



WELCOME

to the Southwest Strathcona County
Functional Planning Study

Open House #2 (Virtual)

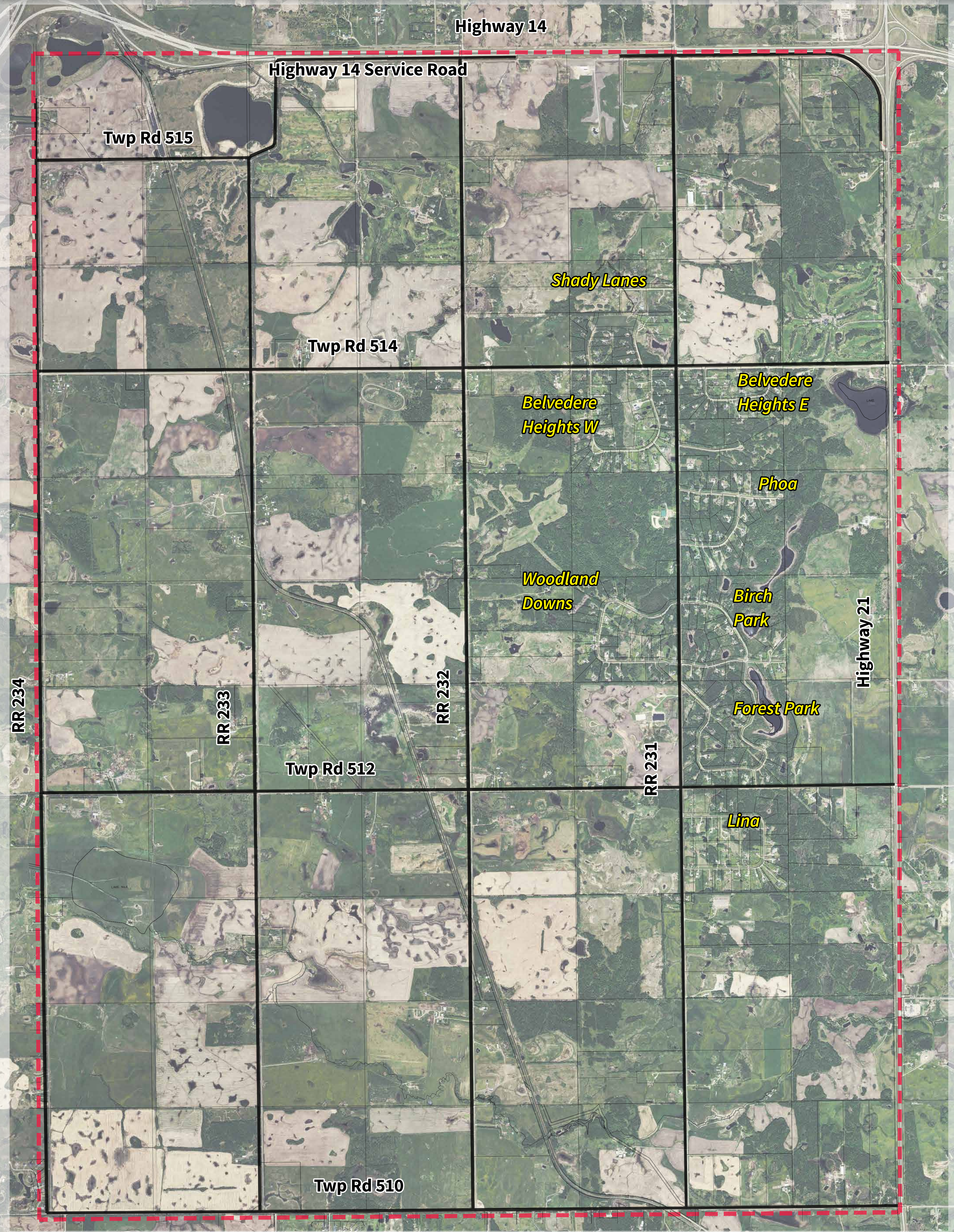
September 21 to 29, 2020

Southwest Strathcona County Functional Planning Study

Study Area

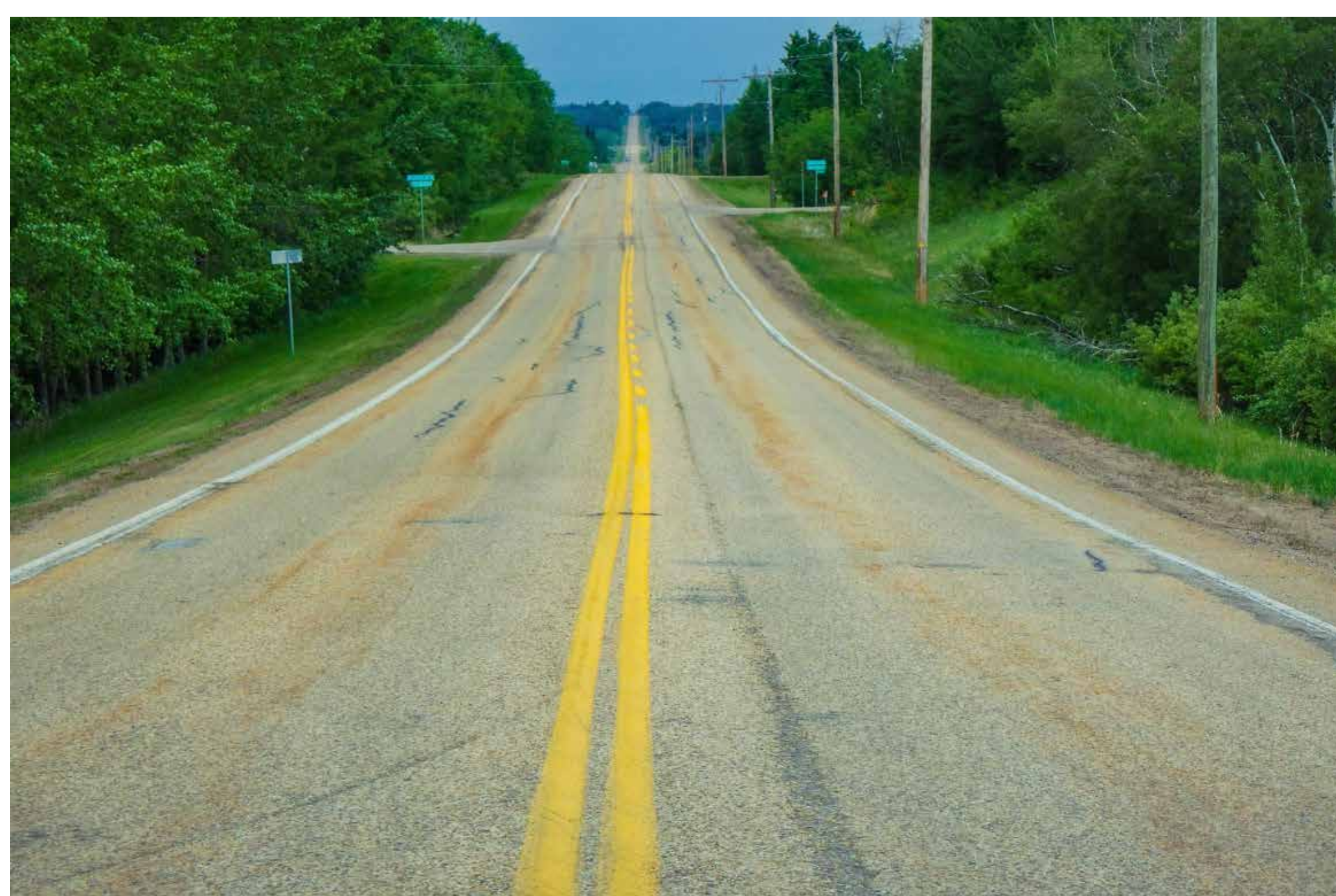
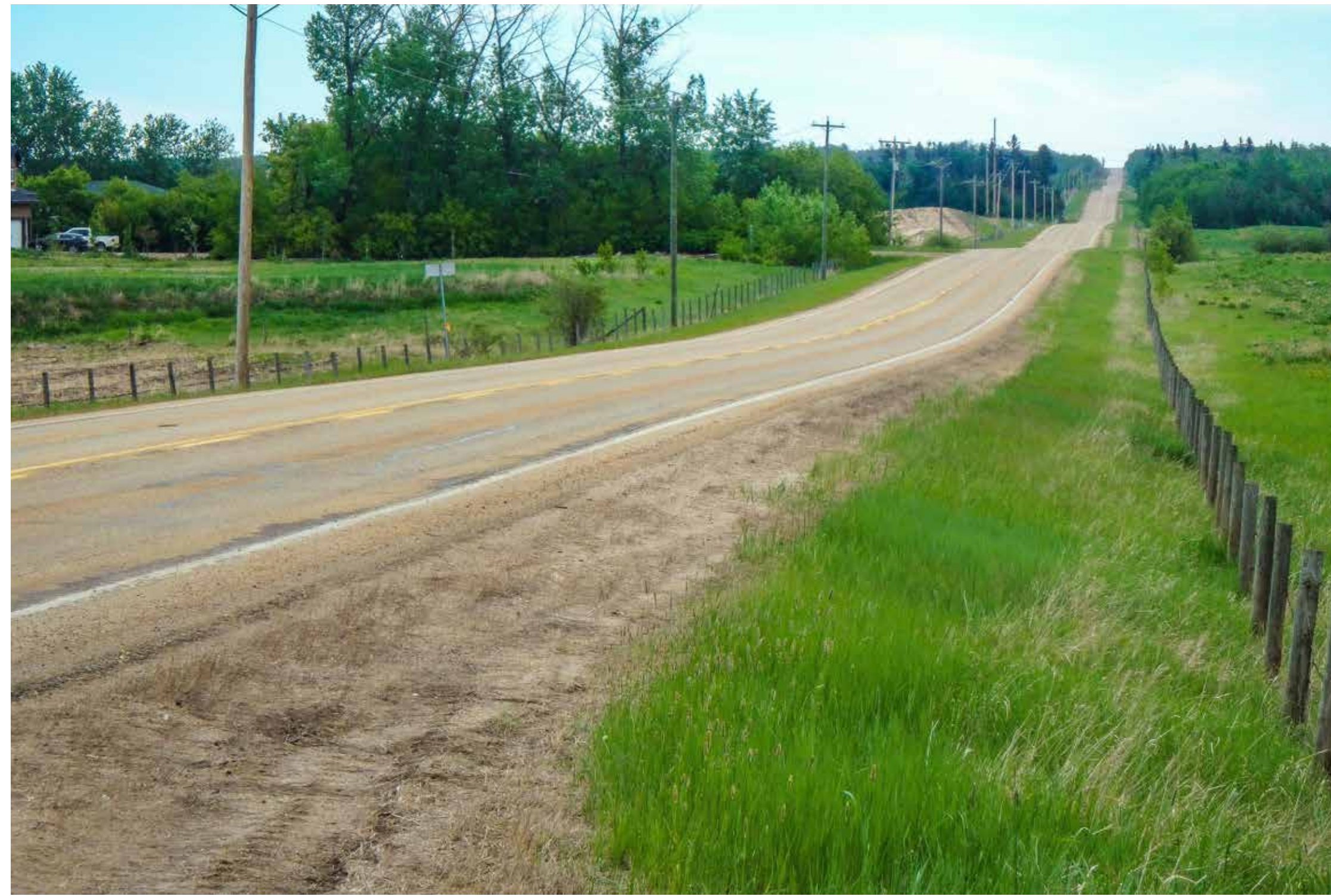
The study area spans from Township Road 510 north to Highway 14, and from Range Road 234 east to Highway 21.

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 will be looking 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 – We Are Here!**
- Open House #3 – Late 2020 / Early 2021

Originally this project was slated to be complete in early fall 2020, however there have been delays due to Covid-19. This second open house is being held virtually to meet provincial health directives to minimize social gatherings.

WE ARE HERE



Previous Public Consultation

The first open house was held in October 2019. Feedback collected from the open house was used to inform further stages of this project and helped guide the recommendations.

