

Transportation System Bylaw 2-2017

**Council Meeting
and Public Hearing**

April 4, 2017

Transportation Planning and Engineering
and
Transportation and Agriculture Services

Document: #####

Presentation Outline

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 - Municipal bylaw
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- Rural Classification Review
- Rural Summary
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- Questions

History

- Council approved the existing **Transportation System Bylaw 75-2002** on September 10, 2002 under the following criteria:
 - Section 3 of the Province of Alberta's Order in Council (O.C.761/95) of December 6, 1995, indicates that, for the purposes of enactments affecting roads, culverts, ditches, drains, and highways, both the Sherwood Park Urban Service Area and the Rural Service Area are deemed a **City**
 - The **City Transportation Act**, RSA 2000, c. C-14 stated the need for the municipality to prepare both:
 - a comprehensive transportation study (**Feb 28, 1995 Rural Road Master Plan, June 26, 2001 Transportation Master Plan**)
 - and that Council shall establish a **Transportation System Bylaw**

History, cont'd

- Over subsequent years Council approved the following:
 - the **Rural Road Master Plan - Extension Report** on June 24, 2003
 - the **Sustainable Rural Road Master Plan** on May 4, 2010
 - the **Integrated Transportation Master Plan** on November 20, 2012
- The Province enacted the **Highways Development and Protection Act** in 2004, in which:
 - the responsibilities and requirements on municipalities have changed
 - Strathcona County's existing bylaw is enacted under outdated legislation
 - Legislative & Legal Services department now recommends that the TSB be no more than five years between regular updates

Urban Summary

- Housekeeping in nature:
 - 15 years of undocumented residential, commercial, and industrial growth
 - Changes to many roadways due to the Anthony Henday Drive NE project
 - As a final component of the public engagement, in-house design, and rehabilitation construction projects; revising Beauvista Drive from a Collector to a Local designation to match its cross-section and traffic calming
 - The Urban Service Area boundary has expanded to include the West of 21 Area Concept Plan and Bremner Growth Management Study (a forthcoming Area Concept Plan)
- Urban roadway classification is **predictive** in nature; Traffic Impact Assessments are required for all development (collector and local) and Strathcona County traffic modelling analyzes arterial capacity

Rural Conditions

- There have been no updates to the rural functional classification network since the 2003 RRMP-ER, and those were minor in nature
 - The nearly 950km grid road network has remained relatively static since 1995
 - Traffic patterns and volumes have shifted due to a variety of influences
- Alberta Transportation, with involvement by Strathcona County, have undertaken two long-term Functional Planning Studies
 - Highway 15 from Range Road 220 to Highway 830 (north) / Range Road 210
 - Highway 16 from east of Highway 824 to Range Road 210
 - Both studies call for select intersection closures on these highways
 - two intersections have been closed on Highway 15
 - four existing closure agreements are in-place on Highway 16
 - Freeway Intersection Removal Agreement a requirement of AT on Highway 16

Rural Conditions, cont'd

- Future development in the Cambrian Crossing, West of 21, Bremner, Ardrossan, and Alberta Industrial Heartland Area, as well as the North-East River Crossing project will continue to influence access restrictions on Highways 15, 16 and 21
- The continued status-quo situation has led to a number of roadways having to accommodate for traffic volumes in excess of their current classification

Rural Classification Review

- Revising the function of rural roads that are not in their correct classification
- TPE and TAS departments have continued to work collaboratively
 - Targeted rural traffic count data gathering and updates between 2012-2015
- Maintain a regularly spaced (2-mile x 2-mile) Class II network for agricultural needs
- Focuses on long-term viable intersections with Alberta Transportation highways
- Addresses patchwork nature of network
- Reactive to traffic patterns and volume vs. predictive (urban)
 - Proposed review and updating of bylaw on four-five year cycle henceforth

Rural Summary

- Class I (arterial) grid roads
 - 30.4km added from Class II
 - 1.6km added from Class III/IV
 - Net increase of 32.0km from 92.8km to 124.8km
- Class II (collector) grid roads
 - 31.3km added from Class III/IV
 - Net decrease of 41.1km from 482.9km to 441.8km
- Class III/IV (local) grid roads
 - 42.0km added from Class II
 - Net increase of 9.1km from 368.3km to 377.4km
- No changes to Estates Residential and Country Residential roadways
- Rural hamlets to be classified per Area Structure Plan

Priority Based Budgeting Impacts

- Priority Based Budgeting
 - Transportation & Agriculture Services
 - Limited to resurfacing Class II (coldmix) roads with low traffic volumes
 - Difficulty in maintaining Class III or IV (gravel) roads with high traffic volumes
 - Operations and Capital budgets will not be affected at this time
 - Transportation Planning & Engineering
 - The current network has a number of higher-priority Class II roadways than Class I candidates:
 - 2016 Construction Project: Township Road 522 from Highway 21 to Range Road 224
 - 2017 Design Project: Township Road 524 from Wye Road to Range Road 213
 - 2017 Design Project: Range Road 213 from Township Road 524 to Wye Road
 - All are existing Class II roadways; constructed or designed as Class I

