



Parkland County **Transportation Master Plan**

FINAL REPORT - MAY 2021

(Accepted by Council for information on May 11, 2021)

One Parkland: Powerfully Connected.





Parkland County Transportation Master Plan

FINAL REPORT - MAY 2021

53109A Highway 779

Parkland County, Alberta | T7Z 1R1

www.parklandcounty.com

REVISION SUMMARY

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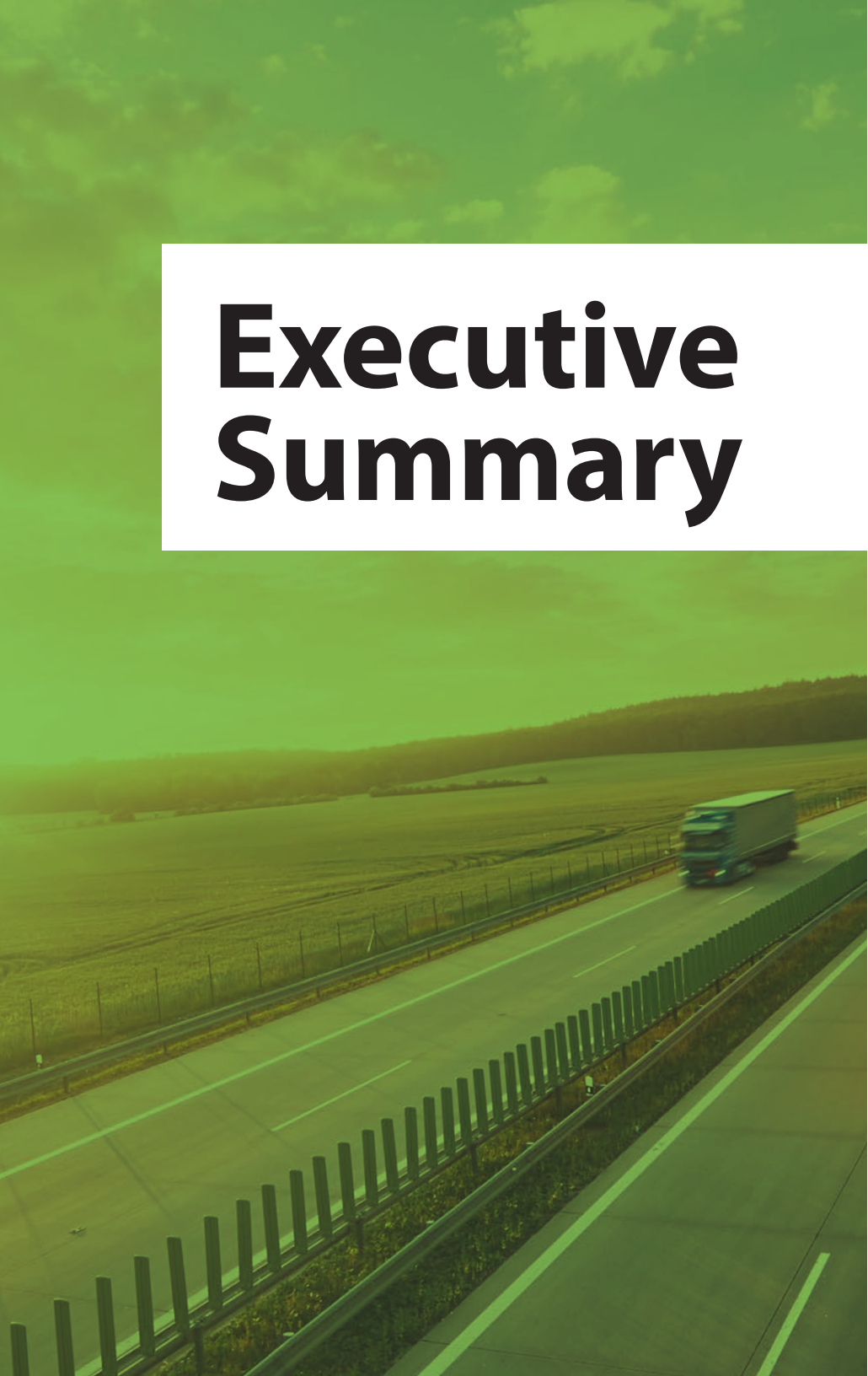
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Executive Summary

Parkland County is a vibrant and growing community located just west of the City of Edmonton. With a current population of over 30,000 people, this rural community is home to a range of country residential acreages, agricultural uses and small and large businesses. Parkland County also supports a strong labor force through several key employment areas, including the Acheson Industrial Area, which is one of the largest industrial areas in Western Canada and provides employment opportunities to over 10,000 people.

As the County continues to grow and evolve, it will be faced with competing infrastructure priorities that will require innovative and effective transportation solutions that foster a sustainable and diverse community and economy. Parkland County has developed the Transportation Master Plan (TMP) to address the County's immediate and future transportation needs through strategic transportation directions and actions that will guide decision-making and manage the County's transportation system over the next 25 years.



Purpose of the Transportation Master Plan

Parkland County's TMP is a long-term, strategic document that sets out a clear and effective plan for transportation in the County over the next 25 years. The TMP was developed through a three-phase process between March 2020 and May 2021, which included several streams of technical evaluation and meaningful public and stakeholder engagement. The engagement process included County residents, Council, and Administration, and shaped the priorities and vision established for the TMP.

The TMP goes beyond roads and focuses on supporting regional economic growth, improving safety, and creating and enhancing alternative transportation opportunities and accessible transportation choices. The TMP will also support other ongoing initiatives, guide future development patterns and provide administration with direction to manage the transportation system today, tomorrow and into the future.

The TMP is intended to be a strategic planning document and as such, is not intended to address site-specific or corridor-specific issues. Rather, it provides a comprehensive set of recommended strategic directions and actions to guide future transportation and land use decision-making. The TMP is also intended to be a dynamic document that is responsive to major development or growth changes as well as other municipal and regional planning initiatives.



Existing and Future Conditions

Parkland County has experienced steady population growth over the past 15 years. As of 2016, the County's population was approximately 32,000 people. The County's age demographic is also shifting towards an older population while the population is projected to grow at a rate of 2.0% per year over the next 25 years. A large portion of the County's current land base contains agricultural land uses and the existing development pattern features a relatively high proportion of low-density country residential housing. Almost 95% of County residents commute to work by driving with approximately 80% of work trips located outside of Parkland County, but within the Edmonton Census Metropolitan Area (CMA). These patterns indicate the importance of regional travel in Parkland County.

Population and employment growth will shape land use development and growth in Parkland County over the next 25 years. The most significant future traffic generation include growth in the City of Edmonton, City of Spruce Grove, and Town of Stony Plain; growth of major employment areas including Acheson Industrial Park and the Fifth Meridian Business Park; and the growth in recreation and tourism opportunities in the Wabamun / Pembina area, the Great Waters area, and the Devon Dunes. The anticipated population and employment growth will result in opportunities for more complete communities, greater economic development and better transportation and land use integration.

Parkland County's existing roadway system is well-served by a network of provincial highways, arterials, collectors, and local roadways. While the existing network consists largely of local roads, traffic projections indicate that the existing road network within Parkland County generally supports the forecasted growth over the next 25 years. Traffic growth is generally higher within the eastern section of Parkland County (east of Highway 43) than west of Highway 43, which aligns with future growth and development patterns. There are also several locations where the projected travel demand exceeds available road capacity, but these locations are mostly along the provincial network where planning for highway improvements is led by Alberta Transportation.

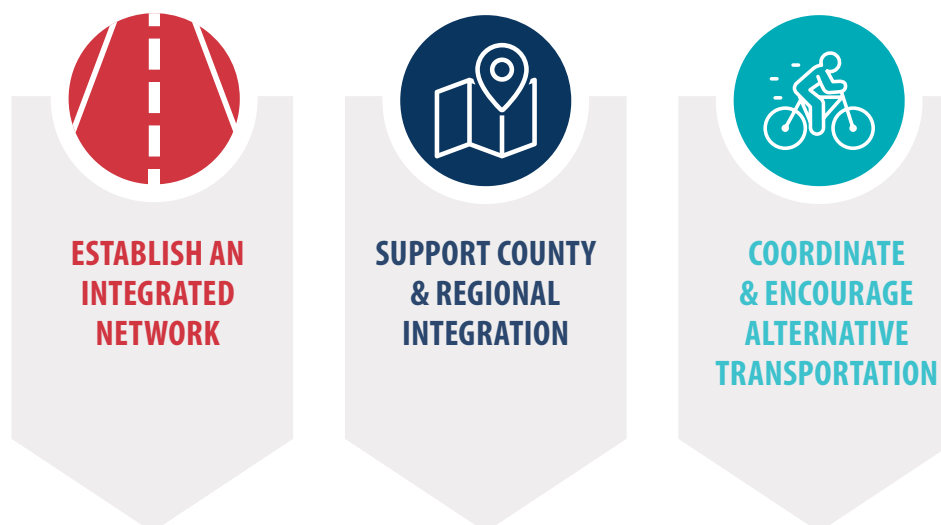


Plan Objectives and Guiding Pillars

This TMP builds upon several foundational statutory and non-statutory plans and directives that guide development and growth within Parkland County and the Region, including the Municipal Development Plan (MDP), Area Structure Plans (ASPs), Technical Growth Study (TGS), Parks, Recreation and Culture Master Plan (PRCMP), Edmonton Metropolitan Region Growth Plan (EMRGP), the Land Use Bylaw, and several ongoing planning and design initiatives for the key highways within Parkland County identified by Alberta Transportation. The TMP generally aligns with and reflects the information and recommendations in these plans and helps reset current direction for revisions to strategic documents where identified.

Three guiding pillars were established to help define the transportation priorities for Parkland County:

1. Establish an Integrated Network
2. Support County & Regional Integration
3. Coordinate & Encourage Alternative Transportation





Transportation Master Plan Strategies

The recommended directions and actions/policies of this TMP are intended to address the priorities defined by the community and are categorized into three overarching strategies based on the guiding pillars, as follows:

1. Integrated Transportation Network Strategy

- i. Regional & County Integration
- ii. Network Maintenance & Rehabilitation

2. Transportation Infrastructure & Safety Strategy

- i. Transportation Safety
- ii. Goods Movement

3. Alternative Transportation Strategy

- i. Active Transportation
- ii. Regional Transit Integration
- iii. Recreation & Tourism

To achieve the overarching strategies, strategic directions and actions were identified under seven main themes. A summary of the themes is as follows while the detailed recommendations can be found in **Section 5.0** of this TMP.



Regional & County Integration

This theme emphasizes the importance of working with regional partners to address regional transportation improvements to identify funding and implementation opportunities. The County will ensure transportation priorities align with regional transportation objectives reflecting a shared commitment to facilitating future growth and connectivity of the Region.



Network Maintenance & Rehabilitation

This theme establishes an effective approach in transportation management and infrastructure planning to ensure regular maintenance and rehabilitation of the transportation system that provides a safe, reliable environment for all users and also supports mobility and economic growth.



Transportation Safety

This theme defines how the County will provide safe transportation infrastructure by ensuring that the safety of both vehicular and non-vehicular transportation modes is considered in the design and treatments of the roadways throughout the municipality. The County commits to proactively taking measures to maintain and manage a transportation system that is safe for all users.

Goods Movement

This theme identifies how the County will support the efficient and safe movement of people, goods, and services within and through the municipality in order to facilitate regional economic well-being.

Active Transportation

Coordinating and encouraging Active Transportation is one of guiding pillars identified for the TMP. Where practical and feasible, the County will support opportunities for active transportation modes that promote vehicular and non-vehicular connectivity that consider the type and scale of the various communities and support County economic, social, and environmental initiatives.

Regional Transit Integration

This theme highlights the County's commitment to ongoing work with the Region to support the integration of transportation modes and facilities. Where practical and feasible, the County will support the implementation of a universally accessible, safe, and reliable transit system that provides access to the County's major employment areas.

Recreation & Tourism

This theme supports the endorsement and enhancement of the County's regional recreation and tourism assets by introducing an integrated transportation network that connects these assets in an equitable, accessible, safe, efficient, and inclusive manner for all residents and visitors to the County.



Prioritization & Implementation Strategy

An implementation framework was developed to guide the County in achieving its transportation goals and objectives over the next 25 years. This framework sets out the timeframe for implementing the strategic actions in the short-term (1 to 5 years), medium-term (6 to 15 years) and long-term (16 to 25 years), as well as identifies impact to capital and operating expenditures, potential project/funding partners, and how the strategic action supports the themes of this TMP. Through this framework, a series of tangible actions were recommended (see **Table ES-1**).

Table ES-1: Recommended Strategic Actions

Strategic Action	Timeframe
Network Maintenance & Rehabilitation	
The County shall update its current prioritization and evaluation matrix for capital roadway investments.	Medium to Long-Term
The County shall develop a prioritization and evaluation matrix for periodic maintenance and operational-based roadway repairs.	Short-Term
Transportation Safety	
The County shall maintain existing roadside signage and should implement an update / replacement program for worn / weathered inventory. The County may consider conducting an inventory of existing signage and identify locations where signage should be updated to improve safety.	Long-Term
Major traffic incidents including fatalities or major road injuries on County road networks shall require an in-service road safety audit completed by a Professional Engineer. Outcomes from the audit shall be implemented as soon as reasonably possible and shall take priority over any other planned activities.	Long-Term
The County will maintain a traffic count program and will integrate traffic counts into a suitable database for sharing information, such as the County's current Click mapping program.	Long-Term
The County will develop Traffic Impact Assessment (TIA) guidelines and a checklist to assist with County initiatives and land development application requirements.	Long-Term



Closing

The Transportation Master Plan (TMP) is a transformative plan that provides the foundation to guide Administration in making transportation-related decisions and to effectively manage the transportation system that is responsive to growth challenges and identified opportunities over the next 25 years.





1.0 INTRODUCTION

In 2017, Parkland County Council adopted the Municipal Development Plan (MDP) which established the vision for growth in the County over the next 30 years. The policy direction outlined in the MDP identified a need to develop a Transportation Master Plan that recommends and prioritizes transportation and infrastructure upgrades and corridor routes while ensuring alignment with the Edmonton Metropolitan Region Growth Plan and the direction of the MDP.