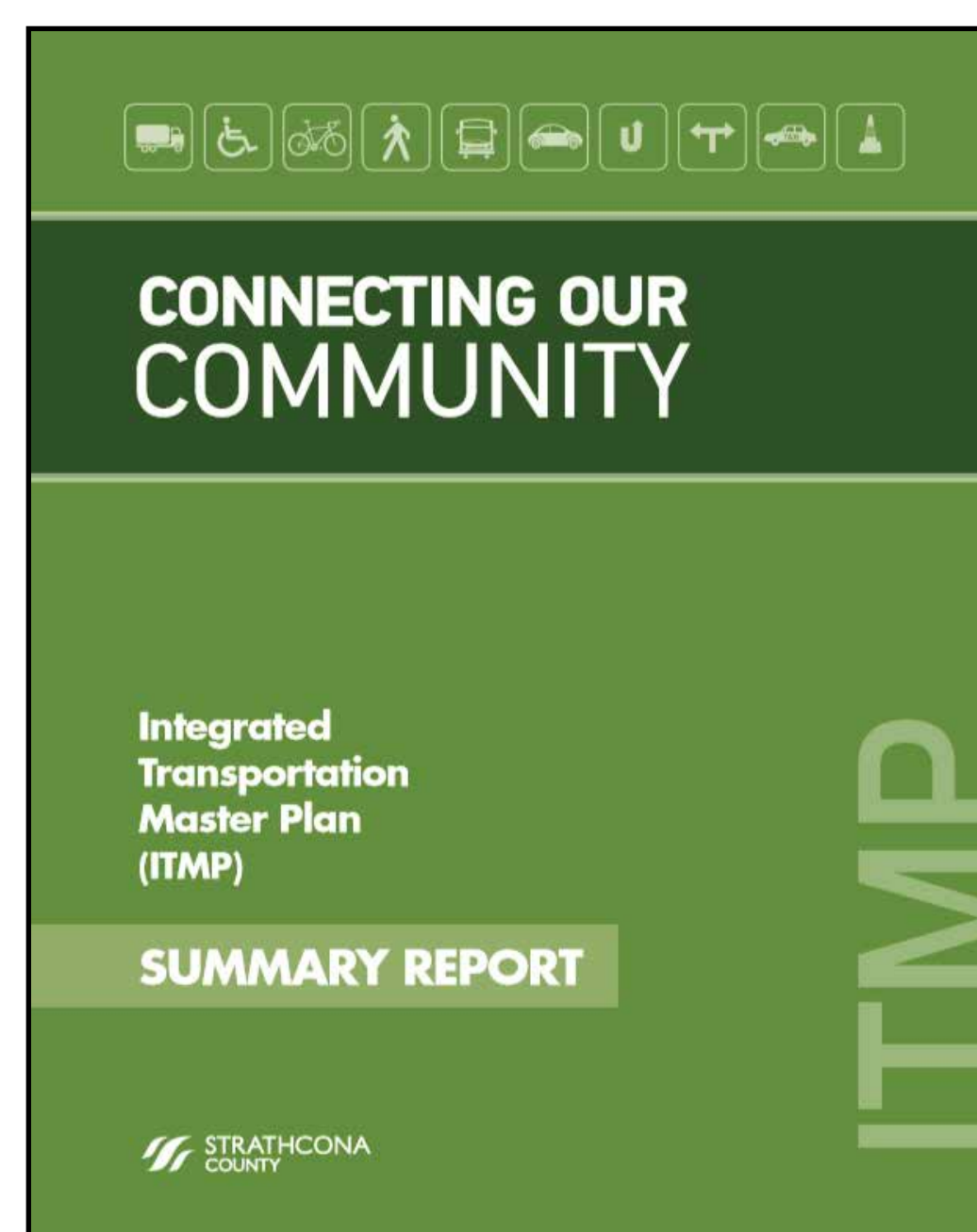
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Guiding Documents



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 livework, 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

