



TRANSPORTATION MASTER PLAN

COUNCIL PRESENTATION NO. 2

OCTOBER 20, 2020

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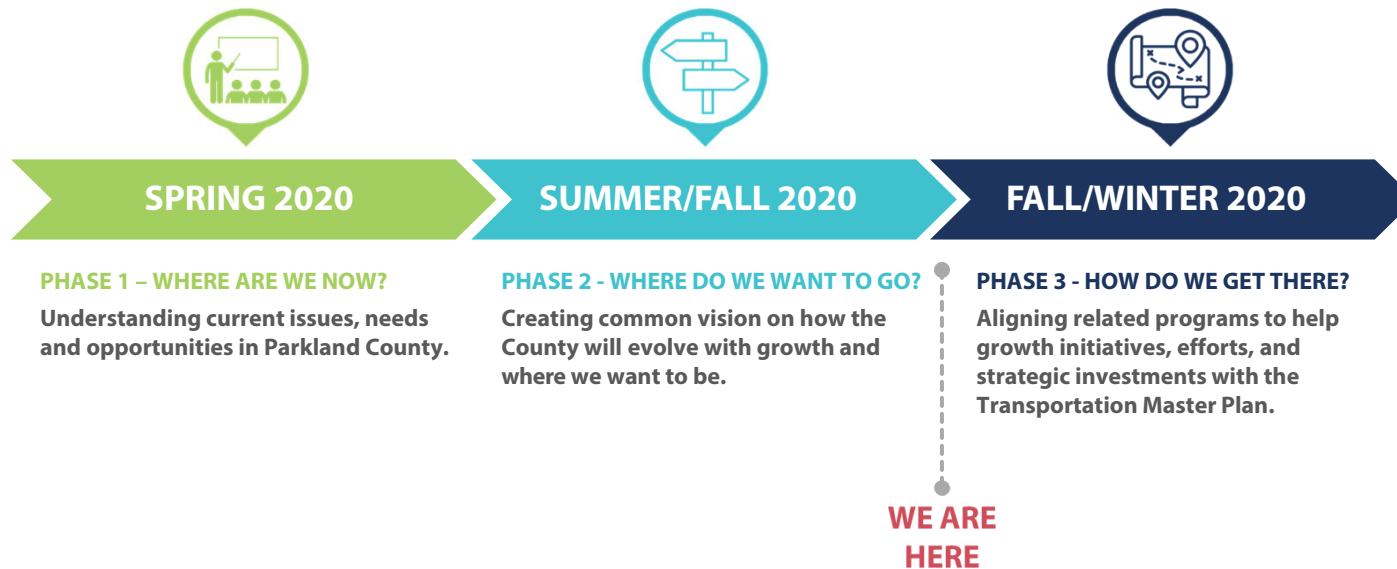
AGENDA

- **Introductions**
- **Project Update**
- **What We Heard**
- **Preliminary Strategies**
 - **Policy Direction**
 - **Road Classification**
- **Questions**



PLAN PROCESS & TIMELINE

- The TMP is currently near the end of Phase 2



ENGAGEMENT OVERVIEW

- Two rounds of engagement have been completed so far:

TMP Engagement	Round 1	Public Engagement – Online Interactive Map, Vertisee	 Completed
		CoW/Council - Presentation	
	Round 2	Public Engagement – What We Heard Report	
		Internal Stakeholders – Online Workshop (Story Map Workbook)	
	Round 3	Public Engagement – Presenting the TMP	
		Internal Stakeholders – Presenting the TMP	



ROUND 1 ENGAGEMENT

- **Engagement with the Public and Committee of the Whole (CoW)**



ROUND 2 ENGAGEMENT - INTERNAL STAKEHOLDERS WORKSHOP

- A link to an online, Workbook with survey and interactive map was provided to internal Stakeholder and Council on August 13th to September 18th
- Each internal department was engaged, and sufficient feedback was received to ensure a collaborated approach



Parkland County TMP- Administration and Council Workbook

Phase 2 - Where do we want to go?

Transportation Issues, Opportunities, and Priorities



WHAT WE HEARD – WORKBOOK

**Issues and Opportunities
that were derived out of
the work booklet:**

KEY ISSUES

- Road Safety
- Road Pavement Rehabilitation
- Improve Connections for Goods Movement
- Improve Connections for Agriculture Traffic
- Update County's Road Classification System to better reflect current conditions and support an Integrated Transportation Network

OPPORTUNITIES

- Widening or improving existing roads to meet industry design guidelines and standards
- Making the most out of our existing road space through periodic maintenance and rehabilitation with infrastructure for active transportation
- Constructing new roads to support growth and development, only if absolutely necessary
- Improve Safety for people who drive , through operational improvements, regular road maintenance and improved road design
- Improving network reliability to reduce traffic delays (across rail lines and high truck traffic areas).