The Transportation Master Plan (TMP) provides a framework to support immediate and future transportation needs, by guiding investment and program decision-making. This Plan goes beyond roads and establishes an overview of key community transportation components, including the interconnection of modes, to provide safe, efficient, and alternative options to move people and goods through and around Parkland County as it continues to grow.



1.1 Background

Parkland County is a vibrant and growing community located just west of the City of Edmonton. With a current population of over 30,000 people, this rural community is home to a range of country residential acreages, agricultural uses and small and large businesses. Parkland County's proximity to neighbouring communities, including Stony Plain and Spruce Grove, and numerous recreational assets, including Wabamun Provincial Park, provide residents and visitors easy access to amenities and recreational opportunities. Parkland County also serves as an economic development hub for the Central Alberta region through the Acheson Industrial Area, which accommodates over 200 businesses on over 5,000 hectares of land.

As Parkland County continues to grow and evolve, County Administration may be faced with initiatives that compete for funding. To move forward with these initiatives in an effective and efficient manner, it is important to establish an integrated approach to planning that aligns existing and promised physical, cultural and social community investments in land use and transportation.

This TMP represents an opportunity for the County to incorporate adopted policies and plans, community values and projected future needs, as well as other regional growth plans to support future transportation policy and program decision-making. Specifically, the TMP focuses on supporting regional economic growth, improving safety, and creating and enhancing alternative transportation opportunities and accessible transportation choices. The TMP will support other ongoing initiatives, guide future development patterns, and provide administration with direction to manage the transportation system by providing a clear and effective plan forward for the next 25 years.



1.2 Plan Approach & Objectives

The TMP was developed through a three-phase approach between March 2020 and May 2021 and incorporates several streams of technical evaluation and stakeholder engagement to develop a plan that will guide transportation infrastructure investments today and into the future.

Public and stakeholder consultation played a key role in identifying the transportation priorities for the County as well as establishing the objectives for this TMP. Through stakeholder input and assessment of the County's transportation needs, the following objectives were established and became foundational to the transportation strategies identified in this TMP:

OBJECTIVE 1

Guide transportation investments to provide safe, attractive and efficient options for moving people and continued growth and expansion of the existing goods movement corridors County-wide as population grows.

OBJECTIVE 2

Focus on improving mobility between and within communities, expand the range of accessible transportation choices, and support continued regional growth and sustainable development.

OBJECTIVE 3

Identify key themes and opportunities to be addressed in the TMP supported by existing adopted policies and bylaws, approved development and growth plans, and technical analysis.

OBJECTIVE 4

Develop the TMP based on meaningful and strategic communication and engagement with the public, Council, and County Administration.



1.3 Plan Approach & Objectives

Building from the established objectives of the TMP, three guiding pillars were developed through stakeholder input and adopted by Council. The guiding pillars identify and define the priorities for Parkland County while setting the vision for the future transportation network within the County.

TRANSPORTATION MASTER PLAN GUIDING PILLARS



**ESTABLISH AN
INTEGRATED
NETWORK**



**SUPPORT COUNTY
& REGIONAL
INTEGRATION**



**COORDINATE
& ENCOURAGE
ALTERNATIVE
TRANSPORTATION**



1.0 INTRODUCTION



ESTABLISH AN INTEGRATED TRANSPORTATION NETWORK

- Identify traffic operational constraints based on available Traffic Impact Assessments and Regional Travel Models.
- Leverage public land (MR/ER/PUL/ Utility ROW/ESA) and potential private lands to establish a variety of transportation network opportunities and connectivity throughout Parkland County.
- Develop an integrated transportation network and corridor classification system, to provide alternative responses to the variety of rural/urban corridors; land use districts and destinations; current transportation gaps; and potential innovations that support economic, social, environmental, and agricultural initiatives and a specific sense of place within Parkland County and its Hamlets.
- Establish transportation network corridor design guidelines to further define the alternate responses within the classification system and to address specific responses related to type, access, use, location, safety, accessibility, inclusivity, communications, sustainability, County-wide equity, and other identified components that relate to Parkland County's integrated transportation network.



SUPPORT COUNTY & REGIONAL INTEGRATION

- Establish a plan that is as consistent as practical with Regional planning (Edmonton Metropolitan Region Board (EMRB), Integrated Regional Transportation Master Plan (IRTMP)) and Parkland County's Statutory Plans (MDP)
- Assess and build upon current plans and implementation to establish specific directions in the TMP that support and address social, economic , environmental, and agricultural plans and policies.
- Provide guidelines for policy revisions and/or implementation of new policies.
- Leverage highways as a key economic driver, including improvement prioritization, travel forecasts, and other highway components in collaboration with Alberta Transportation.



COORDINATE & ENCOURAGE ALTERNATIVE TRANSPORTATION

- Encourage transit through connections to activity areas (e.g., Acheson), facilities and regional nodes (e.g., Spruce Grove, Stony Plain, Edmonton).
- Incorporate ride-sharing and alternative service transportation into the TMP.



1.4 Transportation Master Plan Overview

The TMP is categorized into the following sections that provide the framework for transportation planning and investments over the next 25 years.

Note: Wabamum became part of the County as of January 1, 2021. Some of the report content and mapping may not show Wabamum as an entity of Parkland County. It is also yet to be determined whether Wabamum will be designated a Priority Growth Hamlet.

SECTION 2 COMMUNITY ENGAGEMENT

Highlights the public and stakeholder engagement process and a summary of community input.

SECTION 3 SHAPING INFLUENCES

Identifies the driving factors in travel demands and choices within Parkland County.

SECTION 4 EXISTING & FUTURE CONDITION

Outlines the current and future trends that impact travel demands to, from and within Parkland County. *

SECTION 5 TRANSPORTATION MASTER PLAN STRATEGY

Outlines the recommended transportation strategies that reflect community input and the vision and goals of this TMP.

SECTION 6 INTEGRATED ROAD NETWORK DESIGN TOOLBOX

Highlights the design elements of the proposed road classification system.

SECTION 7 PRIORITIZATION & IMPLEMENTATION STRATEGY

Summarizes the priorities for planning and investing in transportation that support future growth and development in Parkland County.

** Figures taken from other sources are labelled as such and may be outdated.*

2.0 COMMUNITY ENGAGEMENT

Effective engagement is about enabling those impacted by a decision to be involved in the decision-making process in a meaningful and engaging manner. It is also about providing decision-makers with the information they need to be confident in their choices.

The development of this TMP was based on a collaborative approach in public and stakeholder engagement, which is critical to the success and ultimate acceptance of this TMP. The County undertook a meaningful and responsive engagement process that addressed stakeholder needs and generated valuable input for decision-makers.



2.1 Objectives

The main goal of engagement is to facilitate the development of a new TMP that aligns with the community's vision and priorities for mobility and infrastructure investment. To achieve this, community engagement should be accessible, meaningful, broad, and diverse and responsive. In response to the COVID-19 pandemic, the engagement process was tailored to meet current social distancing practices.



ACCESSIBLE

Project information must be easily accessible to the population at large, using plain language in an engaging format and a variety of avenues to deliver the information. The project web page serves as a key touch point for delivering information, providing links to content, surveys and contact information, alongside a clear explanation of what to expect next.



MEANINGFUL

Engagement should foster meaningful discussion so input is valuable to technical analysis, and the resulting technical recommendations should be checked against how well they meet the community's input. Finally, the feedback loop should be clear, so stakeholders understand how their input will be used, if it was used and why or why not.



BROAD & DIVERSE

Engagement should be inclusive to all in order to reach a broad range of stakeholders. This will allow for unbiased opinions that will benefit the community rather than one specific group.



RESPONSIVE

Engagement will also be responsive to evolving stakeholder needs as the project unfolds, adapting approaches per ongoing feedback. To that extent, engagement success will be measured to gauge what works and what needs adjusting. Measurements will be qualitative and quantitative, building upon various forms of stakeholder and project team feedback to ensure engagement hears, acknowledges and responds to evolving needs.



2.2 Key Messages

Key messages were used throughout the project to communicate ***What is Happening, Why it is Happening, and How it will Happen*** (see **Figure 1**). As the project unfolded, details within these messages also transformed to establish clarity and specific feedback.

FIGURE 1 | ENGAGEMENT KEY MESSAGES





2.0 COMMUNITY ENGAGEMENT

The following key stakeholder groups were identified and engaged throughout the duration of the TMP development:

- **Project Steering Committee** – included members of the County’s Project Team; involved in the project, reviewing, approving and directing major project decisions at key milestones.
- **County Internal Departments** – included representatives from various internal departments; involved in the Administration and Council Workshop and providing feedback from an internal perspective.
- **Council** – included all Councillors; involved in approving the direction and ultimate acceptance of the TMP.
- **General Public** – provided input on current issues and future opportunities.

ROUND 1 ENGAGEMENT: WHERE ARE WE NOW? AND WHERE DO WE WANT TO GO?

Overview: The first round of engagement took place between Spring 2020 and Summer 2020 with the purpose of presenting, confirming and seeking input on key County transportation issues and opportunities and finally, establishing the governing vision to guide the development of the TMP.

Timeline: February 2020 to August 2020

Goals: Focus on developing the foundational understanding of current issues, needs and opportunities in Parkland County.

Objective: Establish a governing vision to guide the direction of the TMP through feedback from the stakeholder engagement and technical findings.

Method/Tools:

- **Public Engagement:** Launched Vertisee, an online interactive map, on May 20, 2020 to obtain feedback and concluded on August 28, 2020
- **Council/Committee of the Whole:** Presentation to Council to introduce the project and seek feedback and approval on guiding pillars



Feedback received through the first round of public engagement identified six focus areas to be addressed in this TMP, including:

6 FOCUS AREAS IDENTIFIED WITHIN ROUND 1 OF PUBLIC ENGAGEMENT:

- | | | | | | |
|----------|--|---------------------------------|----------|--|---------------------------|
| 1 |  | Road Safety | 4 |  | Traffic Congestion |
| 2 |  | Trail Opportunities | 5 |  | Tourism |
| 3 |  | Recreation Opportunities | 6 |  | Goods Movement |

These focus areas were identified from "what we heard" during the first round of public engagement. These were refined based on the internal stakeholder and Council workshop held in the second round of engagement.



2.0 COMMUNITY ENGAGEMENT

ROUND 2 ENGAGEMENT: HOW DO WE GET THERE?

Overview: This round of engagement sought input regarding *How do we get there?* by focusing on the six focus areas identified in the first round of public engagement. Feedback received during this round of engagement was used to refine and prioritize recommendations for the TMP. The final recommendations were weighed against how well they align with the key guiding principles developed through the first round of engagement.

Timeline: June 2020 to September 2020

Goals: Focus on establishing a common vision for how Parkland County's resources and assets will evolve alongside growth and what we want to accomplish.

Objective: Confirm aspirations for growth and identify opportunities for improvements.

Method/Tools:

- Public Engagement: Shared "What We Heard" summary from the first round of engagement
- Internal Stakeholders: Developed online workbook (StoryMaps) for key Internal Stakeholders and Council to provide input through survey and mapping exercise



KEY TMP FOCUS AREAS

The outcome of the Internal Stakeholder and Council Workshop provided internal feedback on the key focus areas to be addressed in this TMP, including funding prioritization and gaps in the existing transportation network.

The focus areas and potential opportunities that were derived out of the work booklet:

Focus Areas	Opportunities
• 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 and integrated Transportation Network	• Widening or improving existing roads to industry design guidelines and standards. • Making the most out of our existing road space rehabilitation with infrastructure for active transportation. • Constructing new roads to support growth and development only if absolutely necessary. • Improving safety for people who drive through operational improvements, regular road maintenance and improved road design. • Improving network reliability to reduce traffic delays along Highway 60 (across rail lines and high truck traffic areas).



2.0 COMMUNITY ENGAGEMENT

FUNDING PRIORITIZATION

Overall, Administration and Council identified improving road safety as the number one funding priority, followed by road condition improvements and grade separation for rail crossing at Highway 60.

RANKED FUNDING PRIORITIZATION FOR TMP IMPROVEMENTS:

1



Improving Road (or System) Safety

2



Improving Road Condition

3



Grade Separation for Rail Crossing to Improve Network Reliability for Vehicles at Highway 60.

4



Reducing Road Congestion & Adding More Road Capacity

5

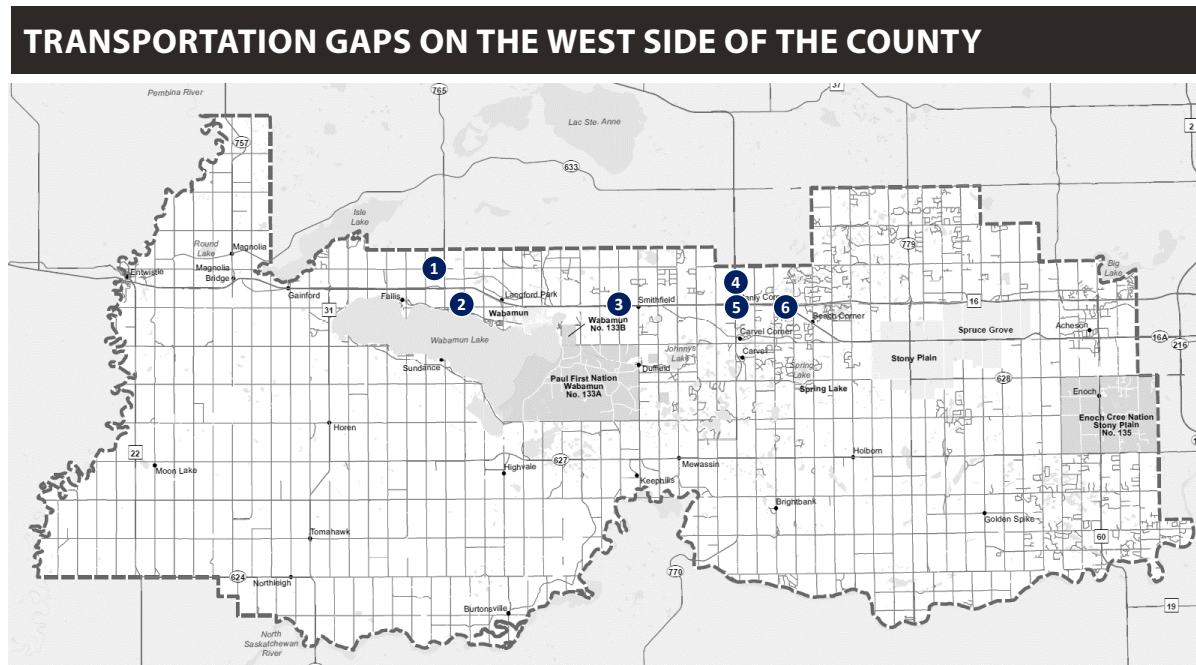


Constructing More Active Transportation Connections Between Communities and Key Destinations



NETWORK GAPS

Several network gaps were also identified by Administration and Council as shown below.