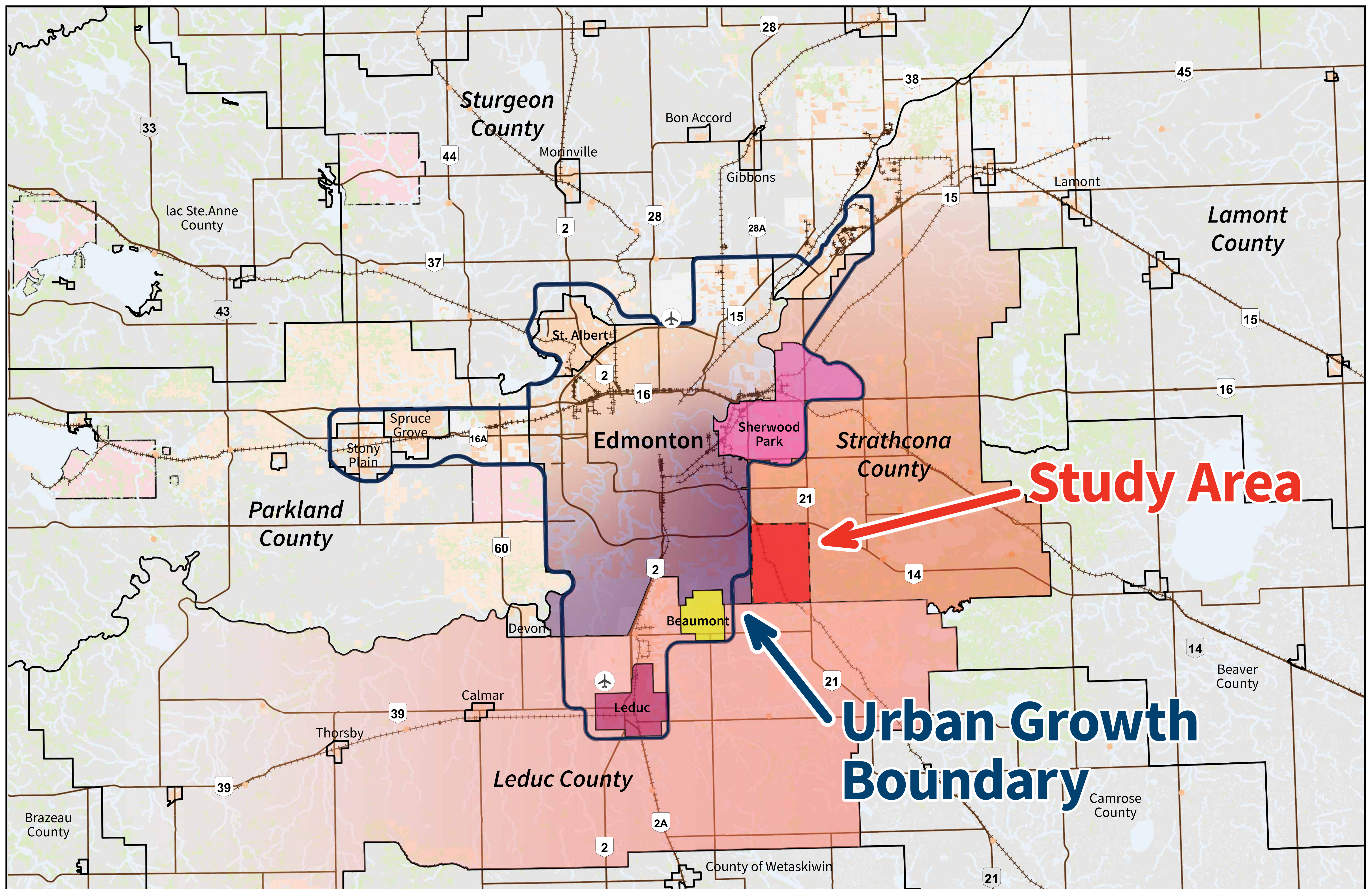
- Ensures all members within the region collaborate and coordinate to manage growth responsibly
- Emphasis on minimizing the urban footprint; integrating land use and infrastructure decisions; building resilient, adaptable, and complete communities; and an interconnected transportation system
- The plan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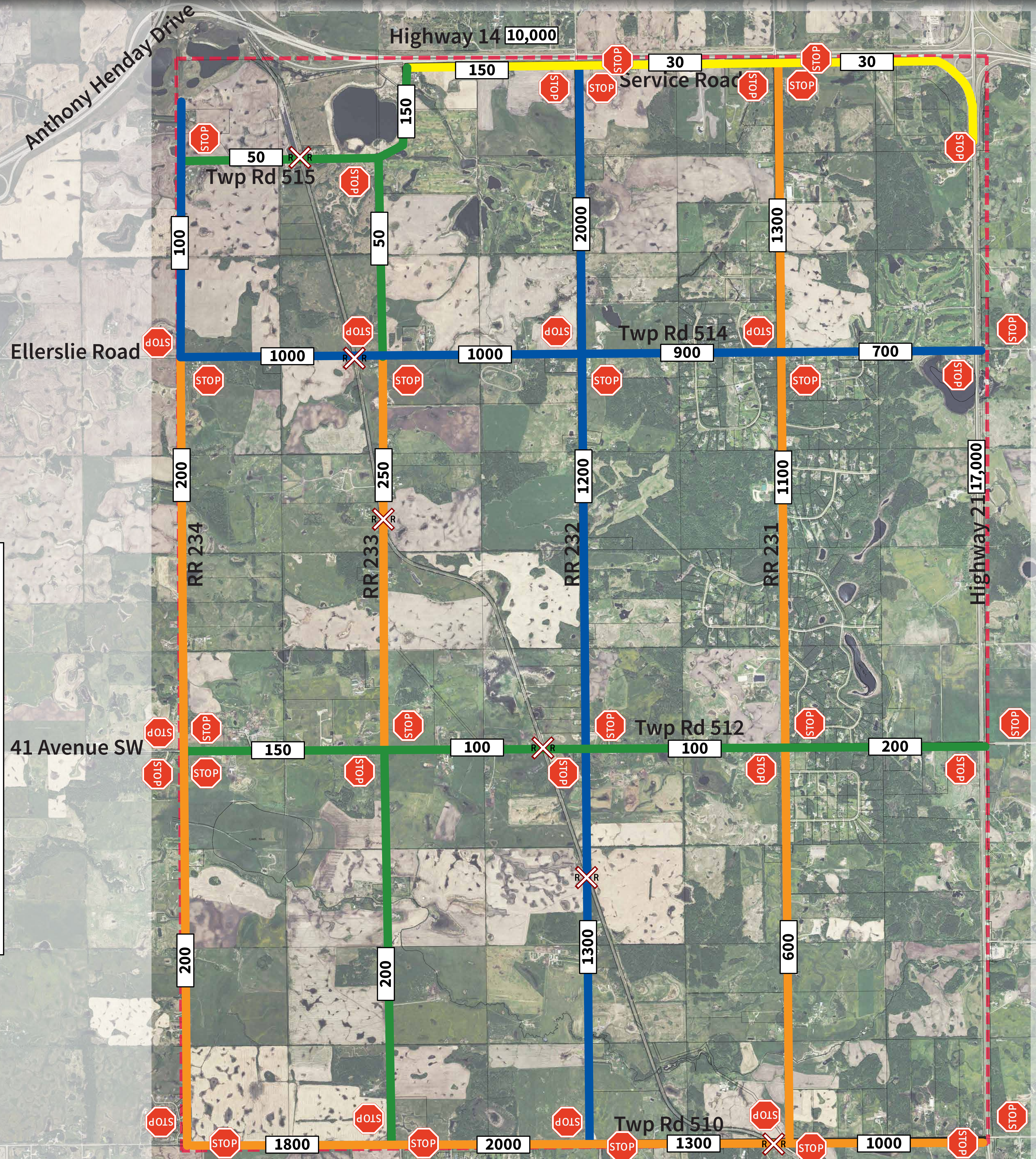
Existing Conditions

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 – Interchanges

Study Considerations

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 will be through grade separated interchanges only.