WHAT WE HEARD – WORKBOOK CONT.

Ranked Funding Prioritization for TMP improvements:

-  **1 Improving Road (or System) Safety**
-  **2 Improving Road Condition**
-  **3 Grade Separation for Rail Crossings to Improve Network Reliability**
-  **4 Reducing Road Congestion & Adding More Road Capacity for Vehicles**
-  **5 Constructing more Active Transportation Connections Between Communities and Key Destinations**



WHAT WE HEARD – WORKBOOK CONT.

• Additional comments to the Guiding Pillars:



ESTABLISH AN INTEGRATED TRANSPORTATION NETWORK

- Develop clearly-defined and consistent roadway classifications and future network.
- Improve transportation safety.
- Establish effective transportation management and infrastructure planning and prioritization.



SUPPORT COUNTY & REGIONAL INTEGRATION

- Provide and/or enhance connectivity and access between nodes and future growth areas within the County and the Region.
- Continue to work with and maintain a good working relationship with, EMRB and Tri Region.
- More effective deployment of capital integrated approaches to transportation construction.



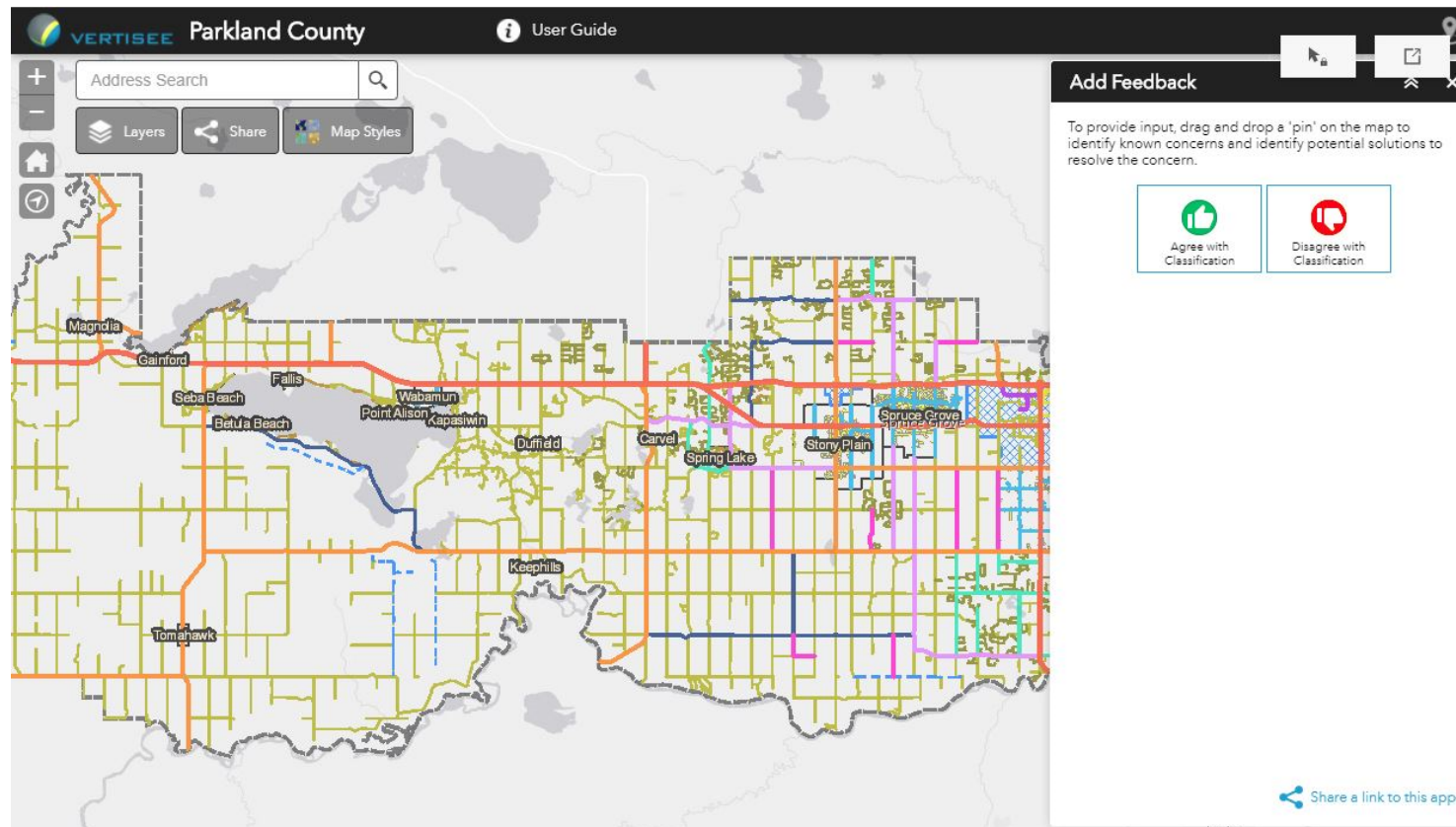
COORDINATE & ENCOURAGE ALTERNATIVE TRANSPORTATION

- Promote walking and biking on subdivision and low volume roads.
- Consider active transportation infrastructure to higher traffic roads when designing or reconstructing.
- Built in strategic areas to support Tourism development and recreation uses.



