for all roadways within the study area to be two-lane roads.

As the surrounding area develops and as Alberta Transportation undertakes additional planning studies and work on Highway 14 and Highway 21, this plan may need to be evaluated for potential updates.

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Guiding Documents



Strathcona County Municipal Development Plan (MDP) Bylaw 20-2017

- Study area is in the Agriculture Small Holdings Policy Area which:
 - Prioritizes small agricultural operations
 - Provides opportunities for live/work, local food production and local food distribution
 - Promotes viability over the long term
 - Respects rural landscapes, natural landscapes and heritage
- No significant development anticipated in the study area
- Traffic volume increases will result from growth in the County and adjacent municipalities



Strathcona County Integrated Transportation Master Plan (ITMP), 2012

- Includes strategic direction to manage road congestion to accommodate growth
- Considers all modes of transportation including: vehicles, bicycles, transit and pedestrians



Edmonton Metropolitan Region Growth Plan (EMRGP), 2017

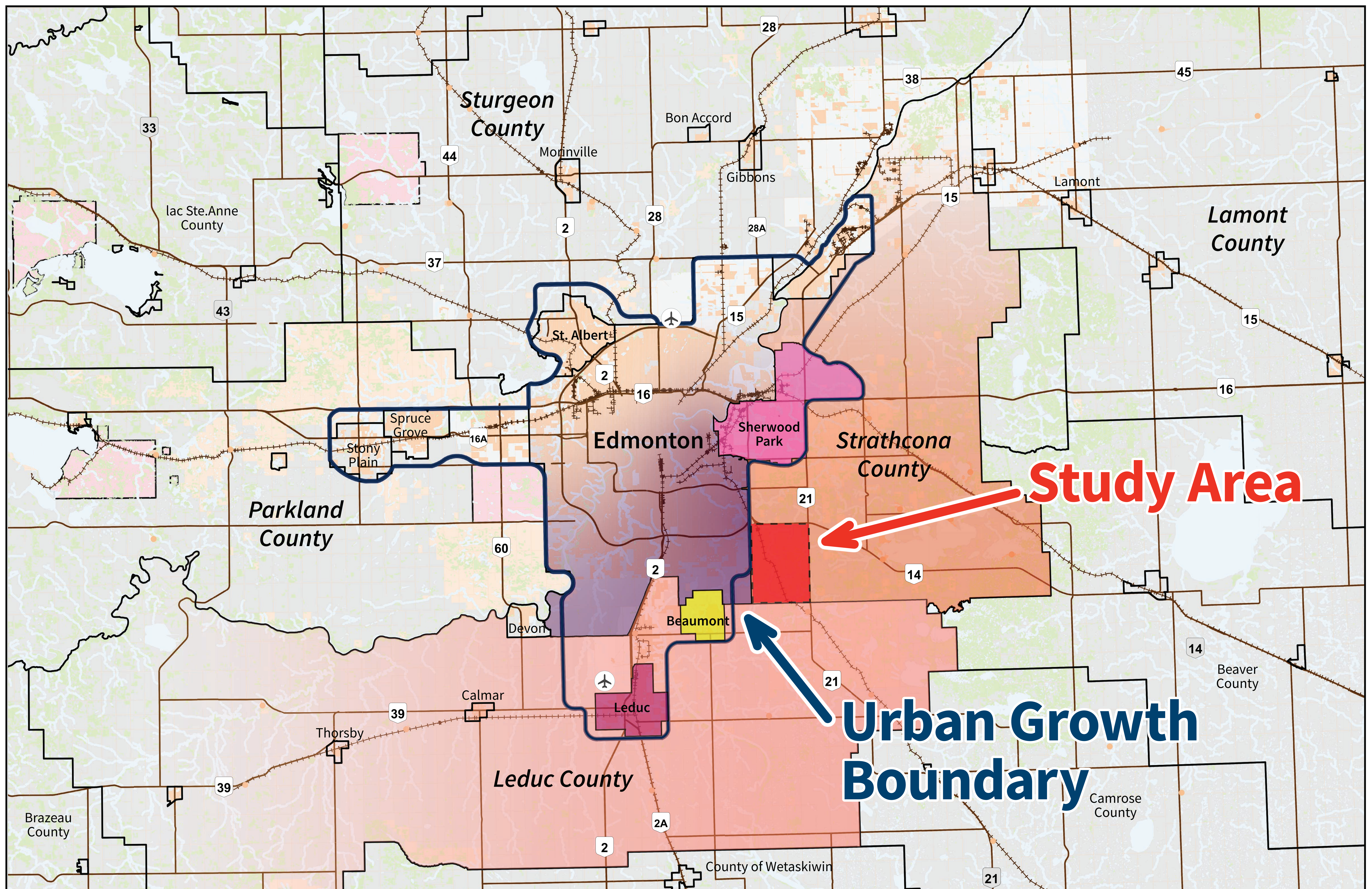
- Ensures all members within the region collaborate and coordinate to manage growth responsibly
- Emphasis on minimizing the urban footprint; integrating land use and infrastructure decisions; building resilient, adaptable, and complete communities; and an interconnected transportation system
- The plan includes the study area within its rural policy area

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Regional Context

There is no major growth anticipated in the study area. Increases in traffic will be a result of growth in the surrounding areas including Strathcona County, Sherwood Park, Southeast Edmonton, Beaumont, Leduc County, and other general growth in the Edmonton Metropolitan Region.