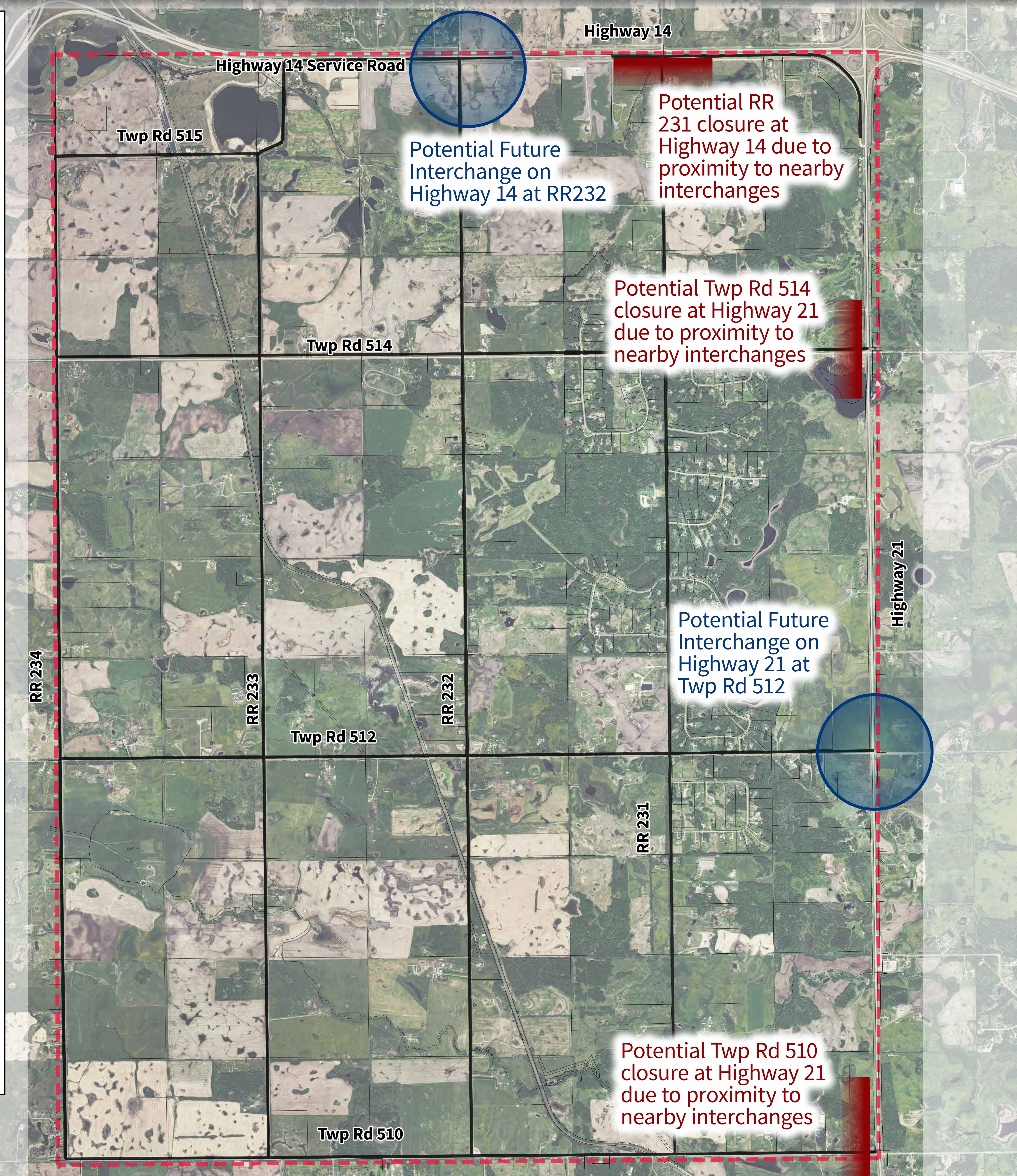
Due to spacing requirements between interchanges, potential interchanges in our study area are identified at:

- Highway 14 at Range Road 232
- Highway 21 at Township Road 512

If/when interchanges are built, other accesses along these highways will likely be closed.

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. **Any changes, including new interchanges and/or intersection closures, will be supported by a separate study.**

We have used the above information to help support long-term planning for the County's roads in the study area.



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Future Considerations – Regional Connections

Study Considerations

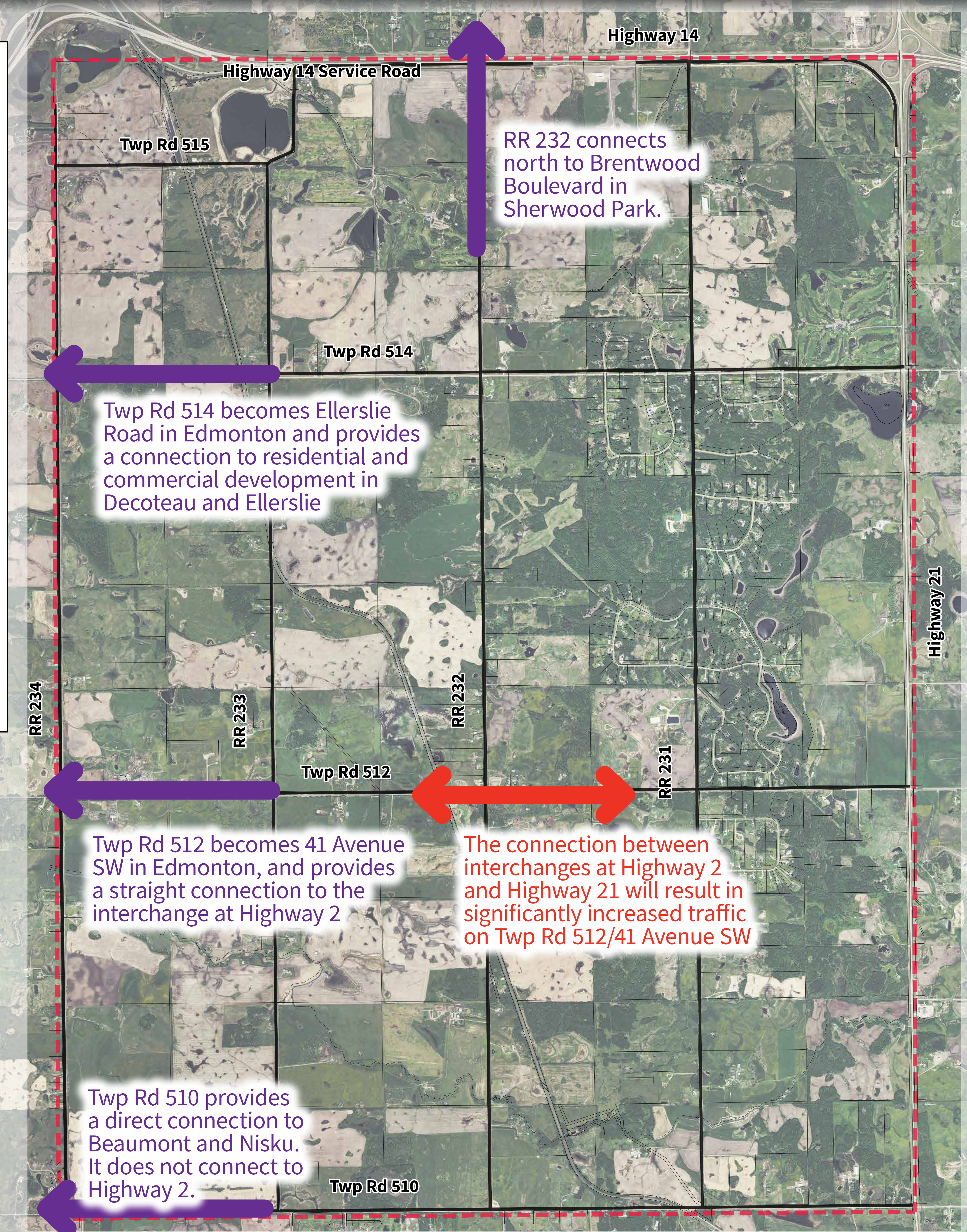
Key issues that inform plans for road upgrades in this study area include existing and future:

- land use
- traffic volumes and patterns
- interchanges and 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.

Key major regional connectivity issues are presented on the map.



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Recommendations

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

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
- upgrading busier roads to provide 4 lanes (2 lanes in each direction)
- realigning roads across railway crossings to improve crossing angles

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.

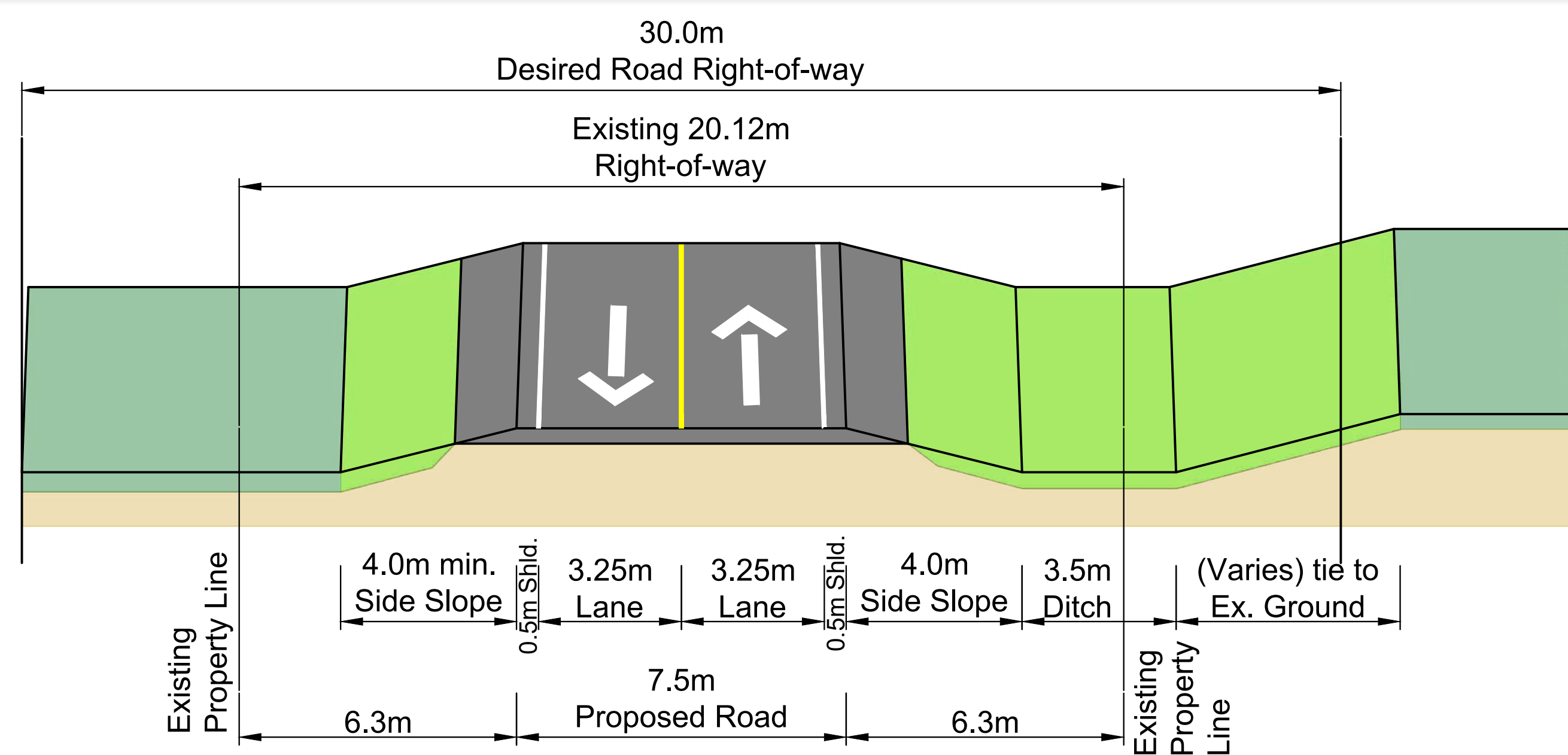
On roads recommended to be upgraded to 4 lanes, there may be changes to private accesses. Some driveway accesses may be closed, and some may be relocated or consolidated. Any access changes will not be designed or finalized until road design is completed in the future, just before construction and after negotiation with the property owner. We have identified possible changes for illustration on the plans.

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

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.