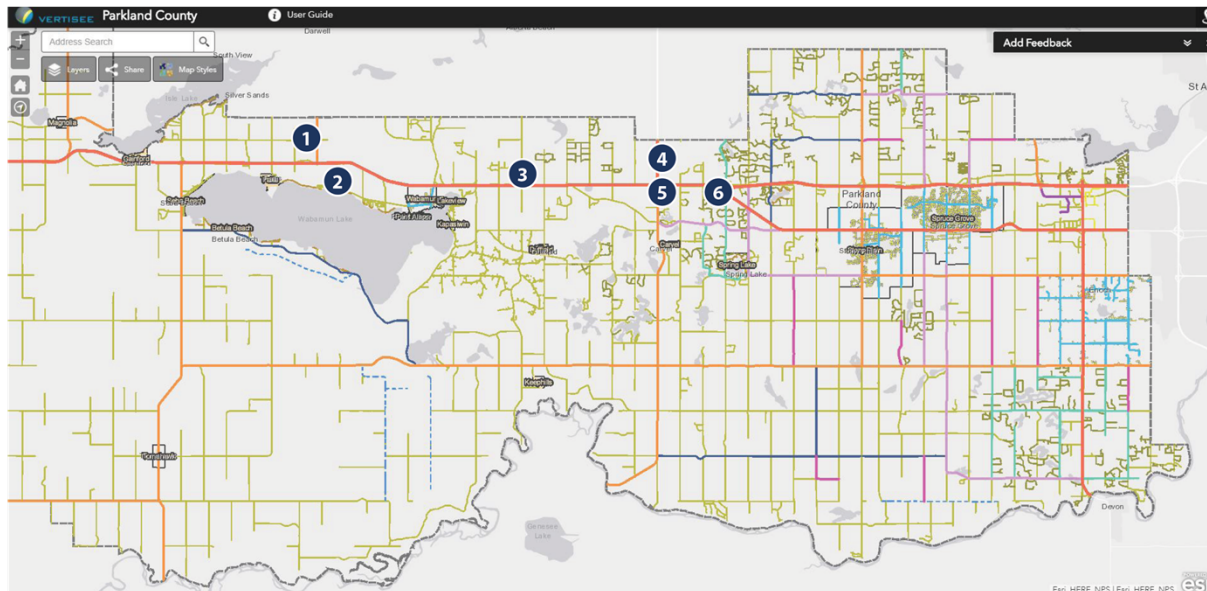
WHAT WE HEARD – WORKBOOK CONT.

- Road Classification Map was reviewed as part of the workbook



WHAT WE HEARD – WORKBOOK CONT.

Transportation Gaps West of the County:

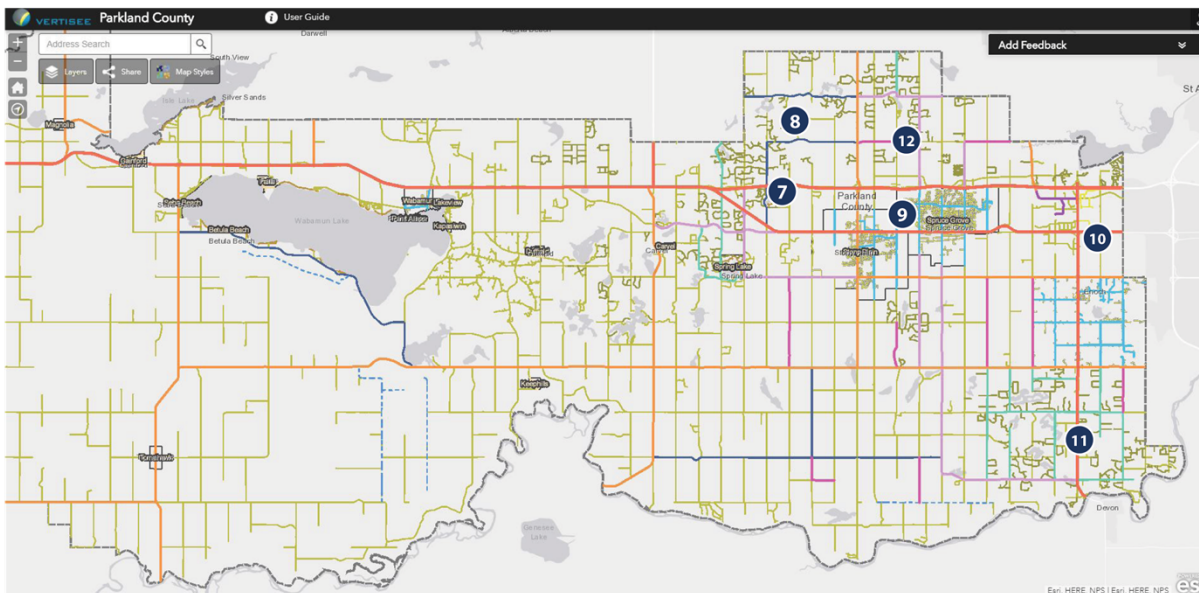


- 1** Connect TWP 534, between Range Road 51 and Range Road 50.
- 2** Future Lakeside Development
- 3** Need a parallel option to HWY 16 to satisfy Provincial requirements long term
- 4** No functional plan on Hwy 43 north of Hwy 16 to support future freeway upgrades.
- 5** Interchange Upgrade Project remains unplanned. Development opportunities within 3km of interchange.
- 6** Interchange re-alignment plans remain unfinished (connection of Hwys 16 and 16A and Rge Rd 20).



WHAT WE HEARD – WORKBOOK CONT.

Transportation Gaps East of the County:



- 7** Functional plan between Hwy 779 and Hwy 43 remains unfinished. Reduced residential development along RR12, RR13, RR14, RR15 and RR20 intersections.
- 8** RR13 is paved but geometric constraints to the north creates an indirect route for most users to the east.
- 9** Connection from Spruce Grove going west to Stony Plain and HWY 779 going east to Acheson.
- 10** Relocation of Bevington Road west to intersect with Pinchbeck road.
- 11** No Functional Plan for Highway 60 between River and Reserve.
- 12** Missing connection from TWP 534, between Rge Rd 275 and Rge Rd 274.



PRELIMINARY STRATEGIES

- The previously approved guiding pillars will be the basis for developing the Strategic Direction and Actions/Policies