Members of the Edmonton Metropolitan Region (including Strathcona County) have established an urban growth boundary that defines the limits of suburban growth. This boundary is just west of our study area.



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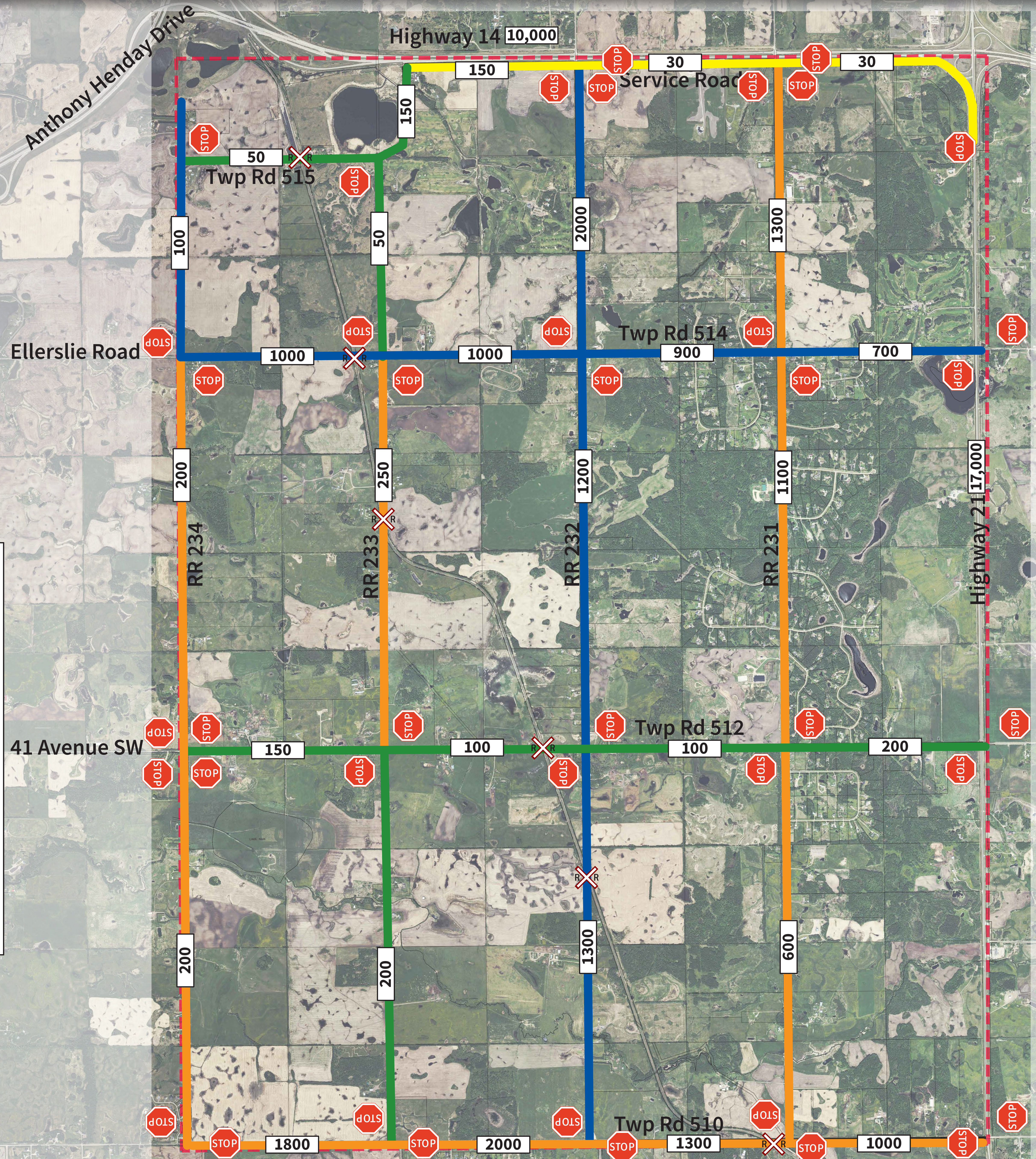
Existing Conditions

Study area statistics:

- 60 km of existing roads
- Varying surfaces
- All intersections controlled by stop signs
- 6 railway crossings
- Traffic volumes range from 30 to 2000+ vehicles per day on each road

Legend

- Asphalt surface
- Cold mix surface
- Oiled gravel surface
- Loose gravel surface
- Railroad crossing
- Stop sign
- #### Traffic volume (vehicles per day)



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Future Considerations

Study Considerations

Key issues that inform plans for road upgrades in this study area include existing and future:

- land use
- traffic volumes and patterns
- regional connections

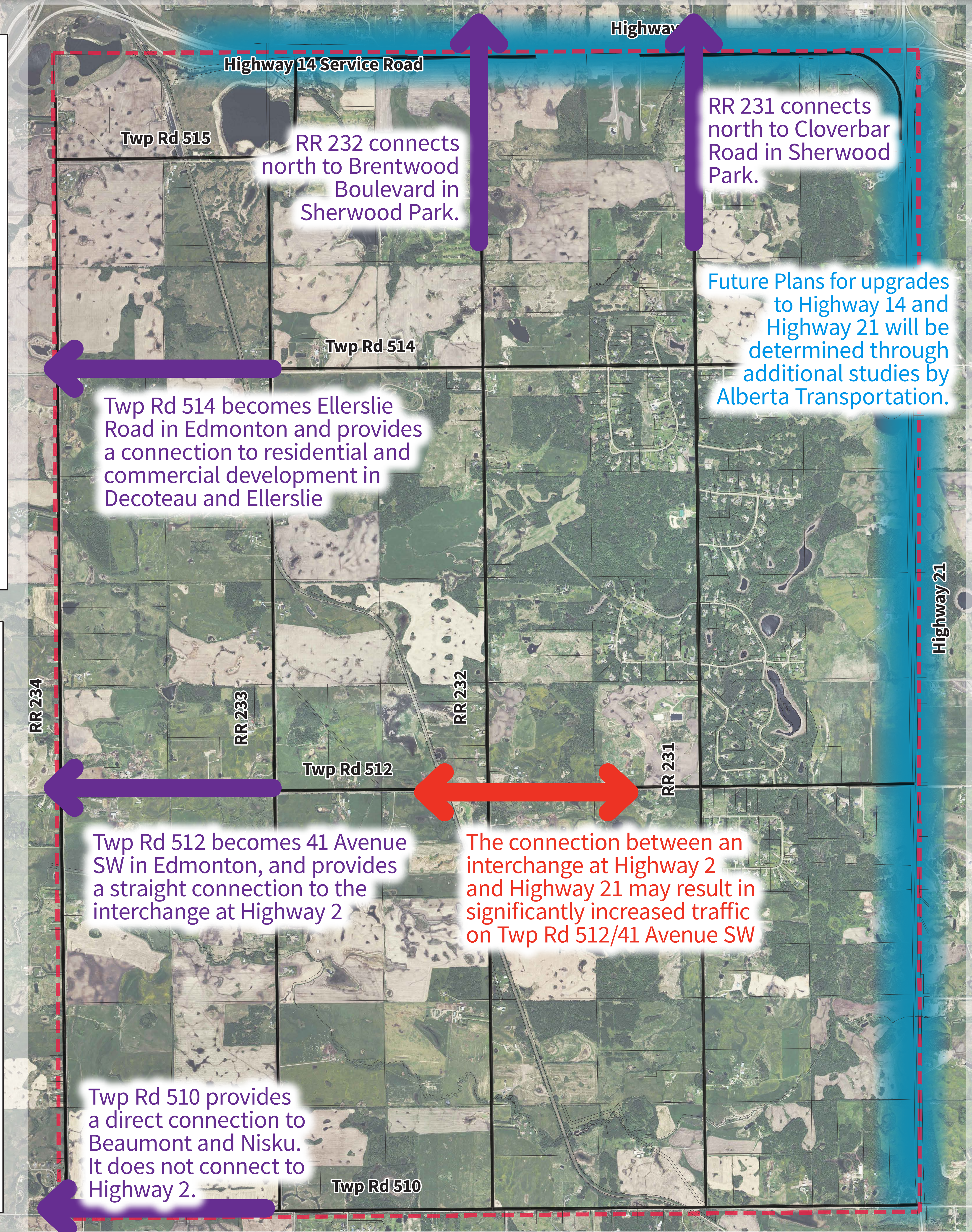
Regional growth including new residential and commercial developments in Strathcona County, SE Edmonton, and Beaumont could increase traffic in the study area.

Integration within the regional road network is particularly critical to achieve a cohesive transportation network in the region.

Alberta Transportation (AT) has identified that Highway 14 and Highway 21 may become freeways in the future due to traffic volumes. This means that access to these highways would be through grade separated interchanges only.