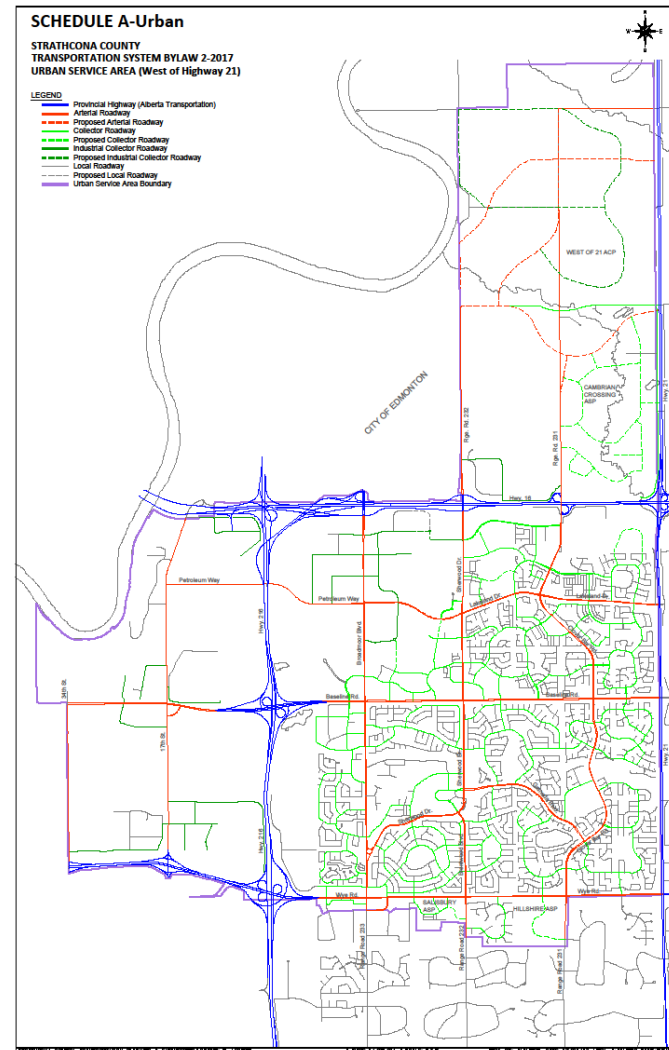
Overall Summary

- The TPE and TAS departments can begin the process of prioritizing future Class I road upgrade candidates
- The TAS department can begin the process of prioritizing future Class II coldmix overlays of current Class III/IV gravel roads
- Future subdivision of lands adjacent to low-volume grid roads will be assessed with reduced road right-of-way dedications (5m vs. 10m)
- Other Strathcona County bylaws, master plans, policies, standards, and best-practices will be strengthened by referring to an up-to-date TSB

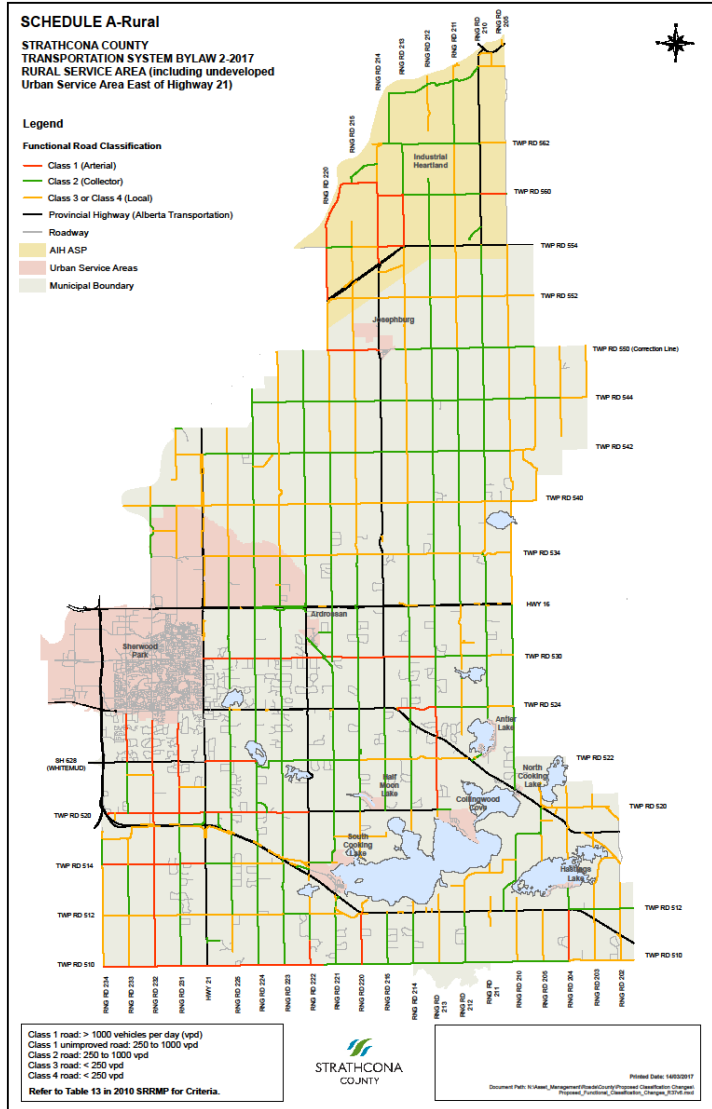
Impact to Residents

- Equitable 'Level of Service' for Rural and Urban residents
 - Winter Maintenance: Priority 1, 2, 3 & 4 roads
 - Road Dedication: 10 metres Class I & II vs. 5 metres Class III & IV
 - Traffic Calming: Collector and Local roads only
- Over 30km more paved Class II (coldmix) roadways in the rural network
- Prioritization of Class I (hotmix) reconstruction projects
- Class III/IV roadways in coldmix will be maintained in coldmix (blade patch) and will continue to be re-assessed on regular bylaw cycle

Schedule A-Urban



Schedule A-Rural



**Thank you
and
Questions**