Guiding Pillars



**ESTABLISH AN INTEGRATED
TRANSPORTATION NETWORK**



**SUPPORT COUNTY & REGIONAL
INTEGRATION**



**COORDINATE & ENCOURAGE
ALTERNATIVE TRANSPORTATION**

**STRATEGIC
DIRECTIONS
AND ACTIONS**

TMP Objectives



**REGIONAL & COUNTY
INTEGRATION**



**NETWORK MAINTENANCE &
REHABILITATION**



**TRANSPORTATION
SAFETY**



GOODS MOVEMENT



ACTIVE TRANSPORTATION



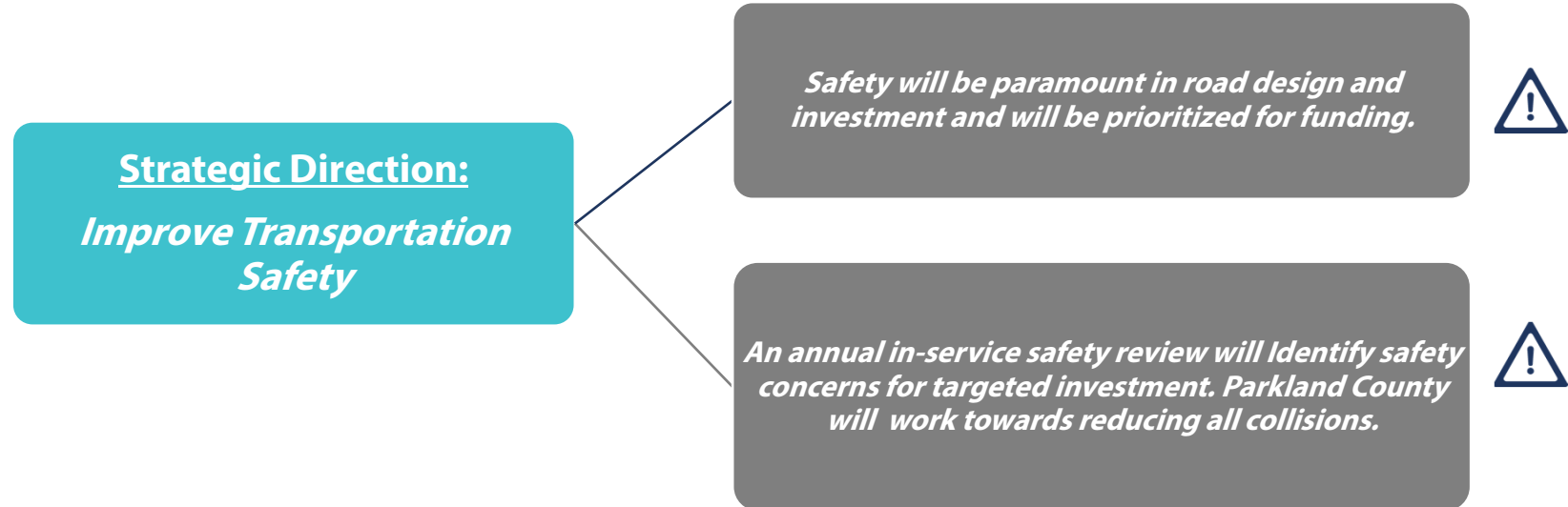
TRANSIT



RECREATION & TOURISM



STRATEGIC DIRECTION & ACTIONS



STRATEGIC DIRECTION & ACTIONS

Strategic Direction: *Regional & County Integration*

Highways are a key economic driver. Highways should be improved and prioritized by Alberta Transportation in collaboration with Parkland County.



Alternative transportation (ride sharing, transit) connections between activity areas (Spruce Grove, Stony Plain, Acheson), and facilities (Park and Ride) should be planned and supported with regional partners.



Planning for transportation and land use must be coordinated and there should be alignment of various County planning initiatives and policies



STRATEGIC DIRECTION & ACTIONS

Strategic Direction: ***Capital and Operational Investments***

Improvements (safety), maintenance and rehabilitation will be a considered a funding priority over growth capital investment, outside of economic investment areas, including Acheson, Entwistle and Meridian.



Through planned rehabilitation projects, identify and incorporate safety improvements and active transportation components when applicable based on road classifications.



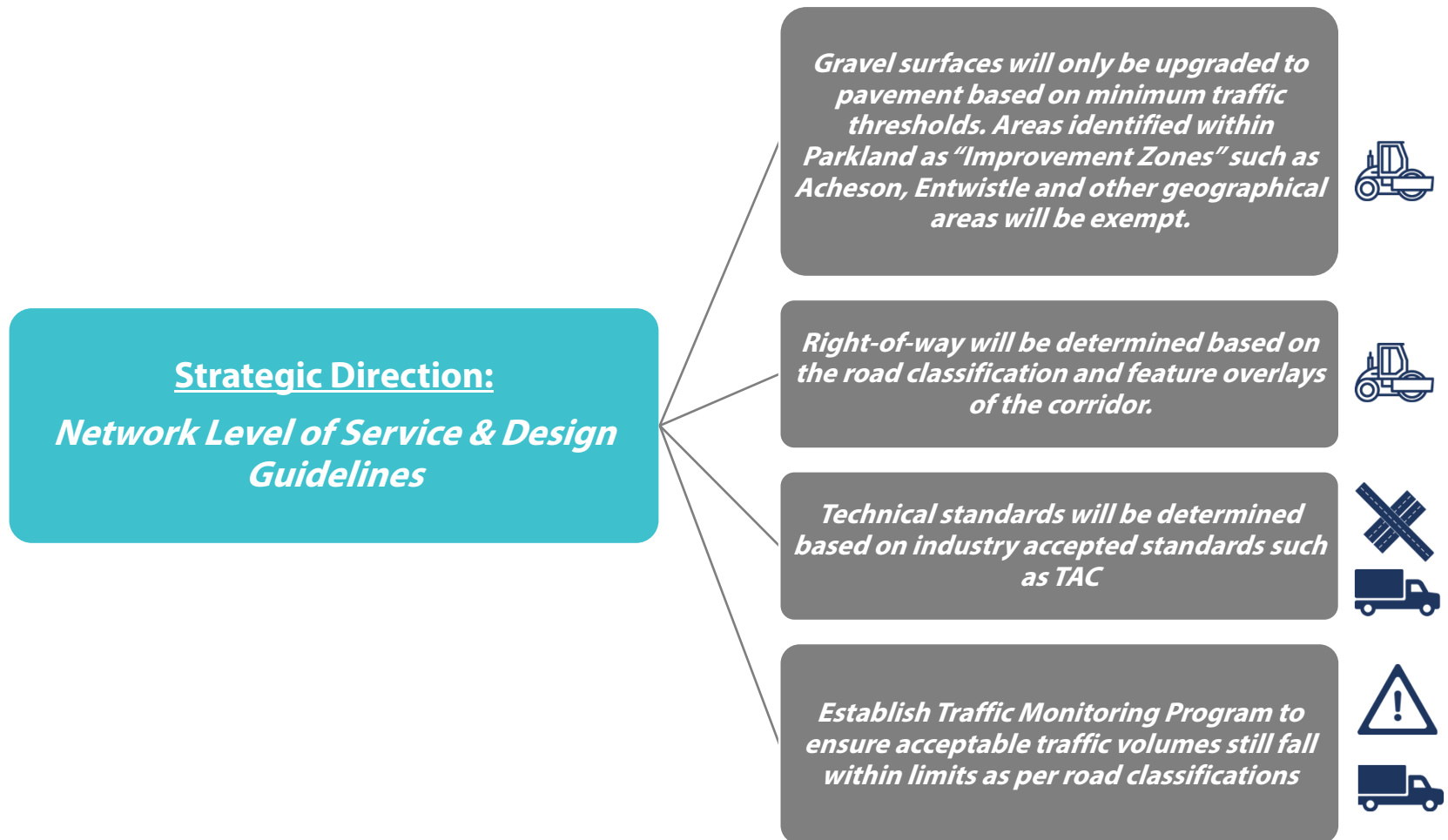
Roads and corridors where there are network redundancies, should be maintained but not improved.