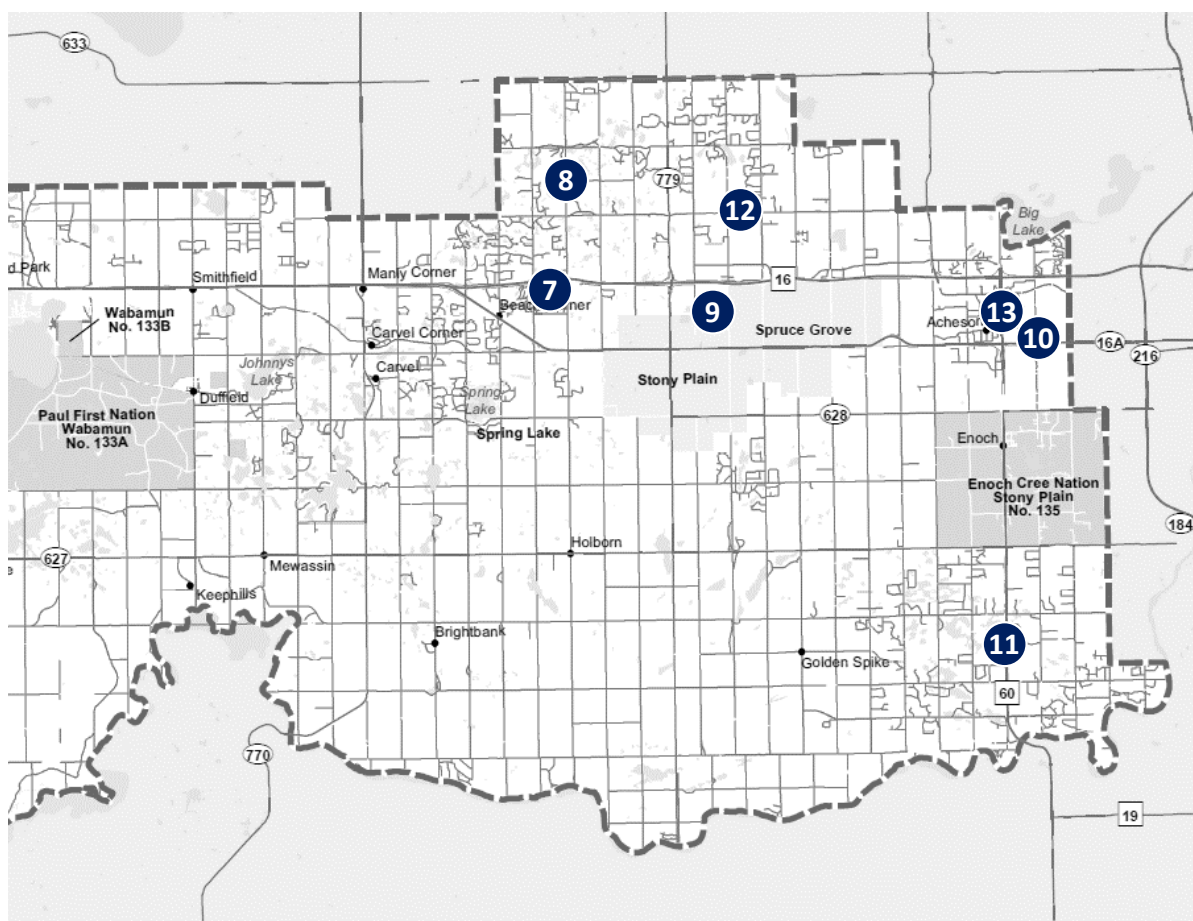


- 1** Connect Township (TWP) 534, between Range Road (RR) 51 and RR 50.
- 2** Future Lakeside Development Opportunities.
- 3** Need a parallel option to Highway (Hwy) 16 to satisfy Provincial requirements long term.
- 4** No functional plan on Hwy 43 north of Hwy 16 to support future freeway upgrades.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



2.0 COMMUNITY ENGAGEMENT

TRANSPORTATION GAPS ON THE EAST SIDE OF THE COUNTY



- 7** Functional plan between Hwy 779 and Hwy 43 remains unfinished. Reduced residential development along RR 12, RR 13, RR 15, and RR 20 intersections.
- 8** RR 13 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 Hwy 60 between the North Saskatchewan River and the Enoch Cree Nation.
- 12** Missing connection from TWP 534, between RR 275 and RR 274.
- 13** Rail overpass on Hwy 60. Hwy 60 is a proposed future high load corridor (determined by AT).



ROUND 3 ENGAGEMENT: WHAT HAPPENS NEXT?

Overview: This round of engagement focused on presenting the TMP recommendations.

Timeline: December 2020 – April / May 2021

Goals: Focus on creating a prioritized and staged plan through strategic actions that aligns with related programs to help the County guide growth-related initiatives, efforts and investments.

Objective: Test and prioritize options that addresses the long-term needs of Parkland County.

Method/Tools:

- Public Engagement: Post Draft TMP on project website
- Internal Stakeholders: Reviewed Draft TMP
- Council: Present Draft TMP for approval



3.0 SHAPING INFLUENCES

The TMP builds on several foundational directives that drive current and future County and regional initiatives. These initiatives not only guide development and growth within Parkland County and the Region, but also set the framework for the TMP. The TMP will need to integrate with both approved County and Regional policies and plans in order for the TMP to provide maximum benefit to the County.

3.0



3.1 Document Hierarchy

The TMP has been developed with consideration for both statutory and non-statutory documents, which are built upon Council's long-term strategic plans. While the TMP generally aligns with and reflects the information and recommendations in these statutory and non-statutory plans, there are a few instances where there is some misalignment. The TMP helps reset current direction and provides some recommendations for revisions of other higher order strategic documents. This is a normal iterative process with high level strategic documents.

It is important to note that the statutory documents identified within the Municipal Government Act take precedence over non-statutory documents. Since the TMP is non-statutory, documents such as the Municipal Development Plan, Land Use Bylaw, Intermunicipal Development Plans, and Area Structure Plans will continue to take precedence. The TMP will guide and inform new and updated statutory documents and will continue to align with Council's long-term strategic direction.

Parkland County's Engineering Services Department and the Planning and Development Services Department will continue with sequential updates to all strategy-based documents to ensure the policies and recommendations are aligned and complementary of each other.

LAND USE PLANNING HIERARCHY





3.0 SHAPING INFLUENCES

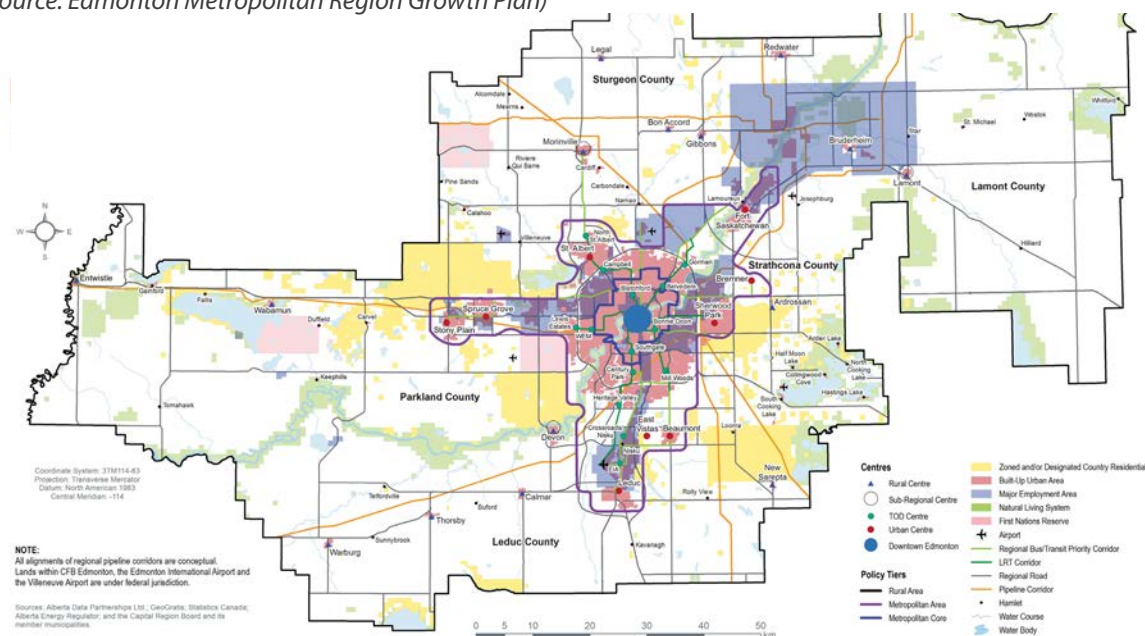
3.2 Regional Policies and Plans

EDMONTON METROPOLITAN REGION GROWTH PLAN

The Edmonton Metropolitan Region Growth Plan (EMRGP) provides a vision and direction for responsible growth while identifying and enhancing economic opportunities within the Region. The Growth Plan provides population and employment projections up until 2044 for all 25 of the member municipalities. Based on the 2016 Census, Parkland County had a population of 32,097. The Growth Plan projects Parkland County's population to grow to between 42,700 (low projection) and 50,000 (high projection) people by 2044 (see **Table 1**). It is also estimated that employment opportunities will grow from 11,700 (2014 employment) to 20,550 (2044) (Source: EMRGP, 2020). The transportation strategies established in this TMP support the priorities identified in the EMRGP.

EDMONTON METROPOLITAN REGIONAL STRUCTURE TO 2044

(Source: Edmonton Metropolitan Region Growth Plan)





3.3 County Policies and Plans

TECHNICAL GROWTH STUDY

The Technical Growth Study (TGS) was approved in 2017 and provided the County with an informed approach to land use planning decisions in Parkland County. The TGS also serves as a supporting document to Parkland County's MDP and the Integrated Community Sustainability Plan and steered the development of policies within this Transportation Master Plan. The recommended policies in this TMP are aligned with the preferred growth scenario and priorities established in the TGS, including strategies to support Growth Hamlets such as Entwistle and Duffield and Major Employment Areas (e.g., Acheson, Fifth Meridian), as well as policies to support development in priority agriculture areas and recreation and tourism areas. Relevant opportunities identified in the Technical Growth Study also include:

- Tourism: Responsibly leverage local environmental assets to create opportunities for tourism.
- Environment: Embrace environmental social governance by increasing the number of hectares under conservation enhancement restoration.
- Healthy Communities: Create strong, vibrant communities through proximity to amenities, services and recreational opportunities.
- Balanced Growth: Balance the service needs of both urban and rural residents working in collaboration with regional partners.





3.0 SHAPING INFLUENCES

MUNICIPAL DEVELOPMENT PLAN

The MDP was adopted on October 10, 2017. It is the overarching plan for the County and establishes the vision and policies to guide the locations of growth, establish transportation and infrastructure requirements, and identify areas for recreation and of environmental protection over the next 30 years. The MDP policies focuses on the following existing and future land uses:

- Agricultural Lands
- Employment Areas
- Residential Development
- Hamlets
- Recreation and Tourism
- Natural Environment/ Priority Landscapes
- Infrastructure

Goals of the policy are to guide development within specific areas of the County. The majority of the lands within the County are located in the rural area, which consists mainly of agricultural lands, resource extraction areas, natural areas, and recreation areas, in addition to local employment areas and a network of towns, villages, hamlets, and country residential areas with local services and amenities (MDP, 2019).

The MDP supports complete communities and mixed-use development in the existing Hamlets, providing residential, commercial, institutional / community uses, recreational and cultural uses, and light industry, connecting to existing services and limiting the need to travel great distances for employment, amenities, etc. Country residential development must be located within an approved ASP or lands identified for country residential development to reduce fragmentation of land and preserve the natural landscape by encouraging more compact development forms.

***“Parkland County will steward our natural environment and foster a sustainable and diverse economy while maintaining our rural character. We will be innovative and creative in growing a healthy community that provides equitable opportunities for all, and we will celebrate our heritage and culture” -
MDP Community Vision***



AREA STRUCTURE PLANS

The purpose of ASPs is to guide development of areas for the next 20 to 30 years, establishing the general areas for major land uses, major roadways, trails and utility servicing. ASPs also set out the direction for integrating differing land uses and address future transportation and servicing issues and opportunities. There are 10 ASPs that have been adopted to guide development in specific locations within the County, including Acheson, Atim Creek, Big Lake, Entwistle, Fifth Meridian, Glory Hills, Highvale, Jackfish Lake, Jackfish Mayatan and Woodbend Graminia. These ASPs were reviewed to understand key growth areas in Parkland and were considered in the development of transportation strategies outlined in this TMP. At the time of writing the TMP, the ASP for the Meridian Business Park area was underway but not yet approved by Council.

LAND USE BYLAW (BYLAW 2017-18)

Parkland County's Land Use Bylaw was adopted by County Council in September 2017, with consolidations most recently completed in June 2020. The Land Use Bylaw contains regulations regarding the use of a property and development on a property, among other regulations, which may differ depending on the land use district on the property. The recommended strategies outlined in this TMP considered the various land use districts in Parkland County, including agricultural, residential, commercial, industrial, parks and services, and direct control districts.