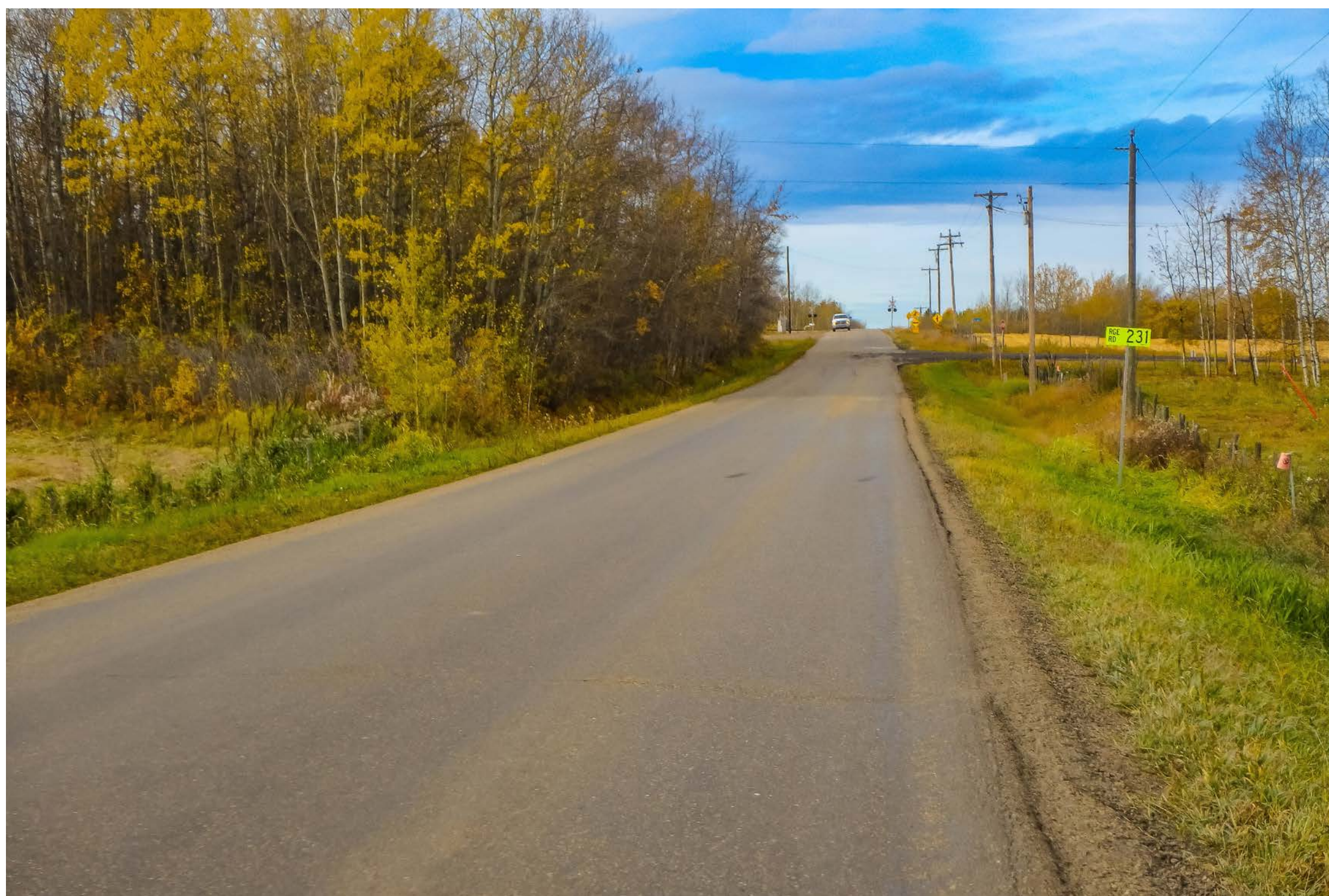
There are no plans or designs for interchanges or access closures at this time. Alberta Transportation will be responsible for any future modifications to Highway 14 or Highway 21. **Changes to the highways, including new interchanges and/or intersection closures, will be determined by Alberta Transportation.**

Highway upgrades may affect Range and Township roads within this study area, but would be determined when Alberta Transportation confirms future highway plans.



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Recommendations



Recommendations presented in the concept plans are expected to occur when traffic volumes or other criteria warrant upgrades and upon approved funding by council. We are planning for the future – improvements are anticipated to be implemented over the next 20-30 years.

Roadway

Recommended improvements vary on each road segment. Typical improvements could include:

- adjusting the road profiles to improve sight distances
- widening 2-lane roads to a wider pavement surface with wider shoulders
- realigning roads across railway crossings to improve crossing angles
- realigning or changing some accesses to improve sightlines and safety as roads become busier.



Some traffic controls (stop signs) may be adjusted at some intersections based on future traffic patterns.

Right of Way

In some cases there could be some backslope encroachments outside the road rights-of-way. In some cases additional road right-of-way may need to be purchased from adjacent landowners.