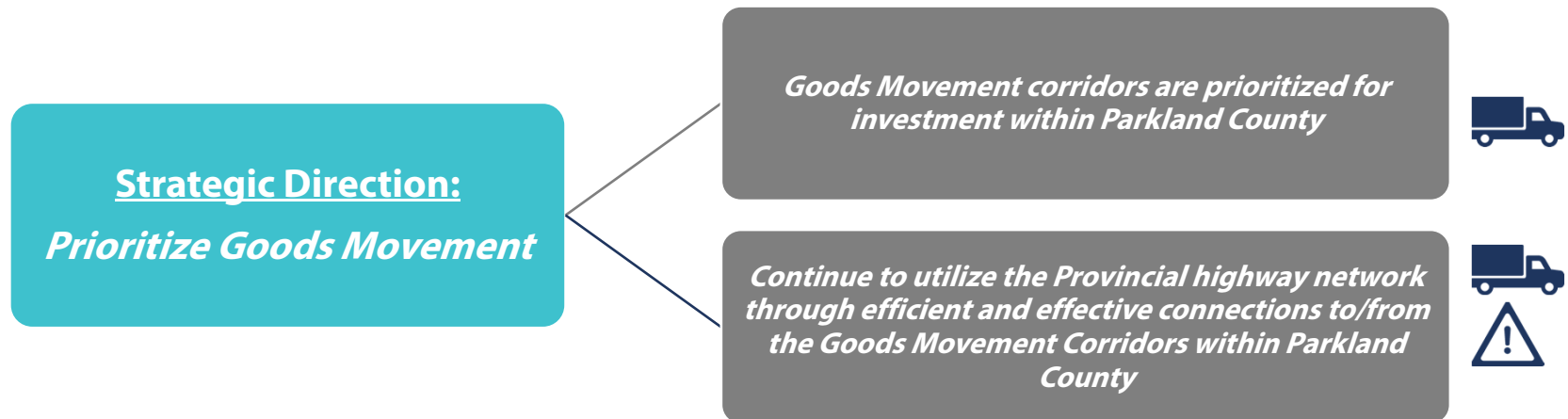
The current prioritization and evaluation matrix should be reviewed, and updated with best practices and be approved by Council. Investments for improvements should be based on priority projects identified within this Council approved evaluation matrix.