3.0 SHAPING INFLUENCES

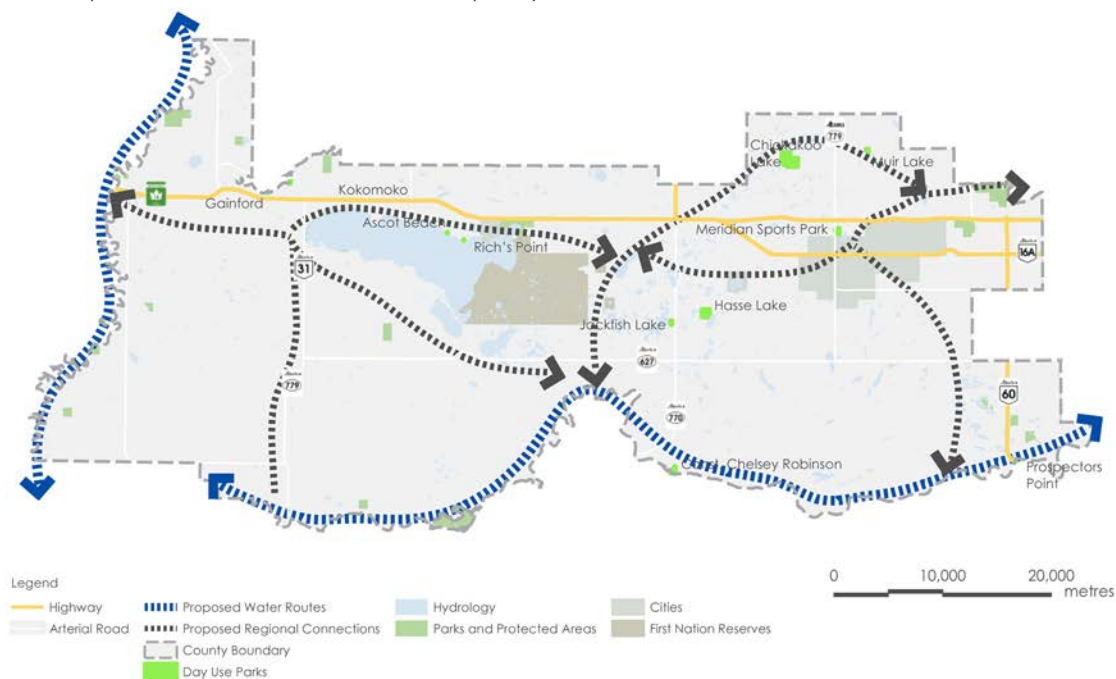
PARKS, RECREATION AND CULTURE MASTER PLAN

The Parks, Recreation and Culture Master Plan (PRCMP) was adopted in 2017 to set out the long-term direction for the County's parks, recreation, and culture services over the next 10 years. This plan outlined several strategies that focused on creating parks, recreation and culture opportunities to attract and retain businesses, investment and residents to the County while strengthening and diversifying tourism in Parkland County. Many of the strategies outlined in this Plan are directly related to the TMP including: applying a consistent classification systems, expanding and enhancing water-based recreation opportunities and providing more equitable and defined access for all residents to the diversity of parks, recreation and cultural aspects the County has to offer. Specific actions identified in the PRCMP that may be strengthened by TMP policy, include:

- Work with partners to develop a Trails Master Plan to establish a County-wide, all-season, multi-use land and water trail network for both non-motorized and motorized recreation. Opportunities should be sought to integrate historic wagon, indigenous, pioneer, and other historic transportation routes into the County trail system.
- As necessary, work with private landowners to develop access agreements to enable the development of trail corridors to connect Parkland County's multi-use trail network.

PARKS, RECREATION AND CULTURE MASTER PLAN CONCEPTUAL TRAIL NETWORK

(Source: Parks, Recreation and Culture Master Plan, 2017)





INTERMUNICIPAL DEVELOPMENT PLANS

Parkland County has established six Intermunicipal Development Plans (IDPs) with neighbouring municipalities to ensure long-term transportation corridors are secured in order to maintain a safe, coordinated and efficient road network for all new and expanding development(s) proposed within the Plan Area. The policies established in this TMP ensure transportation and infrastructure development policies are aligned with those set out in the IDPs.





3.0 SHAPING INFLUENCES

TABLE 1 | POPULATION AND EMPLOYMENT PROJECTIONS FOR PARKLAND COUNTY AND NEIGHBOURING AREAS

(Source: Excerpt from Edmonton Metropolitan Region Growth Plan (EMRGP), 2020, p.19)

Member Municipality	Population Projection			Employment Projection	
	2014 Population	Low 2044	High 2044	2014 Employment	2044 Projection
Parkland County	31,800	42,700	50,000	11,700	20,550
Spruce Grove	29,500	51,600	69,600	11,348	19,043
Stony Plain	16,700	32,200	40,000	6,755	12,452
Wabamun*	700	1,100	1,400	200	376
Devon	6,700	11,200	13,200	1,930	3,110

* Effective January 2021, the Village of Wabamun is a hamlet within Parkland County's jurisdiction.

Note: Population growth in the Paul First Nation and Enoch First Nation will also impact the County's road network; however, the population and employment projection information was not available at the time of preparing this document which is why it is not included in this table.



TRI-MUNICIPAL REGIONAL TRANSIT PLAN

The Tri-Municipal Regional Transit Plan was established in 2018 through collaboration between the City of Spruce Grove, Town of Stony Plain and Parkland County. A unified vision for future transit service and the supporting infrastructure for the Tri-Municipal Region, including key transit corridors and road network improvements were identified. This plan also defined the long-term transit strategy, which identified potential on-demand transit service in the Growth Hamlets of Duffield, Tomahawk and Entwistle as well as high quality service between the Tri-Municipal Region (including Acheson Industrial Area) and the Edmonton Metropolitan Region. Transit-related policies established in this TMP builds from the recommendations outlined in the Tri-Municipal Regional Transit Plan. In 2019, Parkland County, Spruce Grove, and Stony Plain entered into a Memorandum of Agreement to work towards implementing the recommended transit strategies. On January 28, 2021, the Province approved the new Edmonton Regional Transit Services Commission (ERTSC), of which Spruce Grove and Stony Plain chose to be a part of while Parkland County did not. The Tri-Municipal Regional Transit System will continue to operate until the ERTSC becomes operational; following which, Parkland County can evaluate its options for supporting and delivering regional transit services.

CITY OF SPRUCE GROVE AND TOWN OF STONY PLAIN TRANSPORTATION MASTER PLAN

The City of Spruce Grove's TMP was completed in 2012 and outlined a vision for transportation network to provide system continuity through recommendations that include:

- Partner with provincial agencies and other jurisdictions to provide system continuity as it relates to the road network, pedestrian and bicycle network.
- Potential transit expressway (BRT) along Highway 16 between Century Road and Jennifer Heil Way, and Highway 16A between Pioneer Road and Jennifer Heil Way.
- Funding partnerships should be formed with public agencies and private developers including Parkland County.
- Develop a jointly owned transit authority between Stony Plain and Parkland County
- Long-term Regional improvements: Highway 628 as a 4-lane expressway with a multi-use trail, widening of Highway 16 to 6 lanes with improvements to Highway 16 / Century Road Interchange, and a regional park-and-ride facility near Highway 16A.

The Town of Stony Plain's current Transportation Plan was completed in 2011 and was in the process of being completed at the time of preparing this TMP. It is equally as important that the policies and strategies as it relates to regional connections within the Tri-Municipal Region are aligned in Spruce Grove, Stony Plain and Parkland County's TMP. The strategies developed through this TMP will encourage Parkland County to continue to work with regional partners to address regional transportation improvements and funding/implementation opportunities. This will ensure that there is a shared vision for system continuity between the communities within the Tri-Municipal Region.



3.0 SHAPING INFLUENCES

ALBERTA TRANSPORTATION

Alberta Transportation (AT) have several ongoing planning and design initiatives for the key highways within Parkland County that would impact travel to, from and within the County. These include:

- **Highway 16** - Planning has been completed for the eventual conversion of Highway 16 to a freeway standard roadway between Kapasiwin Road and Highway 779. In addition, functional planning to widen Highway 16 to six or more lanes from Anthony Henday Drive to Highway 779 is currently underway.
- **Highway 628** - Planning has been completed and design and land acquisition is under way for the 16 km section of Highway 628 from East Highway 779 in Stony Plain to Highway 60. Some construction was also completed on Highway 628 in 2020.
- **Highway 633** - A planning study has been completed to identify the future alignment and configuration of Highway 633 between Highway 43 and Highway 779.
- **Highway 779** - Design is underway for the widening of 6.0 km of Highway 779 from Hwy 627 to south of Hwy 628. AT recently completed the reconstruction of Highway 779 from south of Highway 628 to 47 Avenue in Stony Plain.
- **Highway 627** - Design is underway for the widening and reconstruction of 5.2 km of Highway 627 from west of Highway 770 to Highway 770 east of Keephills.
- **Highway 60** - Grade separation at rail crossing in addition to widening to four lanes and interchange improvements at Highway 16A.

While the timing and / or staging of these improvements will need to be confirmed, these initiatives were reviewed and considered in developing this TMP. The County has also recognized the existing Freeway Intersection Removal Agreement (FIRA) with Alberta Transportation for local intersections on Highway 16 and Highway 43. This TMP provides network recommendations that align with the FIRA as well as define policies that support collaboration with AT to stay up-to-date with planned projects and to explore partnering and funding opportunities.



parkland
county



4.0 EXISTING & FUTURE CONDITIONS

How the County addresses and plans its current and future transportation needs over the next 25 years will be based on a comprehensive understanding of current and future trends relative to land use, growth areas, travel patterns and the transportation system. This section of the TMP outlines the current and future transportation and demographic trends that help define transportation priorities in Parkland County.

4.0



4.1 Existing Conditions

4.1.1 DEMOGRAPHICS

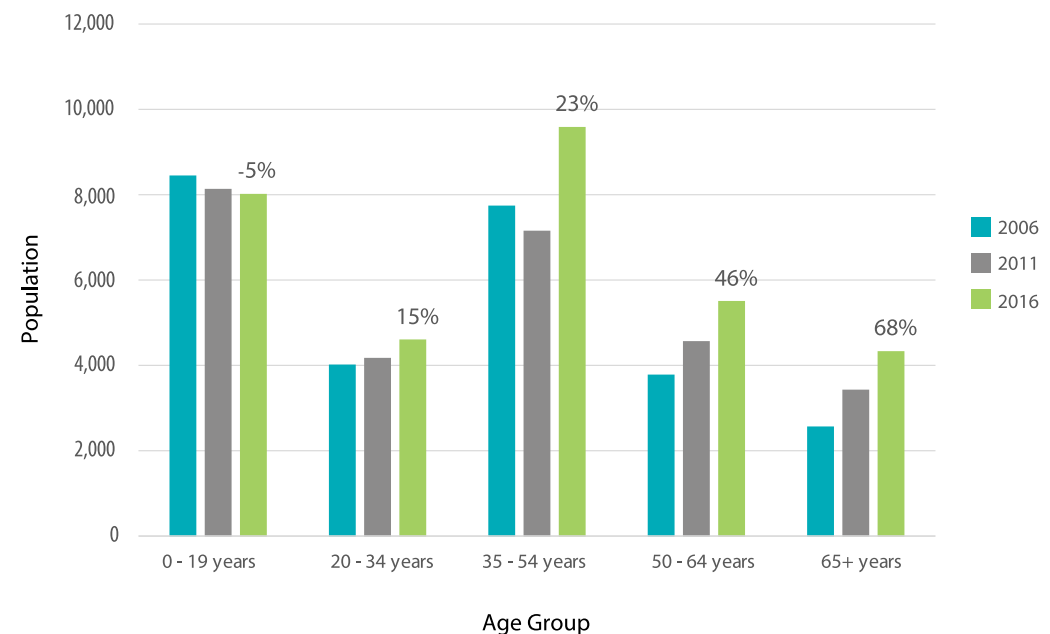
Parkland County has experienced steady population growth over the past 15 years. According to Statistics Canada, the County's population in 2001 was over 27,000 people and by 2016, the County's population increased to over 32,000 people – an average increase of approximately 1.2% per year.

Parkland County's age demographic is also shifting towards an older population. The median age has moderately increased over the past decade – from 40.2 years old in 2006 to 43.3 years old in 2016 with the percentage of the population aged 65 years and over increasing by about 5% during the same period. A comparison of the 2006 and 2016 population by age group (see **Figure 2**) indicates that the highest population growth in the County were the population of residents aged 50 – 64 years and aged 65 years and over, while the population aged 0 – 19 years experienced a steady decline between 2006 and 2016. The 2016 Census data indicate that approximately 41% of the residents in Parkland County are 40 years of age and older and only 25% of residents are under the age of 20.

Based on growth projections outlined in the EMRB, Parkland County's population is projected to grow at a rate of 2.0% over the next 25 years. As presented in the TGS, **Figure 3** illustrates the 2015 population allocation by Strategic Development Areas (SDAs), which indicates that over half of the population is concentrated in the central, northeast and southeast corner of Parkland County.