Accesses

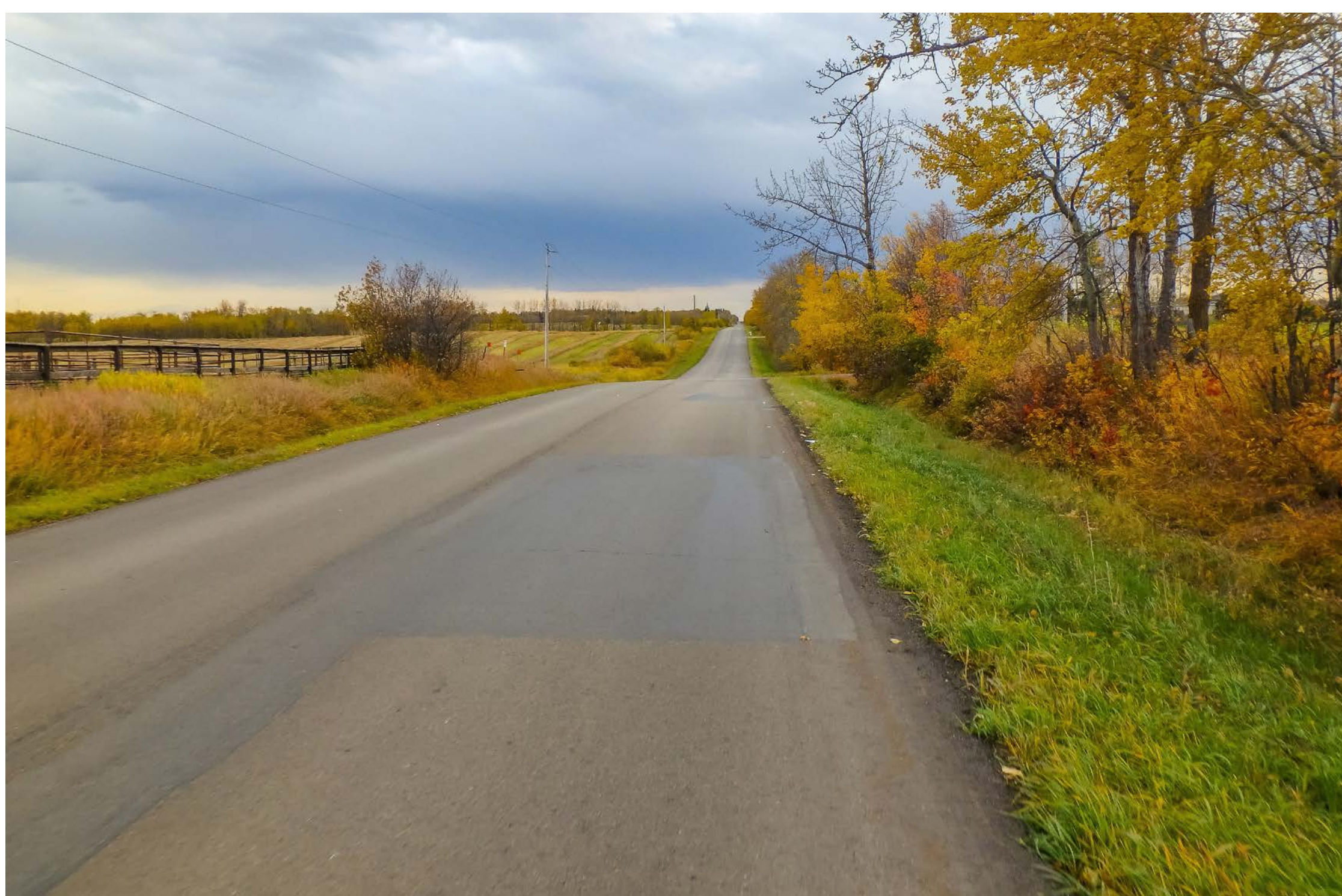
Although we have identified possible access changes on the plans, we do not anticipate any changes until traffic volumes or other criteria warrant changes. If roadway improvements are planned, required access improvements would be discussed with landowners as part of the design process.

Railway Crossings

All railway crossings, whether relocated or not, will be upgraded to have gates, bells, and lights. This is a directive from Transport Canada that CN will be implementing over the next few years.