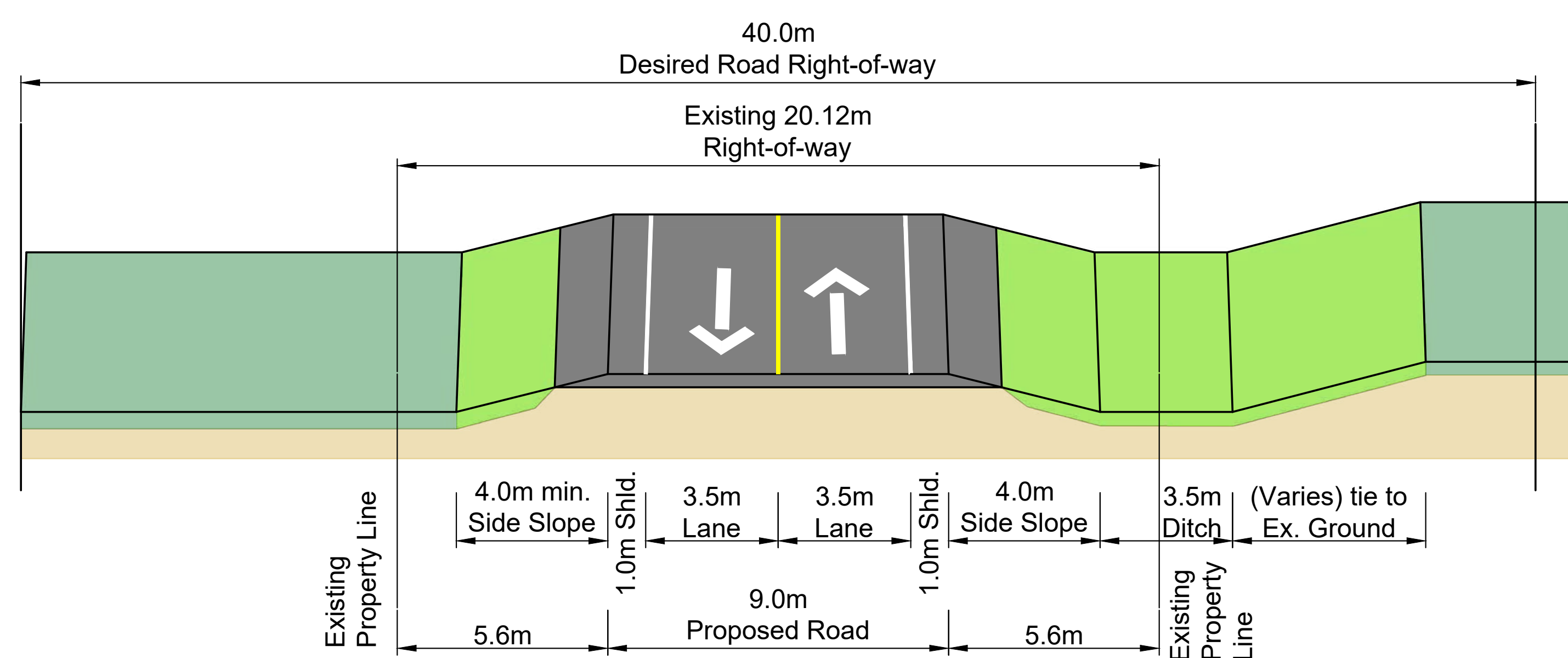
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Proposed Cross-Sections



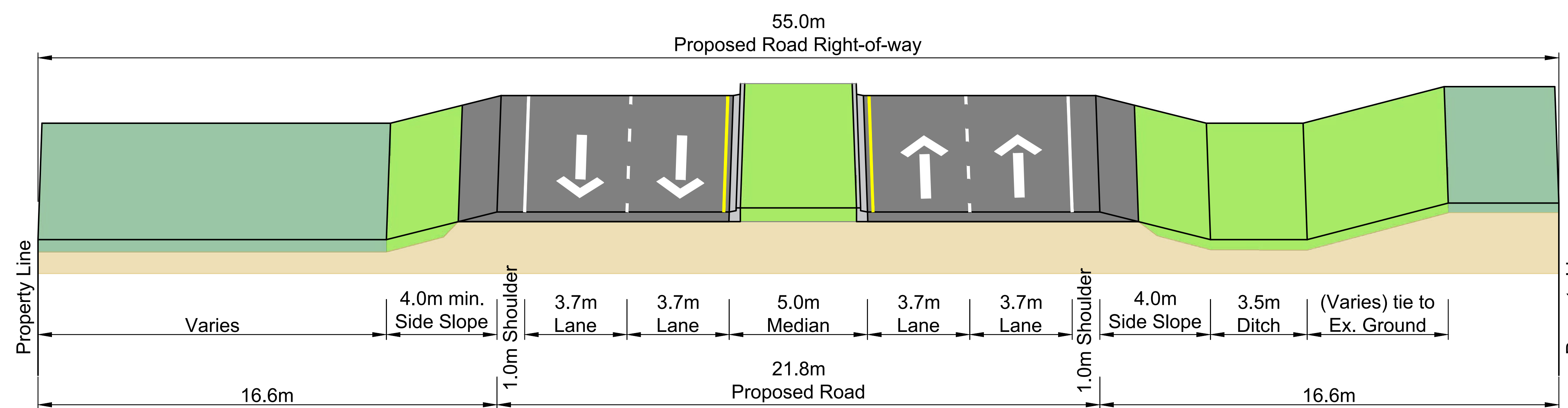
7.5 Meter Road Surface:

- Low volume traffic
- Two 3.25 meter 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 meters
- No change to existing 20.12 meter right of way
- Backsloping Agreements where needed due to existing right of way width



9.0 Meter Road Surface:

- Low to moderate traffic volume
- Two 3.50 meter 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 meters
- No change to existing 20.12 meter right of way
- Backsloping Agreements where needed due to existing right of way width



4-Lane Road Surface with Median:

- High volume traffic
- Four 3.75 meter travel lanes
- 5.0 meter dividing median with concrete curb and gutter
- 1.0 m shoulder on both sides
- 1.0 m deep and 3.5m wide ditch bottom in cut areas
- Proposed Right of Way is 55.0 meters
- Property acquisition will be required
- Backsloping Agreements likely not needed