FIGURE 2 | PARKLAND COUNTY AGE GROUP DISTRIBUTION – 2006, 2011 AND 2016 CENSUS CANADA DATA

(Source: Statistics Canada)

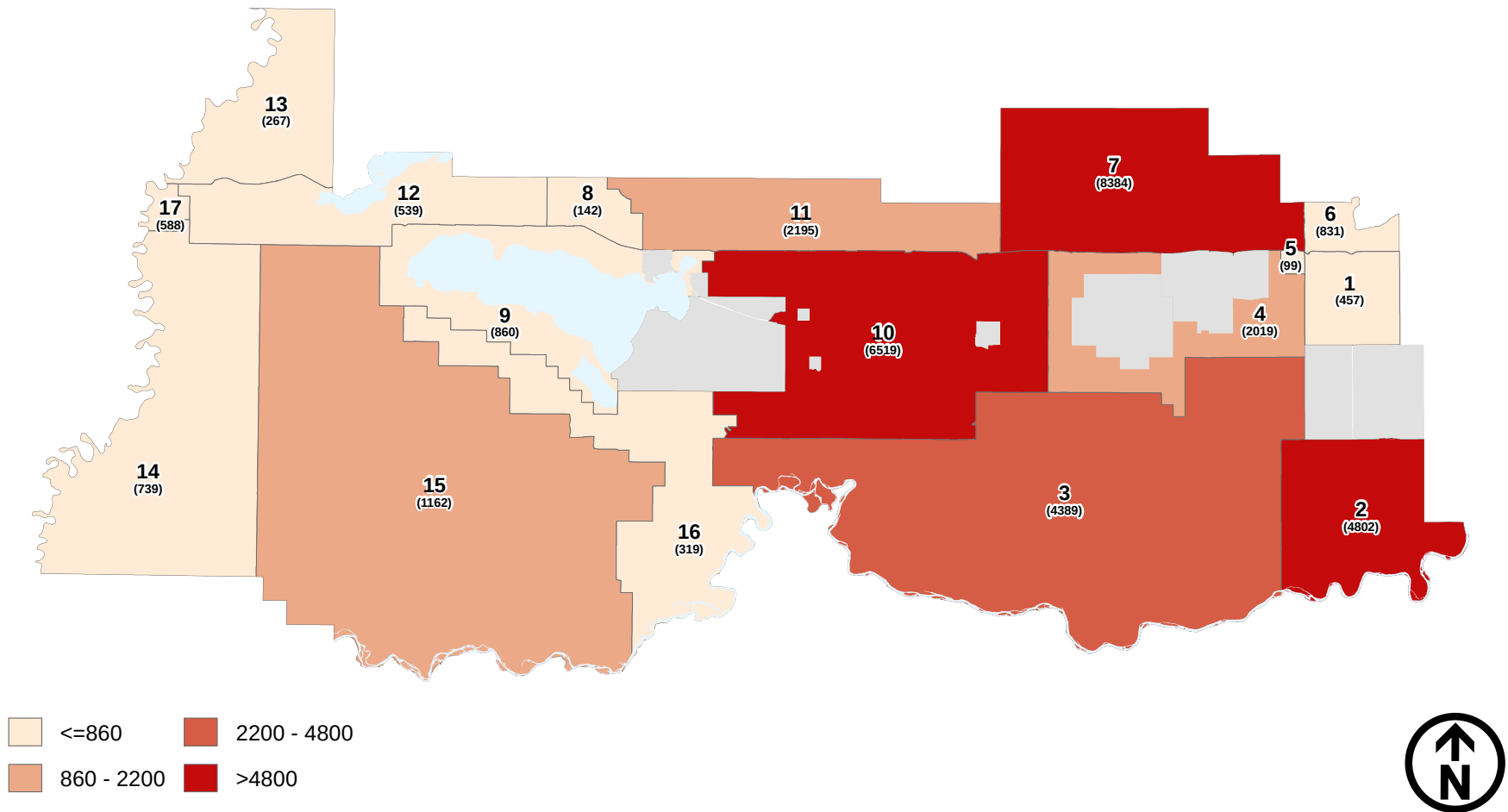




4.0 EXISTING & FUTURE CONDITIONS

FIGURE 3 | 2015 POPULATION LOCATION BY SDA

(Source: TGS, 2017)





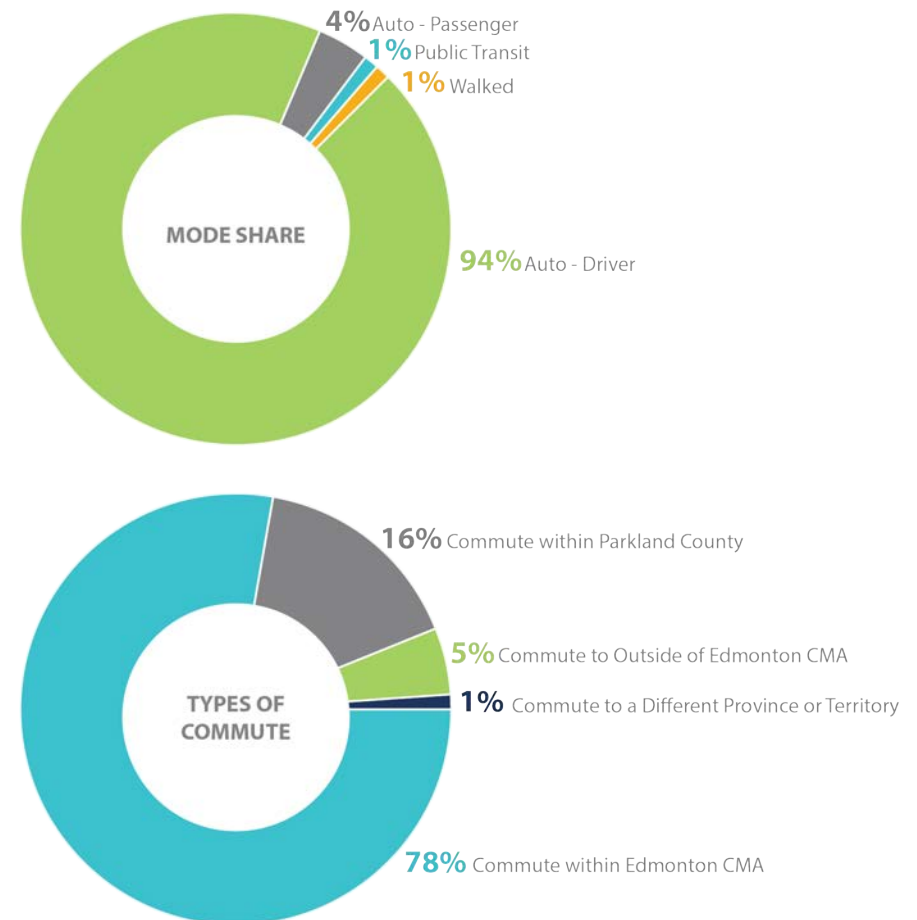
In 2016, Parkland County had an estimated 15,000 jobs, with employment mostly concentrated in four primary areas situated along Highway 16, as shown in **Figure 5**:

1. Acheson Industrial Park
2. Meridian Business Park
3. Central Parkland County (Jackfish Lake Area)
4. Entwistle Industrial Area

There are additional value-added agricultural and small holdings business development areas located south and southwest of the City of Spruce Grove. The County's ease of access to the provincial highway network and regional connections may foster economic development opportunities as employment opportunities in Parkland County are projected to grow by 40% over the next 30 years.

Almost all work trips are currently made by automobiles with 80% of work trips to locations outside of Parkland County, but within the Edmonton Census Metropolitan Area (CMA). Of the employed labour force that commutes to work, which is almost 14,500 Parkland County residents (based on Statistics Canada data), 94% of people drive to work as the driver, 4% drive to work as a passenger, 1% take public transit, and 1% walk (see **Figure 4**).

FIGURE 4 | PARKLAND COUNTY JOURNEY TO WORK DATA

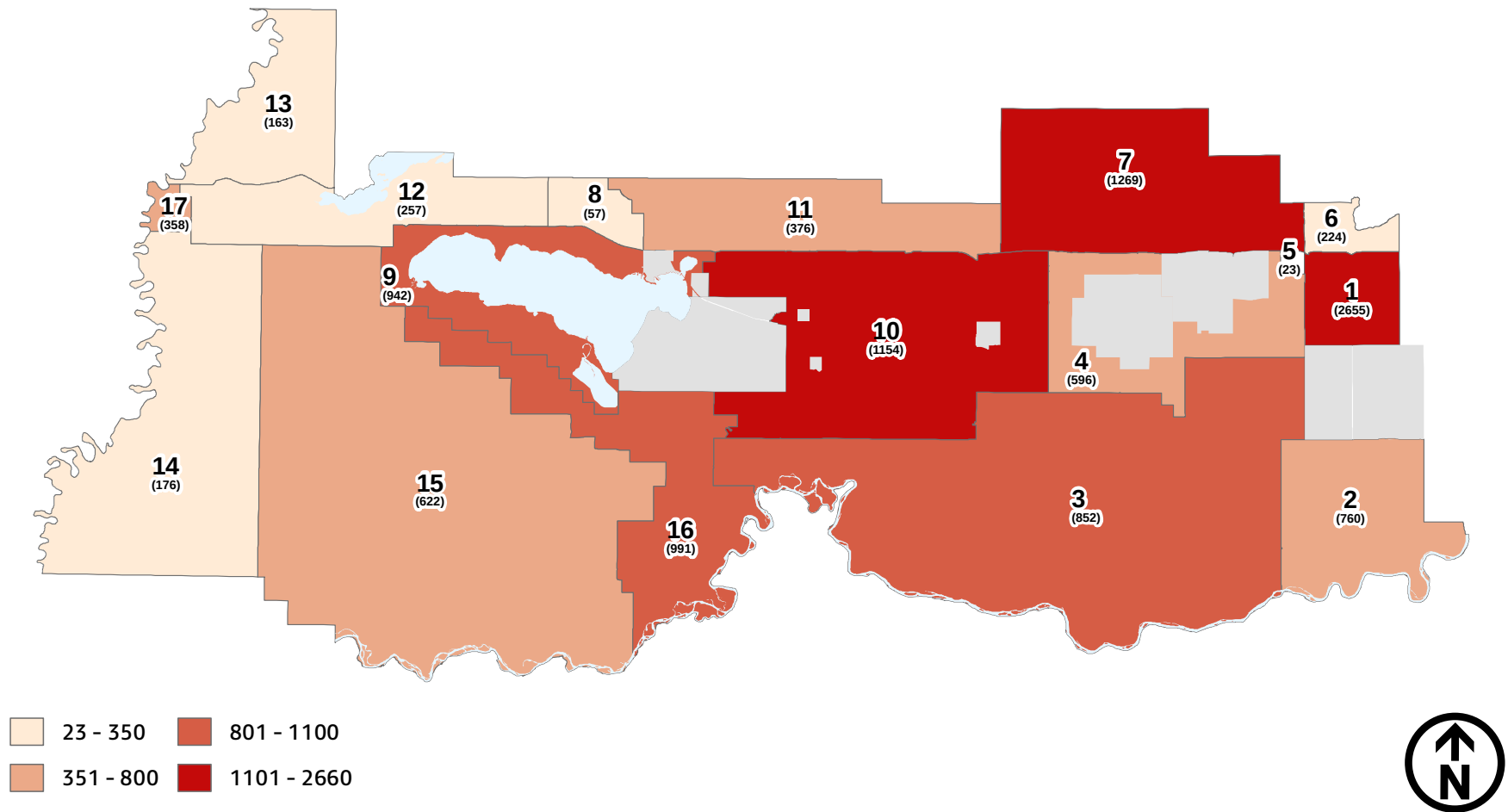




4.0 EXISTING & FUTURE CONDITIONS

FIGURE 5 | CURRENT EMPLOYMENT AREAS BY ZONES

(Source: TGS, 2017)





4.1.2 LAND USE

A large portion of the County's current land base contains agricultural land uses. As illustrated in **Figure 6**, the existing development pattern features a relatively high proportion of low-density country residential housing, with the majority of County residents living within the northeast and southeast areas, bordering Stony Plain and Spruce Grove. The County also benefits from significant employment areas within the Acheson area and resource extraction areas throughout the County.

Important considerations of the existing pattern of land use, include:

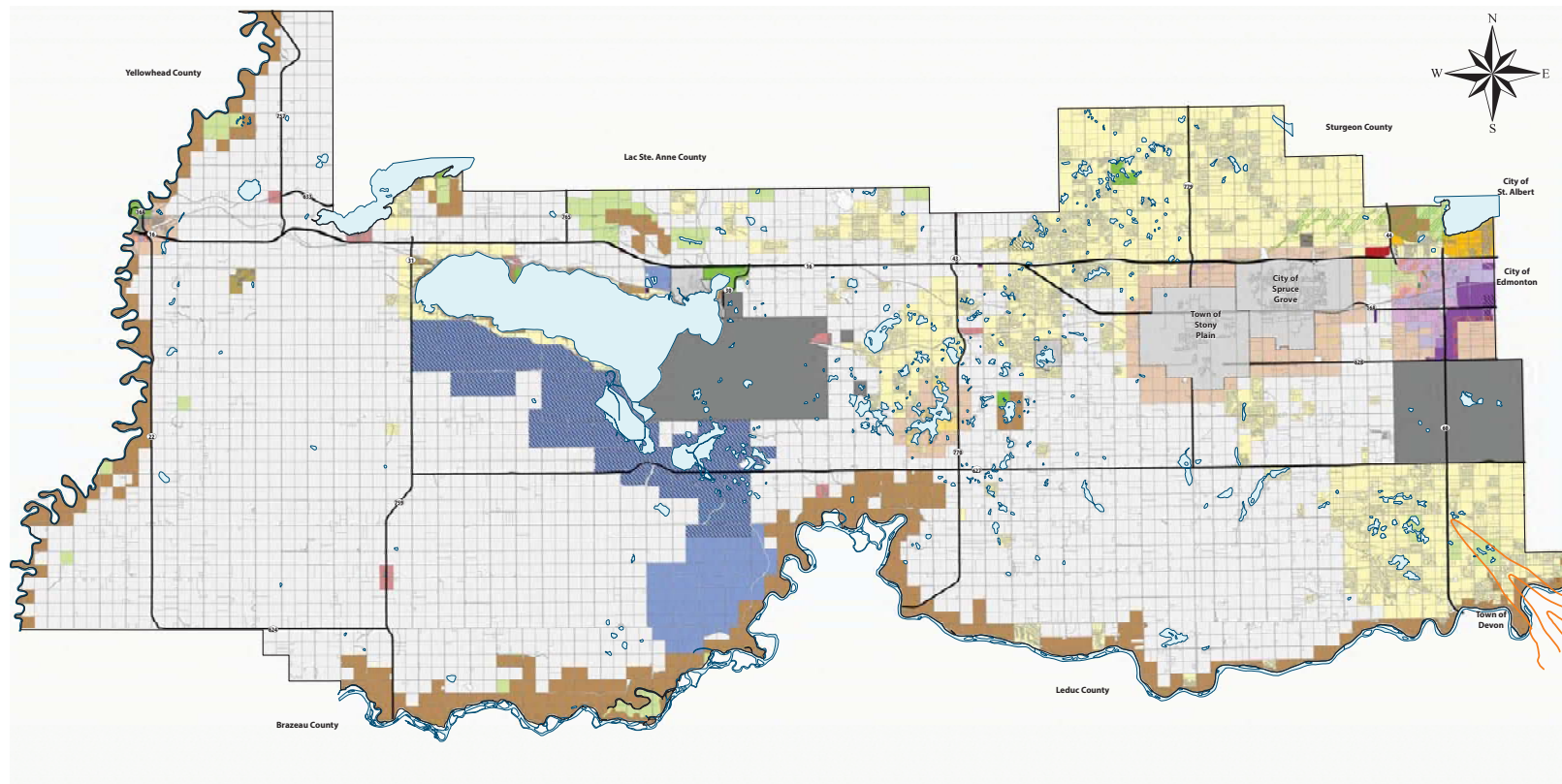
- Most of the residential development is concentrated on the east side of the County, with a large area of Country Residential identified to the north of Stony Plain and Spruce Grove and the southeast corner of the County.
- Resource extraction areas, including the Highvale mine and Whitewood areas, are located in the centre of the County and could be considered for future industrial uses or recreational activities depending on the location and application.
- A large percentage of the land in the County is districted for agricultural uses.