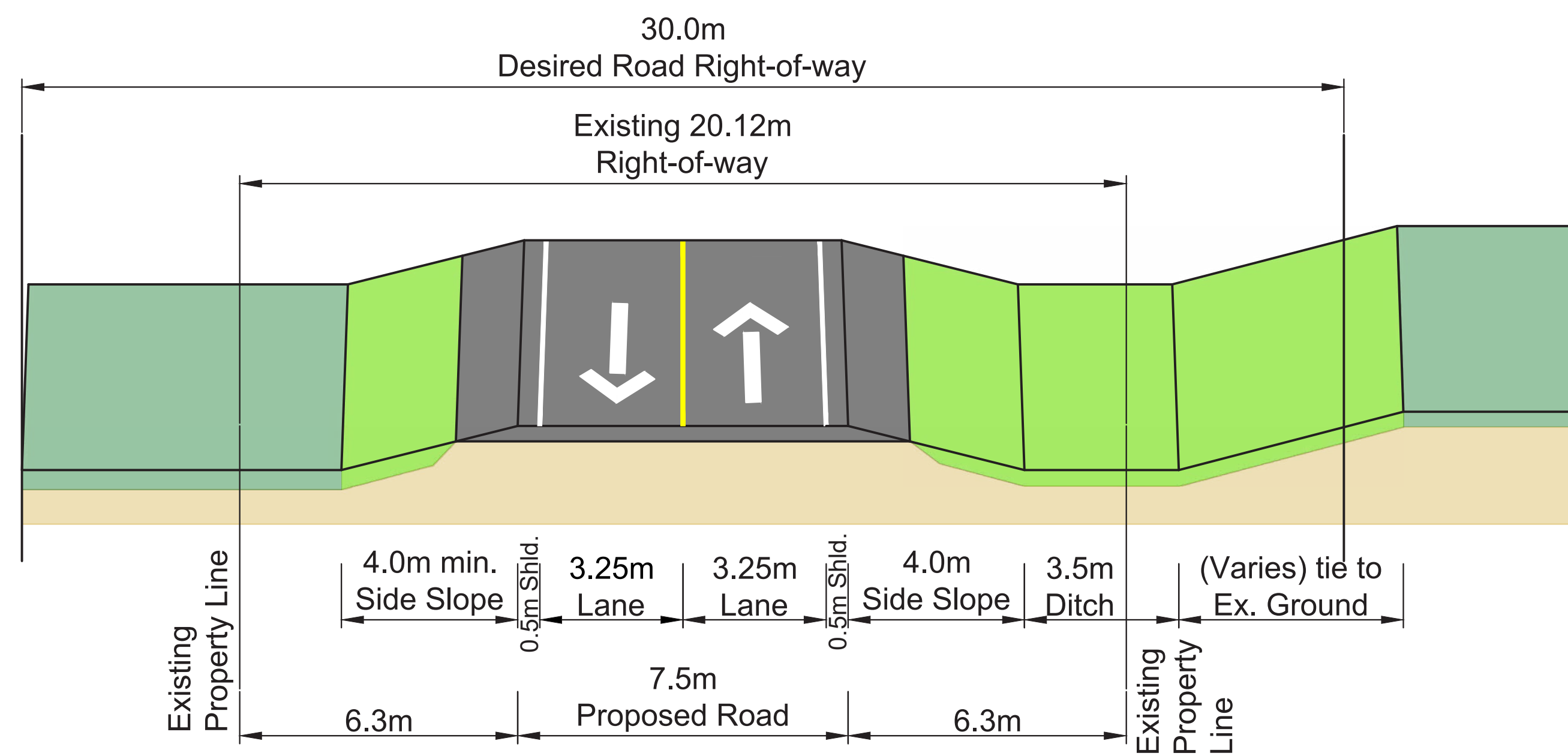
Future Plans

In the future, when Alberta Transportation develops plans for Highway 14 and Highway 21, the recommendations from this study may need to be re-evaluated to ensure that the road network will accommodate any traffic pattern changes due to future improvements on the highways.



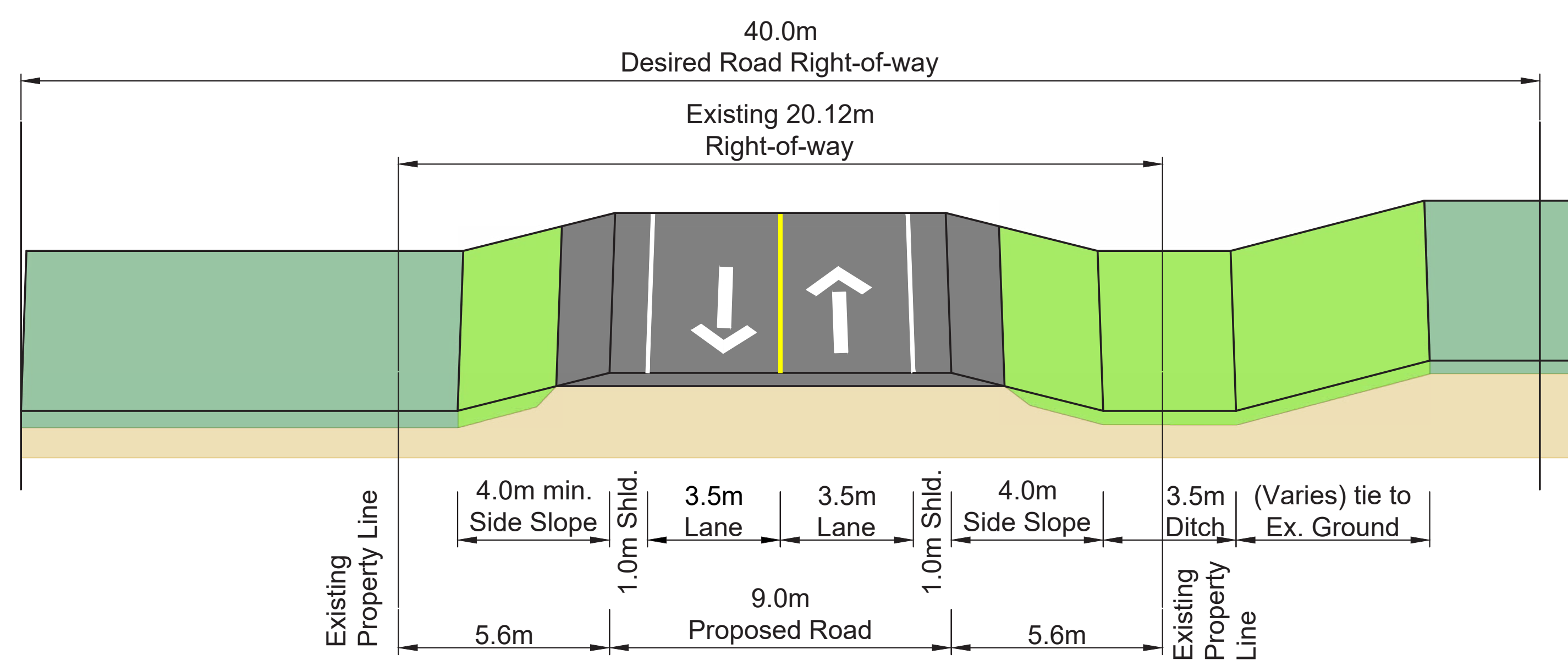
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Proposed Cross-Sections



Class 2 Road – 7.5 Metre Road Surface:

- Low volume traffic
- Two 3.25 m travel lanes
- 0.5 m shoulder on both sides
- 1.0 m deep and 3.5m wide ditch bottom in cut areas
- Desired Right of Way is 30 metres – in new construction areas
- No change to existing 20.12 metre right of way, where possible
- Backsloping Agreements where needed due to existing right of way width