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Proposed Upgrades

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

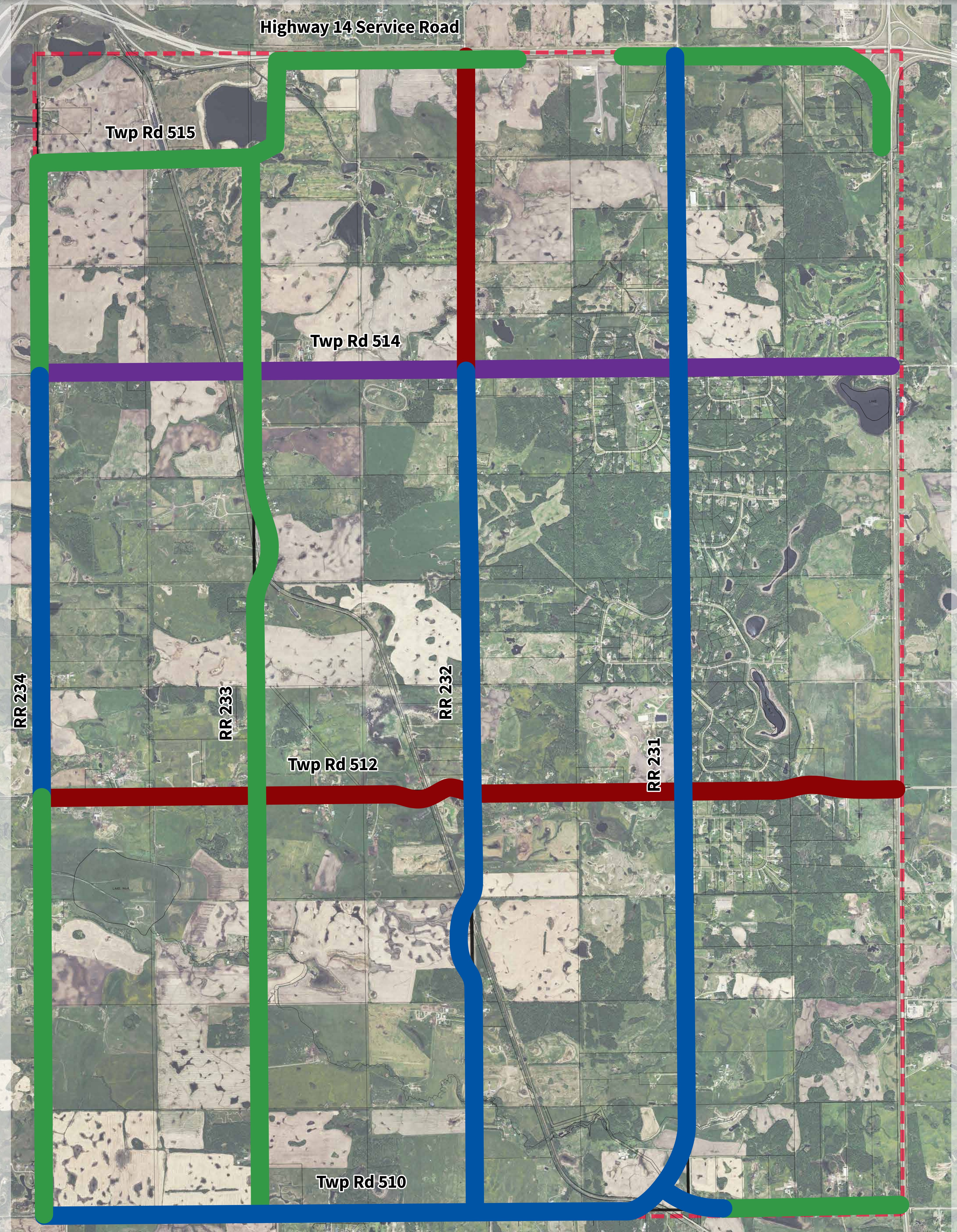
Further details showing the proposed profile changes, realignments, and/or widening can be found on the detailed plans for each road.

Legend

-  7.5m Road Surface, 2 lanes
-  9.0m Road Surface, 2 lanes
-  22.0m Road Surface, 4 lanes
-  No changes (Existing 9.0m Road Surface, 2 lanes)

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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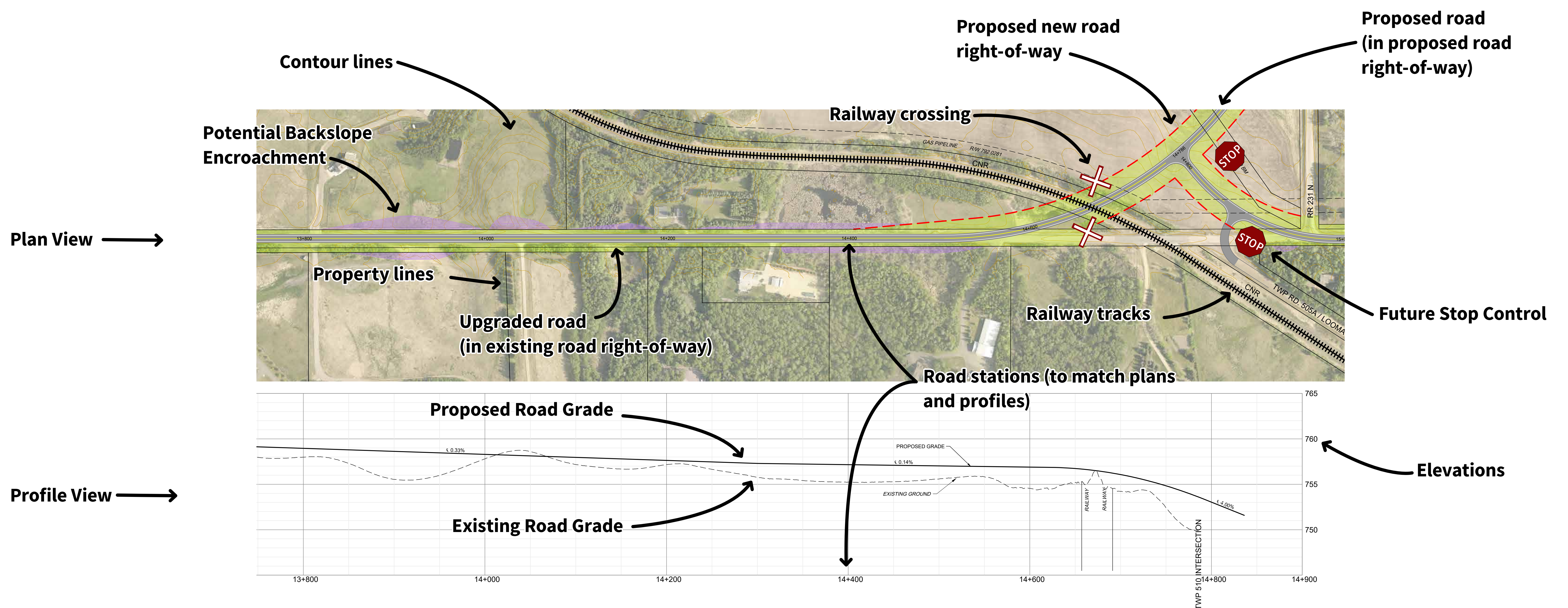
Understanding the Plans

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 **Monday September 21 through Tuesday September 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 comfort for future roadway users in the South Strathcona County area.

Thank-You!