4.0 EXISTING & FUTURE CONDITIONS

FIGURE 6 | PARKLAND COUNTY EXISTING LAND USE

(Source: Parkland County Land Use Bylaw, 2017)



Land Use Districts

AGG - Agricultural General District	MHR - Manufactured Home Residential District	IRD - Industrial Reserve District
AGI - Agricultural Industry Development District	BRR - Bareland Recreational Resort District	RIC - Rural Industrial Commercial District
AGR - Agricultural Restricted District	RC - Rural Centre District	RE - Resource Extraction District
ANC - Agriculture / Nature Conservation District	EUV - Entwistle Urban Village District	PC - Conservation District
CR - Country Residential District	LC - Local Commercial District	PR - Recreation District
CRR - Country Residential Restricted District	HC - Highway Commercial District	PS - Public Service District
CRE - Country Residential Estate District	BI - Business Industrial District	Direct Control District
LSR - Lakeshore Residential District	MI - Medium Industrial District	Acheson Industrial Commercial Area Overlay
CRH - Residential Row Housing District	BIR - Regional Business Industrial District	Atim Creek Big Lake Overlay



4.1.2.1 ROAD CLASSIFICATION

Parkland County's existing roadway system is well-served by a network of provincial highways, arterials, collectors and local roadways. As shown in **Figure 7**, the existing network consists largely of local roads that connect to other local roads, collector roads, and multiple east-west and north-south highway corridors. The County currently has two corridors designated as arterials, which include Range Road 274 between Township Road 532A and Highway 633, and Golden Spike Road from north of Highway 628 to Highway 627.

The classification of roadway dictates the function of the road and design features such as lane widths, design speeds and pavement structure requirements. The County's road design standards are based on the 1999 *Transportation Association of Canada Geometric Design Guide for Canadian Roads* and does not include standards to support alternative modes such as walking and cycling. Although the design features, operational needs, and adjacent land uses may vary and overlap between different corridor types, traffic and access functions generally govern the determination of the functional classes as outlined below.

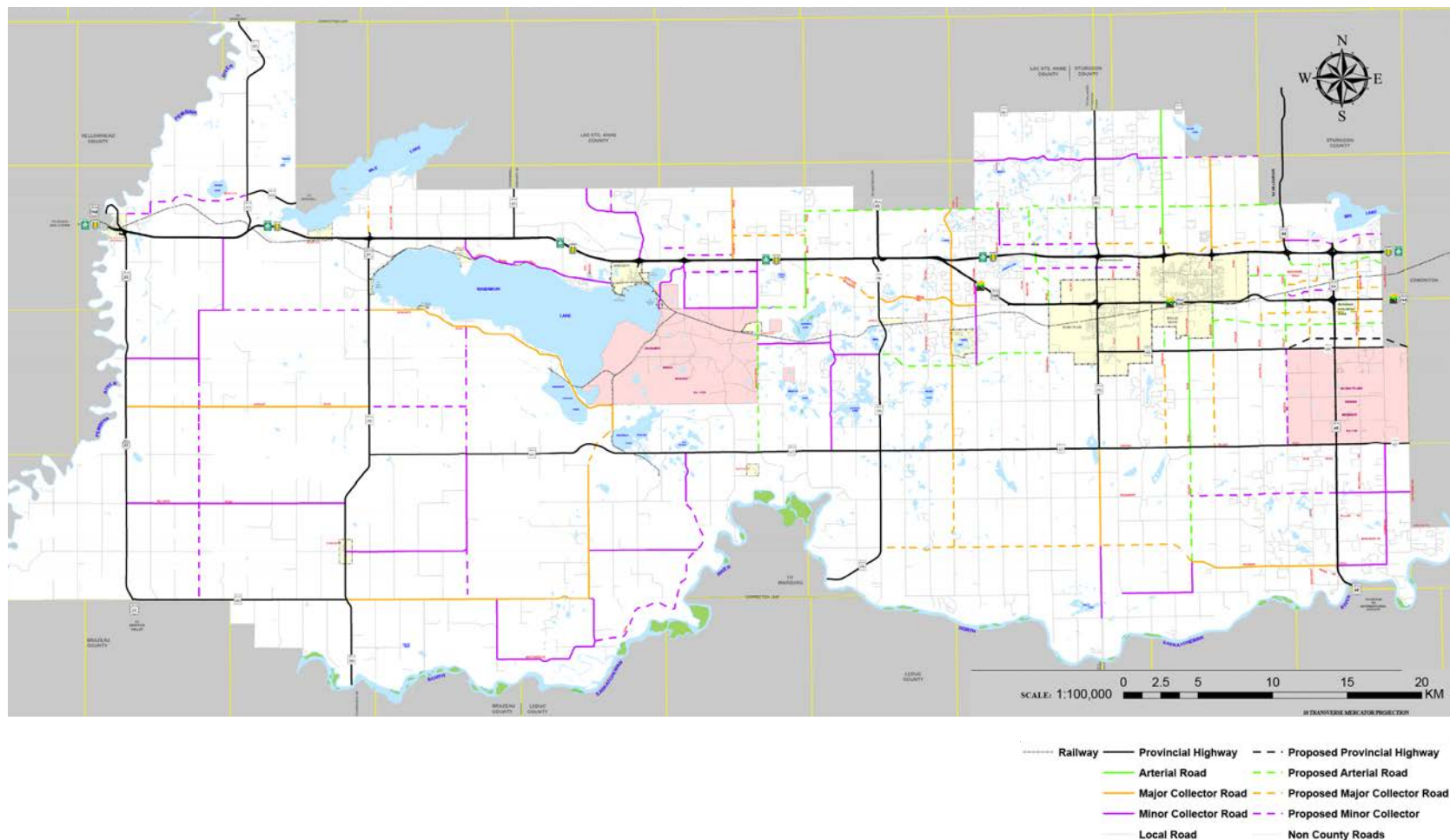
- **Provincial Highways** support the movement of people, goods and services on an inter-provincial, intra-provincial and international level. Access on provincial highways is restricted and connects with other highways and arterial roads. Parkland County is served by a number of provincial highways, including: Highway 44, Highway 16, Highway 16A, Highway 60, Highway 779, Highway 770, Highway 43, Highway 31, Highway 22, Highway 627 and Highway 628.
- **Arterial Roads** provide connections to the provincial network, to major nodes in Parkland County and the surrounding region, and to collectors. These roads generally have higher vehicle volumes and support heavy truck traffic. Examples of arterial roads in Parkland County include Range Road 274 between Township Road 532A and Highway 633, and Golden Spike Road from north of Highway 628 to Highway 627.
- **Collector Roads** connect neighbourhoods to the arterial road network with a moderate degree of traffic mobility and property access. Examples of collector roads within Parkland County include Duffield Road (Highway 627 to Highway 16), Township Road 522 (Highway 22 to Highway 31) and 114 Avenue.
- **Local Roads** provide access to adjacent properties and form most of the County's road network. A majority of the Range Roads and Township Roads are considered local roads within Parkland County, as are almost all roads that provide direct access within the County Residential Estates Subdivision areas.



4.0 EXISTING & FUTURE CONDITIONS

FIGURE 7 | PARKLAND COUNTY'S EXISTING ROAD CLASSIFICATION

(Source: Parkland County Transportation System Bylaw No. 2015-31, Schedule A)





4.1.2.2 GOODS MOVEMENT

The movement of commercial and industrial trucks through and within Parkland County is essential to the economic viability of the County. The commercial and industrial hubs within Parkland County, especially in Acheson, depends on the efficient movement of freight between the provincial highway system and the local road network.

Goods movement through Parkland County is generally served by the provincial highway system and the connecting arterials and collectors within the County. Parkland County has built a robust road network within industrial areas, such as Acheson, which has encouraged development related to logistics and manufacturing and other industries that rely on Goods Movement. These internal road networks are effectively connected to the provincial highway network, further strengthening the efficiency of goods movement within the County. However, the County does not currently have designated trucks or Dangerous Goods Routes. There is an opportunity to establish a definitive Goods Movement network to ensure the planning and design of the transportation network is consistent and can accommodate freight vehicles in a safe and efficient manner.

4.1.2.3 ACTIVE TRANSPORTATION AND SPECIAL NETWORK

Parkland County has a wealth of natural areas, parks, open space, waterways, recreational and cultural resources. There are currently 13 km of formally designated County trails provided in the Chickakoo Lake Recreation Area, Prospectors' Point Trails, Devonian Trail and Hasse Lake area, as highlighted in **Figure 8**. These are supplemented with approximately 26 km of provincial park, private conservation land and municipal (e.g. Spruce Grove and Stony Plain) trails. Based on the PRCMP findings, only 39% of residents are within 8 km of these designated trails (Refer to **Figure 9**) and only 50% of residents are within 8 km of formal water access points (Refer to **Figure 10**).



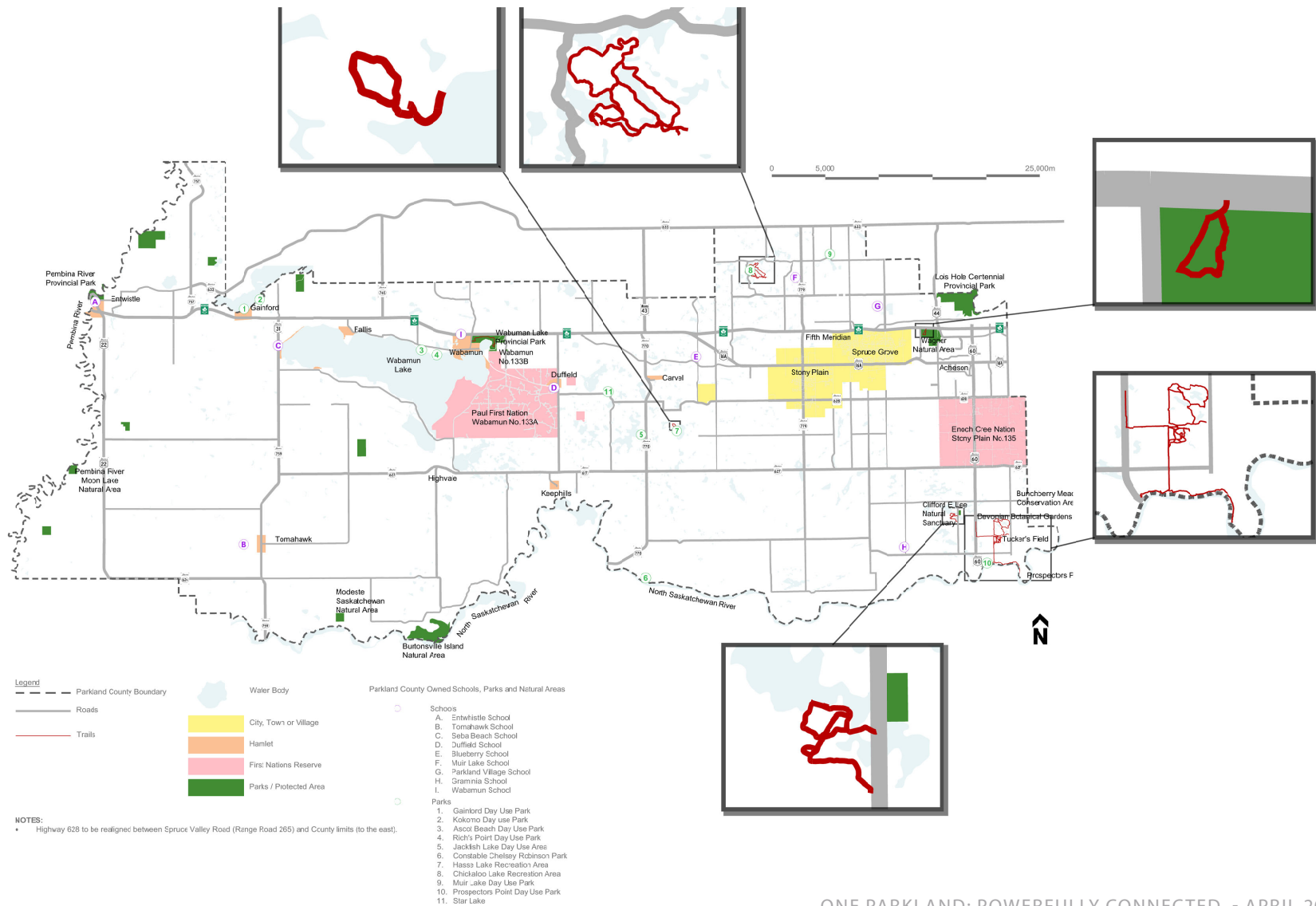
4.0 EXISTING & FUTURE CONDITIONS

With respect to active transportation, the TMP provides an opportunity to:

- Establish an integrated transportation / active transportation network and classification system that addresses a diversity of rural / urban development options that promote active transportation, in addition to recreation and cultural connectivity.
- Address current transportation / active transportation network gaps and increase network development to support specific County economic, social, and environmental initiatives.
- Establish transportation / active transportation design guidelines and standards. Several Parkland County plans have recommended the need to establish active transportation guidelines and standards, specific to trails development. These guidelines and standards should be extended to the road network, railway crossings, and other classification systems.
- Establish inclusive active transportation opportunities for all ages and abilities that promote healthy, social, and well-connected communities.
- Support a wide range of active transportation year-round initiatives and networks such as cycling (recreational, mountain / off-road etc.), off-highway vehicle (ATVs, snowmobile, etc.), hiking, cross-country recreation, and water-based activities in a respectful, controlled and well-programmed manner.
- Identify key areas of the County and destinations to support year-round connectivity, equity and potential innovations in land use development and growth such as tourism/eco-tourism, natural infrastructure and amenity development, and wayfinding.
- Establish connectivity to the North Saskatchewan River, Pembina River, and other water bodies, parks, open space and environmentally significant / protected lands; and between communities.
- Develop scenic routes and historic/natural site programs, interpretation, and education – supported via active transportation network development.
- Apply a Universal Trail Assessment Process (UTAP), as outlined in the PRCMP.
- Establish an integrated transportation/active transportation management, operations and maintenance approach.
- Promote sustainability and low-impact development applications.