Class 1 Road – 9.0 Metre Road Surface:

- Moderate traffic volume
- Two 3.50 m travel lanes
- 1.0 m shoulder on both sides
- 1.0 m deep and 3.5m wide ditch bottom in cut areas
- Desired Right of Way is 40 metres – in new construction areas
- No change to existing 20.12 metre right of way, where possible
- Backsloping Agreements where needed due to existing right of way width

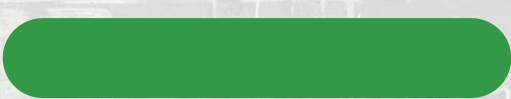



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Proposed Upgrades

The map on the right shows the proposed changes to the road network within the study area.

Further details showing the proposed profile changes, realignments, and/or widening can be found on the detailed plans for each road.

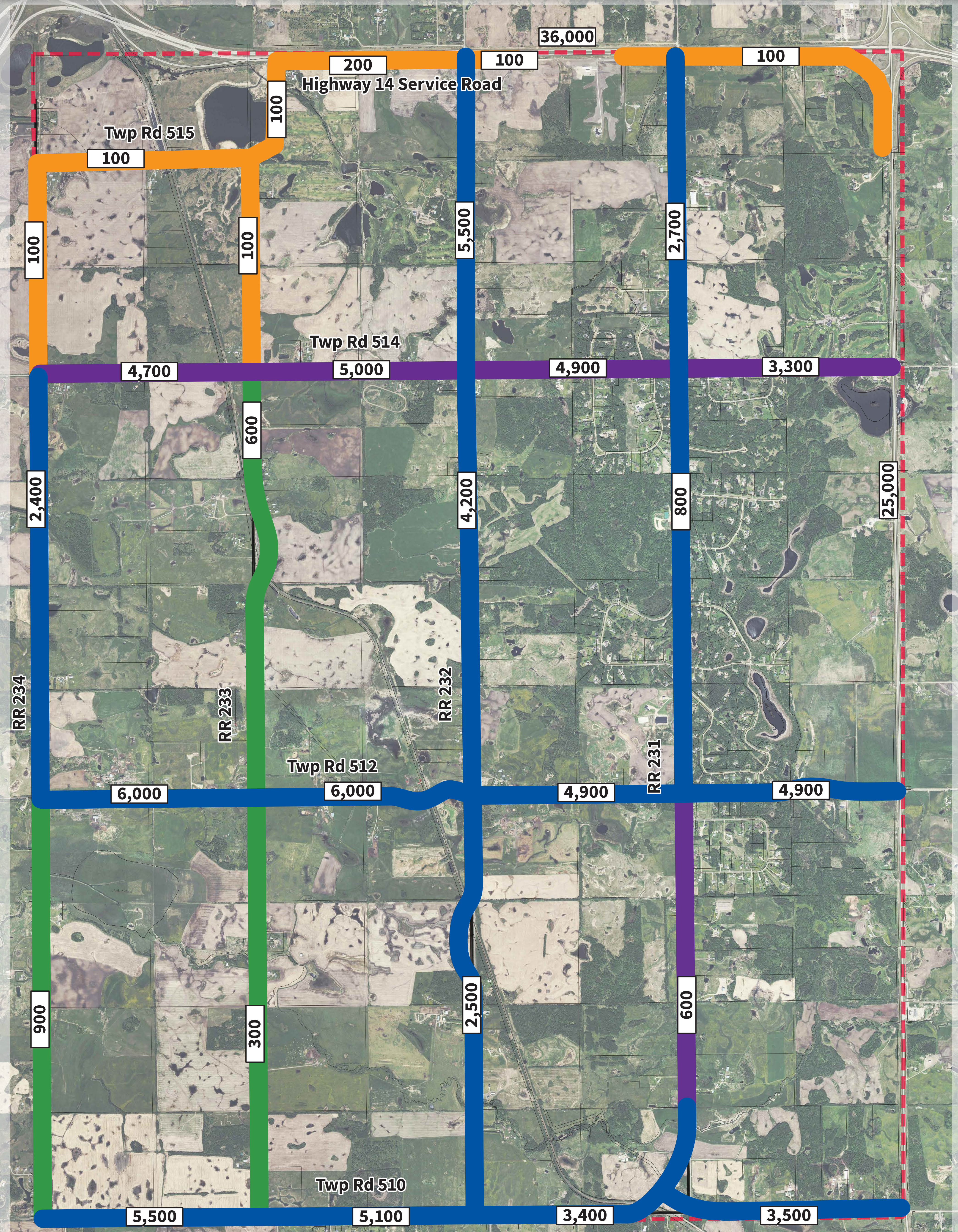
Legend

-  7.5m Road Surface, 2 lanes (Class 2 Road)
 - changes to grades/profiles
 - road width similar to existing
 - paving
-  9.0m Road Surface, 2 lanes (Class 1 Road)
 - changes to grades/profiles
 - road widening & paving
-  No changes (Existing Class 1 Road - 9.0m Road Surface, 2 lanes)
-  No changes (Existing Class 3 gravel/cold mix road)

 6,000 Estimated Future Daily Traffic

Message boards have been set up to group discussions together along each township road and range road.