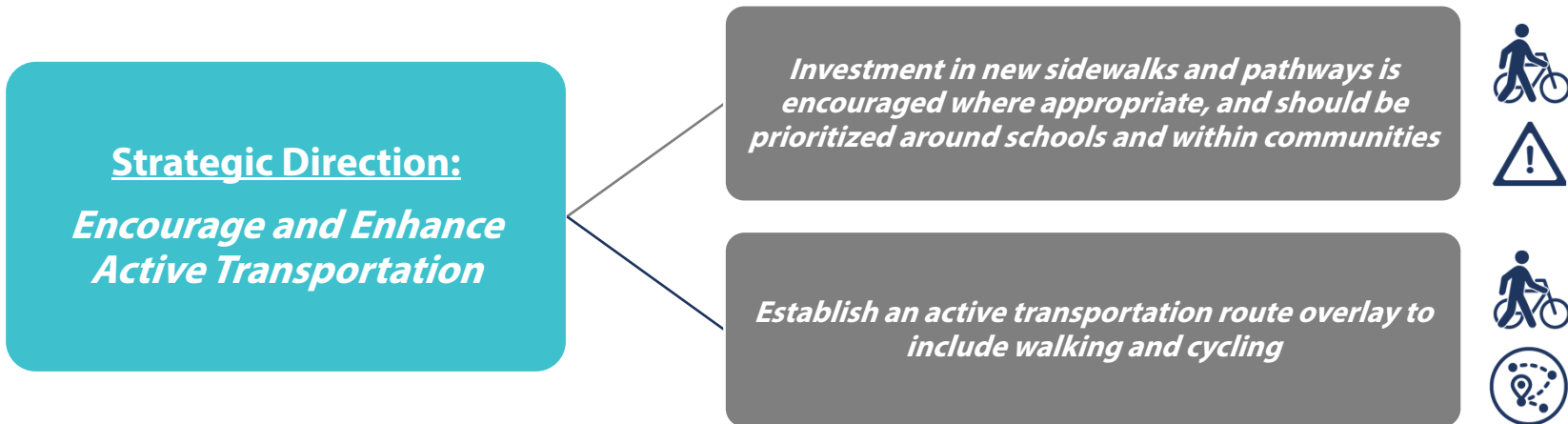
STRATEGIC DIRECTION & ACTIONS



STRATEGIC DIRECTION & ACTIONS



STRATEGIC DIRECTION & ACTIONS



ROAD CLASSIFICATION

- The following proposed road classification designation was established to provide a clear and consistent system that will guide future planning and design.

Highway	Arterial (Primary Route)	Collector (Secondary Route)	Local Route
<ul style="list-style-type: none">• Primary Highways• Secondary Highways	<ul style="list-style-type: none">• Industrial/Commercial Arterial• Rural Arterial	<ul style="list-style-type: none">• Industrial/Commercial Collector• Rural Collector• Subdivision Through Road	<ul style="list-style-type: none">• Industrial/Commercial Local• Rural Local (Rge Rd / Twp Rd)• Country Residential• Hamlet Road• Lakefront/Cottage Road



OVERLAY ROUTES CRITERIA

- Four overlay routes to supplement the primary road classification

Goods Movement Routes

- Truck routes and roadways that are designed for large vehicles to bring goods to market
- Example: 114 Ave and Burtonsville Road

Agricultural Routes

- Corridors that are developed for the movement of agricultural equipment and goods
- Example: Rge Rd 12 (Hwy 627 south to Twp 512), Twp Rd 522 (Rge Rd 20 to Rge Rd 275)

Active Transportation Routes

- Establish corridors that provide alternate modes of travel (e.g., walking and biking) and support and promote regional benefits related to health, social, transportation, environment and the economy
- Example: Parkland Dr Rge Rd 15 to Rge Rd 23 (Hwy 770), Twp Rd 534 from Rge Rd 10 (Hwy 779) to Rge Rd 14 and Graminia (Twp Rd 511) from Hwy 60 to Rge Rd 225.

Explore Parkland Routes

- A network of Scenic Drives; Parks, Open and Green Space The roadway system will serve an important role in supporting Explore Parkland travel, and tourism based economic development
- Example: Twp Rd 534A (Entwistle), Rge Rd 13/Twp Rd 535 (Chickakoo)



ROAD CLASSIFICATION – ROUTE OVERLAY

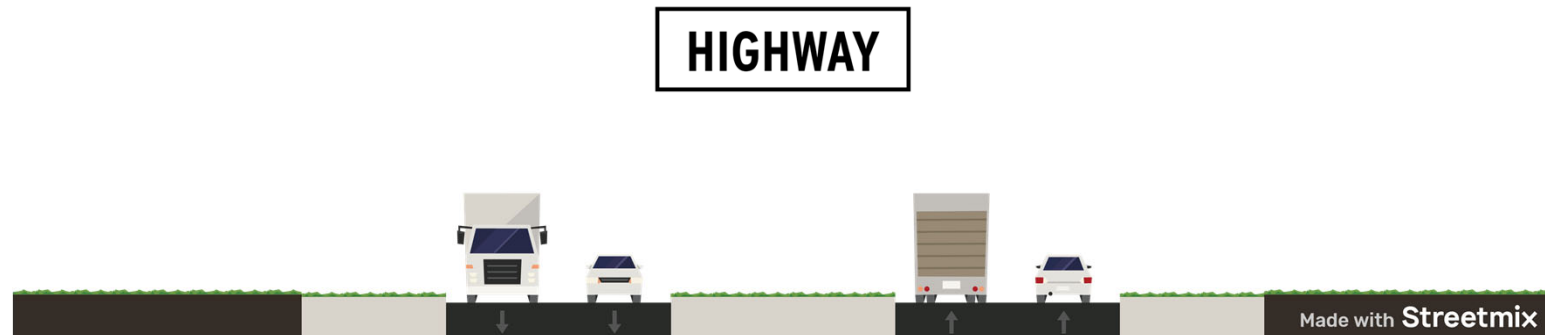
- The following route overlays are proposed to guide design criteria to respond to various uses in the County

Primary Classification	Goods Movement Route	Agricultural Route	Active Transportation Route	Explore Parkland Route
Highway	✓	N/A	N/A	N/A
Arterial	✓	✓	✓	✓
Collector	✓	✓	✓	✓
Local	N/A	✓	✓	✓