FIGURE 8 | PARKLAND COUNTY EXISTING TRAILS

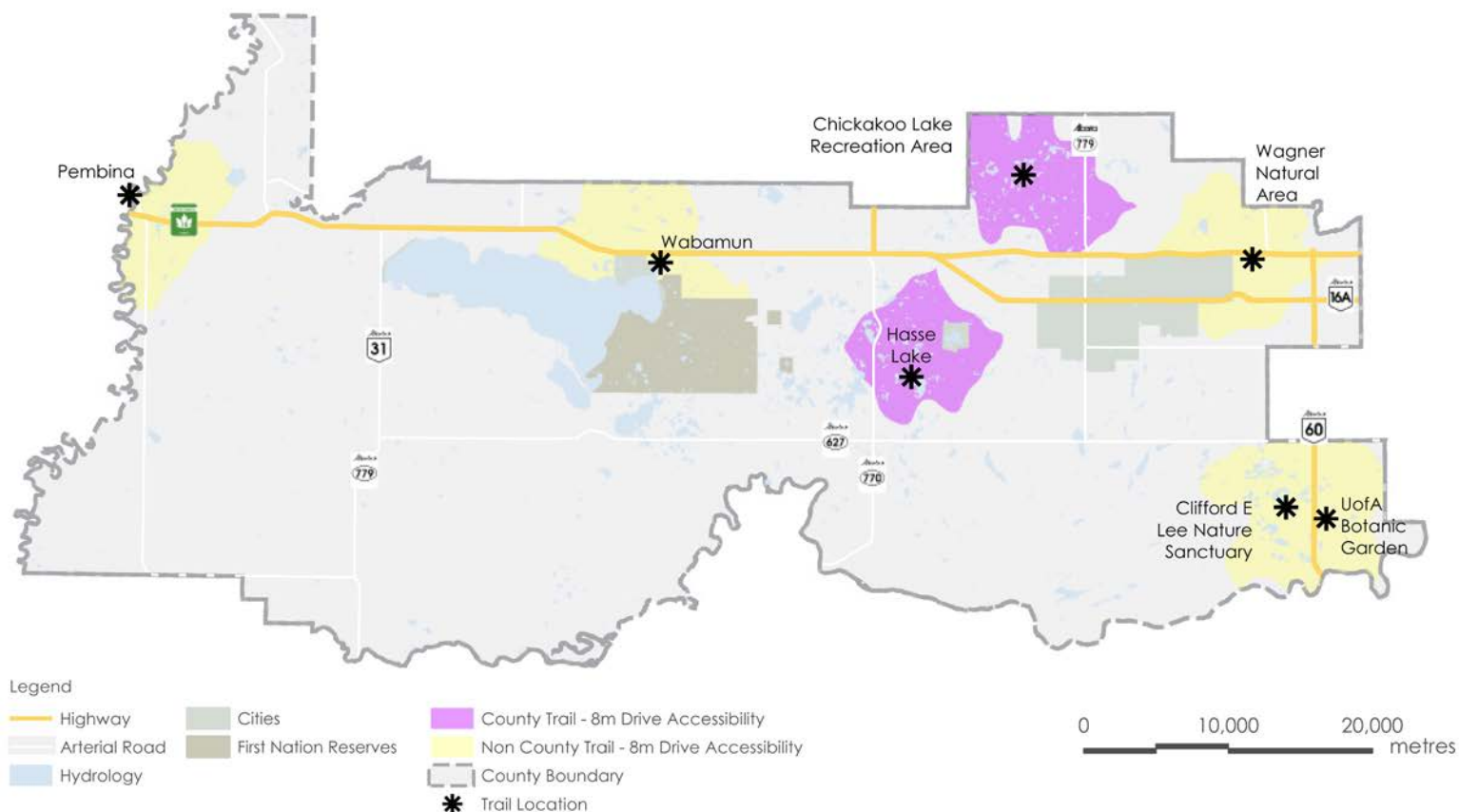




4.0 EXISTING & FUTURE CONDITIONS

FIGURE 9 | CURRENT RESIDENT PARCELS WITH ACCESS TO TRAILS

(Source: PRCMP, Figure 28)

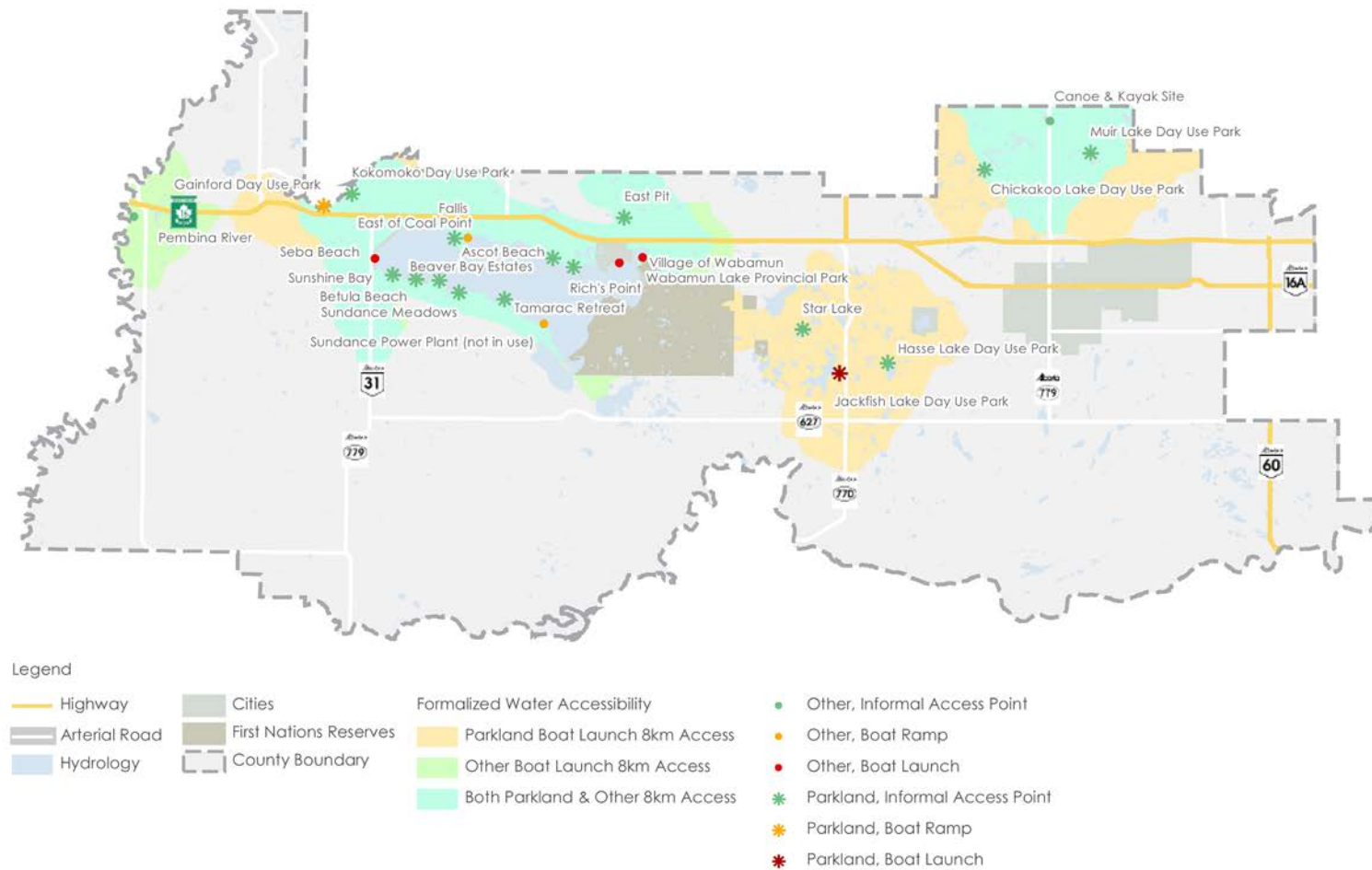


* Since this figure was published, Devonian Trail was added.

* Does not reflect trails in Wabamun.


FIGURE 10 | CURRENT FORMALIZED WATER ACCESS

(Source: PRCMP, Figure 29)



* Does not reflect current boat launch being constructed on the south side of Lake Wabamun.

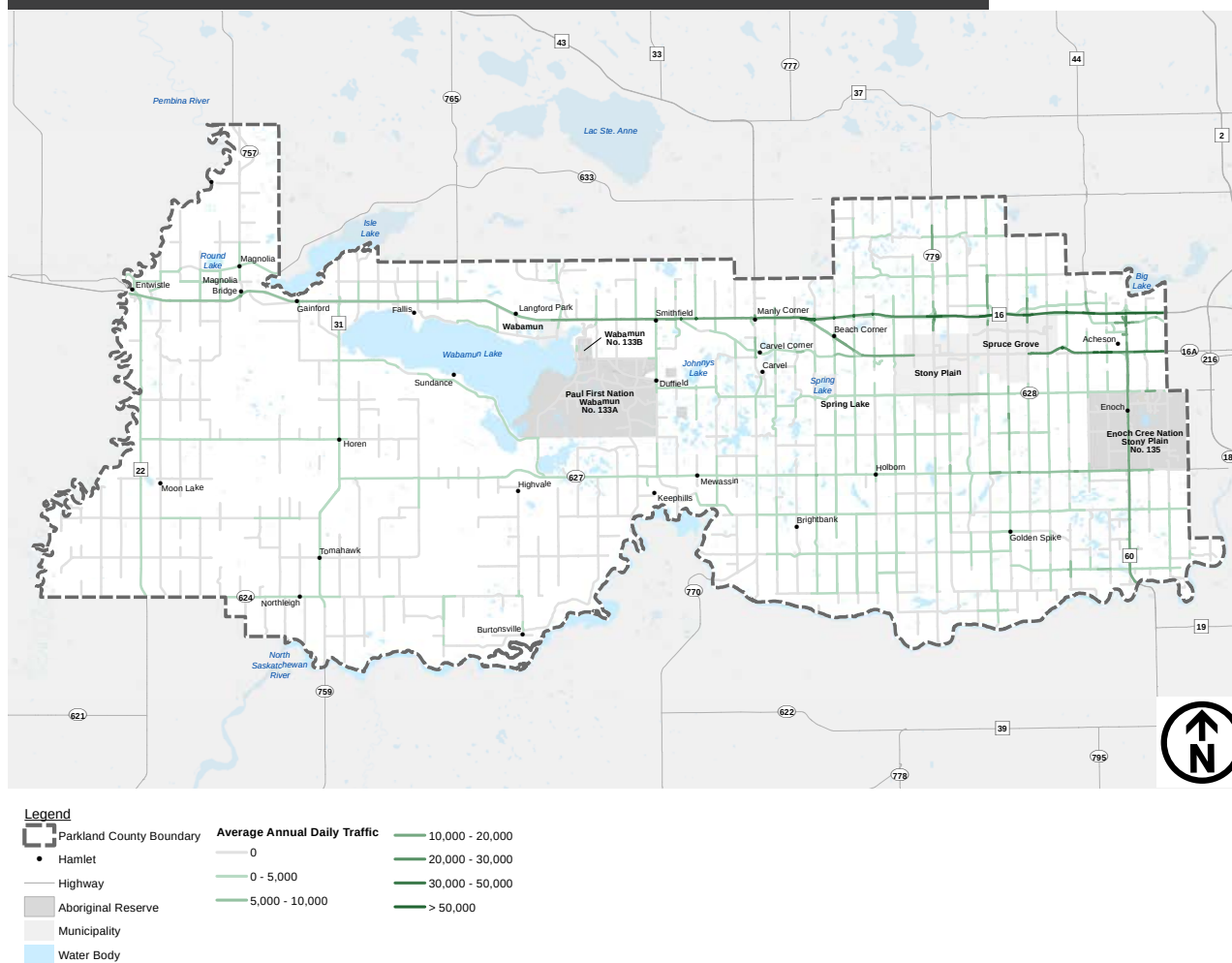


4.0 EXISTING & FUTURE CONDITIONS

4.1.3 TRAVEL DEMANDS & VOLUMES

Average Annual Daily Traffic Volumes (AADT) were established based on most recent counts collected by Parkland County and AT. As illustrated in **Figure 11**, higher traffic volumes can be observed along the highways and within the eastern section of Parkland County. These patterns are consistent with population and employment activity throughout the County, as well as the current lane use patterns within the County and surrounding region.

FIGURE 11 | EXISTING (2019) AVERAGE ANNUAL DAILY TRAFFIC





4.2 Future Conditions

4.2.1 POPULATION AND EMPLOYMENT GROWTH

There are several regional influences shaping land use development and growth in Parkland County. The most significant with respect to traffic generation include:

- the City of Edmonton immediately to the east of the County;
- the City of Spruce Grove;
- the Town of Stony Plain;
- Wabamun, Spring Lake, and summer villages within the County boundaries;
- the major employment areas of Acheson Industrial Park and the Fifth Meridian Business Park; and
- the growth in recreation and tourism opportunities in the Wabamun / Pembina area, the Great Waters area, and the Devon Dunes.