After viewing the plans, please participate in the message boards to provide comments and ask questions!



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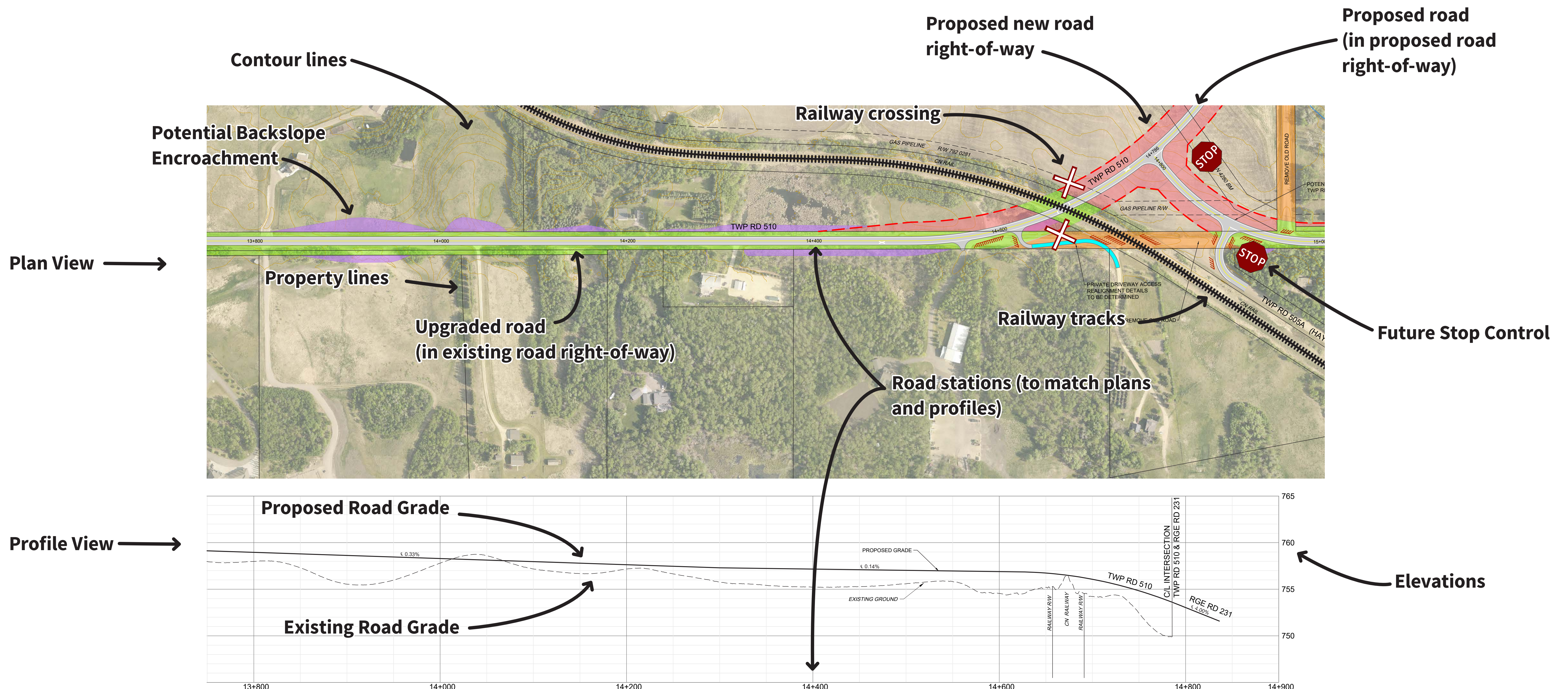
Understanding the Plans

On the online discussion boards you will be asked for comments and feedback about the recommended plans.

This sample plan shows you some of the features you will be able to comment on. This includes railway crossings, potential road realignment, backslope plans, and more.

The plans show a plan view with an airphoto, and a profile view which shows the road grades along the corridors.

- **Plan view** – airphoto with aerial view of proposed upgrades
- **Profile view** – elevation profile showing road grades
- **Property lines** – legal and right-of-way lines
- **Contour lines** – illustrate topography where there are steep hills, lines are shown every one metre elevation difference
- **Existing Road Grade** – elevation of the middle of existing roads
- **Proposed Road Grade** – elevation of the middle of proposed roads
- **Stop signs and railway crossings** – show future controls; all railway crossing to have gates, bells, and lights
- **Potential backslope encroachment** – location where backslopes may encroach outside of road right-of-way
- **Proposed new road right-of-way** – potential new property lines for road rights-of-way



Southwest Strathcona County Functional Planning Study

Feedback Activity

We invite you to provide your comments on the proposed improvements.

Let us know what you think about the study, or if we may have missed something you think should be included as part of the study.

You can enter your comments in the message boards where you can provide your comments. Project team members will be available to respond and provide additional information.

The message boards will be open from **Friday June 18 through Tuesday June 29.**

Your feedback will be used by the project team and Strathcona County inform our final recommendations.

Your involvement will help make this project successful, ensuring improved safety and efficiency for future roadway users in the South Strathcona County area.

Thank-You!