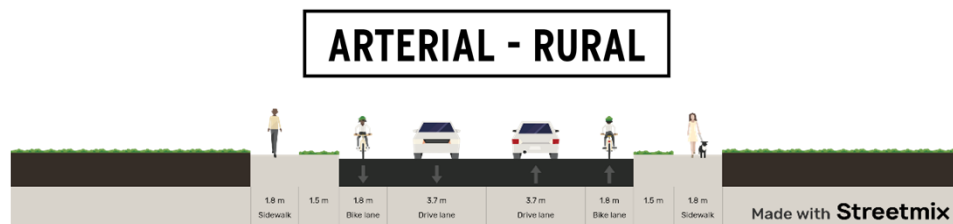
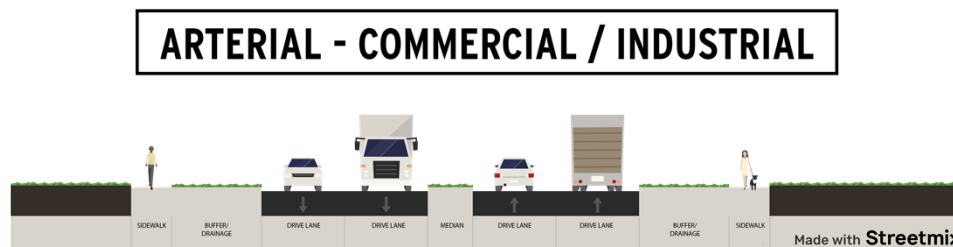
ROAD CLASSIFICATION – HIGHWAY

- **Major through routes with Parkland County, administered by Alberta Transportation**
- **Example: Highway 16, Highway 60**



ROAD CLASSIFICATION - ARTERIAL

- Key roadways that connect Highways to Collector Roads
- Example: 114th Avenue, Rge Rd 274 north of Hwy 16



Key Features

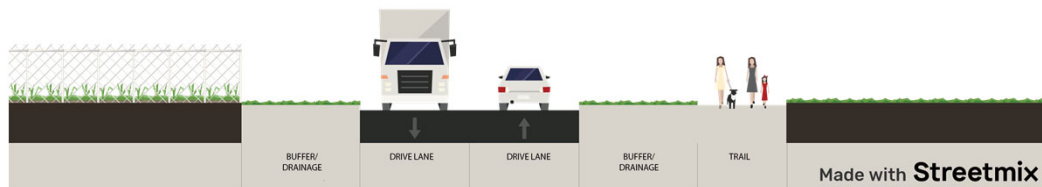
- 3.75 - 4.0m travel lanes
- 1.5m shoulders
- Truck Route (WB-21, WB-23 Design vehicles)
- Turning bays (left turns, required right turns)
- 60 km/h - 100 km/h design speed
- Access Management



ROAD CLASSIFICATION - COLLECTOR

- **Make up the secondary road network**
- **Example: Acheson Road, Golden Spike Road, Twp Rd 532A**

COLLECTOR - COMMERCIAL / INDUSTRIAL



Key Features

- **Paved, single lane**
- **Turn bays where required**
- **9m roadway, yellow centre line**
- **60 - 90 km/h design speed**

COLLECTOR - RURAL



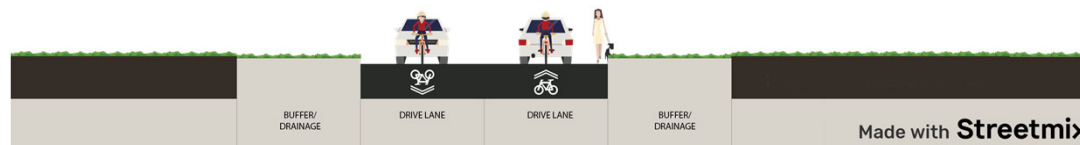
ROAD CLASSIFICATION - LOCAL

- End of trip destination roads
- Example: Ellis Drive , Lakeshore Drive

LOCAL - COMMERCIAL/INDUSTRIAL



LOCAL - COUNTRY RESIDENTIAL



Key Features

- Local access, subdivision roads
- Gravel or paved - Paved when traffic warrants, or in specific development areas
- 6.0 - 8.0 m in width
- 50 km/h - 70 km/h design speed



NEXT STEPS

- **Refine the Integrated Transportation Network Classification System and related mapping**
- **Identify key areas off Overlay Route development and priorities**
- **Refine Strategic Directions, Actions and Policies**
- **Internal Staff Review – Confirm TMP Strategies and Policy Framework**
- **Complete What We Heard Report**
- **Prepare Draft TMP – Fall/Winter 2020**
- **Present Draft Final TMP to Council**
- **Approval & adoption of the TMP – Q1 2021**



THANK YOU

Ryan Betker, P.Eng., Project Manager



PARKLAND COUNTY TRANSPORTATION MASTER PLAN