In addition, the priority growth Hamlet of Entwistle, the growth hamlets of Tomahawk and Duffield, the local employment areas, and the country residential areas along the northeast and southeast boundaries of the County are all expected to generate increased traffic growth as they continue to develop over the next 25 - 30 years. In addition to the growth areas, the County also surrounds the Paul First Nation and Enoch Cree Nation and a significant amount of land dedicated as priority agricultural areas, which are not expected to generate significant amounts of traffic.

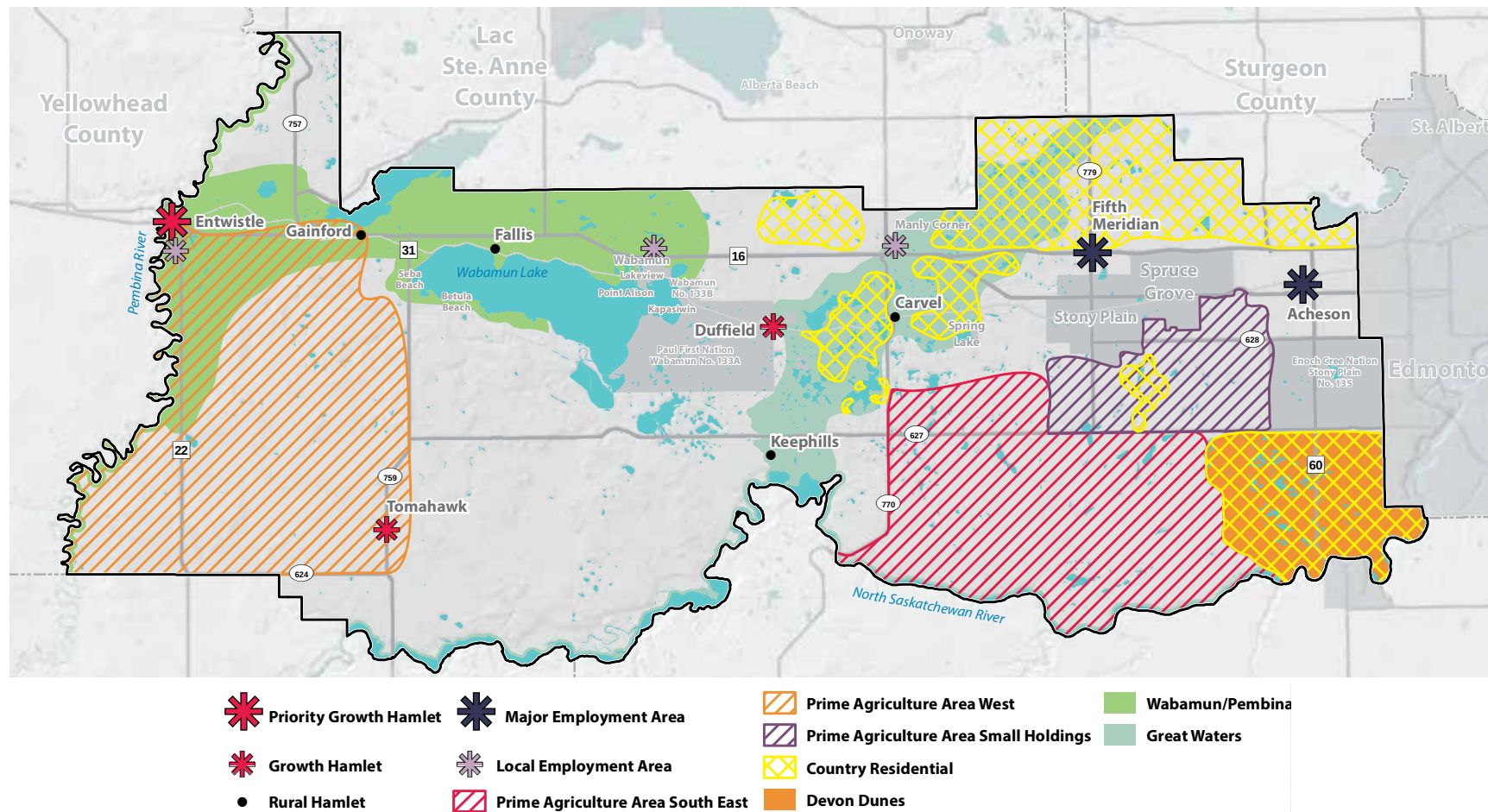
Figure 12 highlights the key growth areas that are expected to increase travel demands to, from, and within the County. Note that Wabamun became part of the County as of January 1, 2021, and such future growth of Wabamun has not been indicated on **Figure 12**. It has also yet to be determined whether Wabamun will be designated as a Priority Growth Hamlet.



4.0 EXISTING & FUTURE CONDITIONS

FIGURE 12 | PARKLAND COUNTY PREFERRED DEVELOPMENT CONCEPT

(Source: TGS, 2017)

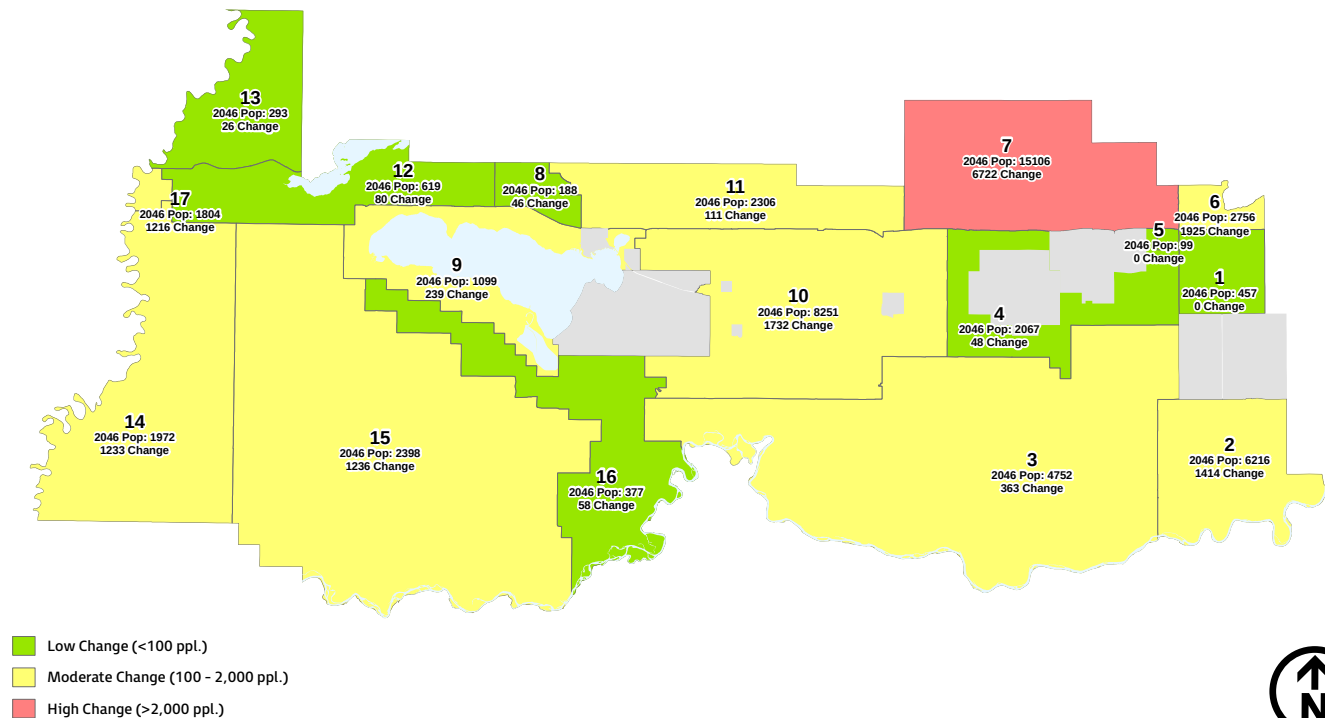




As shown in **Figure 13**, the population is expected to increase by more than 6,000 people in the country residential district north of the City of Spruce Grove and the Town of Stony Plain. The majority of the County is expected to undergo moderate change in population growth of between 100 to 2,000 people, while low population growth is expected in the areas abutting Spruce Grove and Stony Plain, as well as in the Acheson Industrial area, the resource extraction/ reclamation areas of Whitewood and South, and the west highway corridor area and the Northern Gateway area in the northwest of the County.

FIGURE 13 | 2046 POPULATION FORECAST

(Source: TGS, 2017)





4.0 EXISTING & FUTURE CONDITIONS

Employment in Parkland County is expected to grow by 40% over the next 25 years. Presently, the significant employment areas in the County include Acheson, which has accounted for the majority of growth in commercial and industrial assessed values in Parkland County since 2011 and provides employment to over 2,600 people. Other employment centers can be found in the North Country residential and Jackfish Lake Area.

The TGS designated Acheson, Fifth Meridian, and Entwistle as major employment areas, with the Acheson Industrial area continuing to be the hub for economic activity and employment within the County. In addition to Acheson, the TGS also identified high growth in the employment areas of the Spruce Grove/ Stony Plain fringe, the Whitewood Extraction/ Reclamation area, and in Entwistle/ Evansburg. The three growth hamlets of Entwistle, Tomahawk and Duffield are also projected to grow in both population and employment over the next 30 years.

Figure 14 illustrates the projected employment growth by service district areas (SDAs) as presented in the TGS.

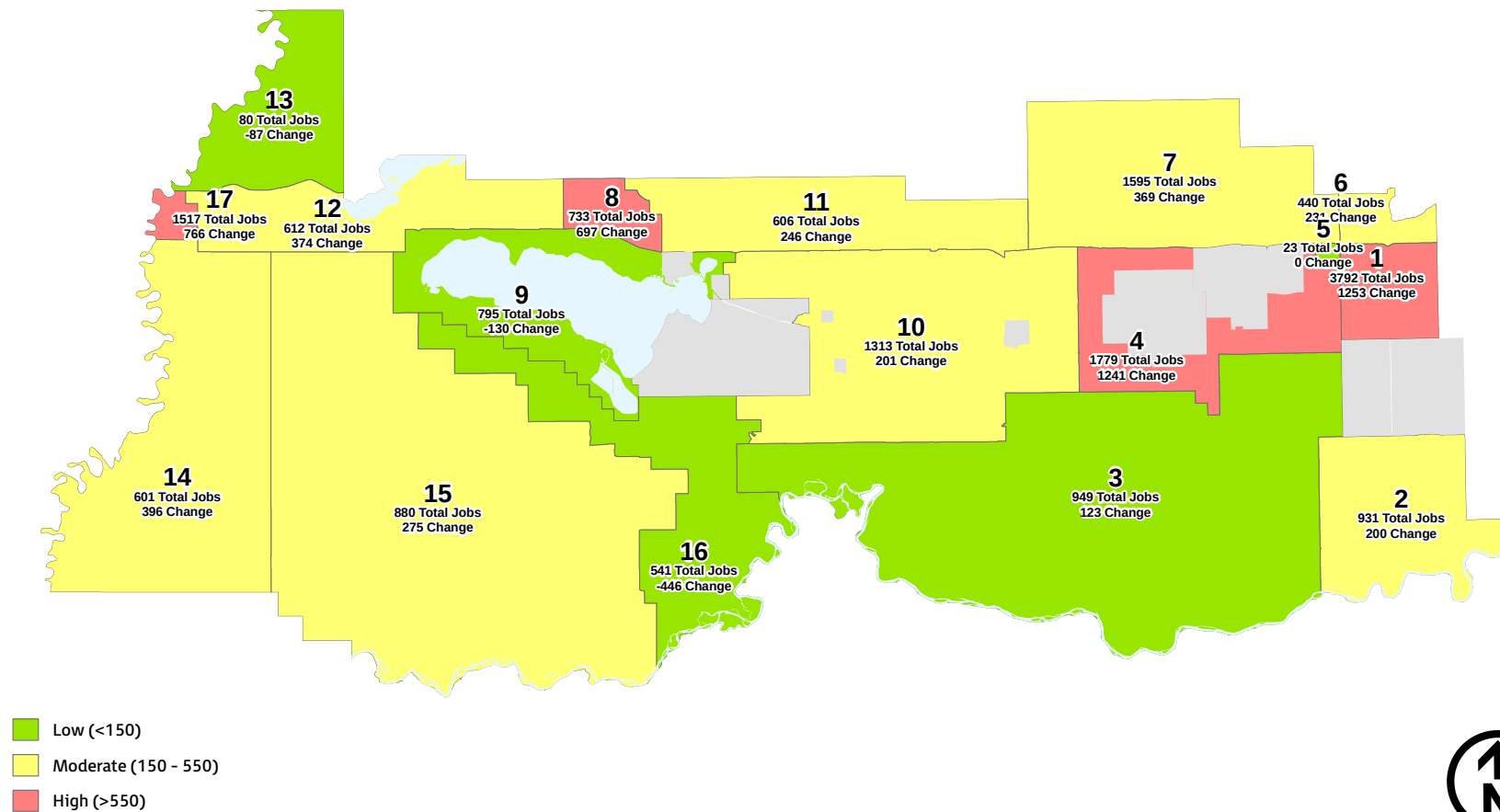
Employment growth of less than 150 jobs is expected in the east agricultural area, the South Extraction / Reclamation area, the Wabamun Lake Recreation area, and the Northern Gateway area. The South Extraction / Reclamation area (SDA 16) is an area associated with mining, quarrying, oil and gas extraction, and utilities, and includes the Keephills Generating Station and the Highvale Mine, which are important employment providers presently, but as the County begins to move away from coal fired power generating facilities and extraction areas close, alternative employment opportunities will be sought.

The TGS also emphasized the protection of agricultural lands and identified opportunities to provide to agricultural-related employment and value-added projects. Priority agricultural areas include the South East (SDAs 3 and 10), West (SDAs 14 and 15) and Small Holdings (SDAs 3 and 4).



FIGURE 14 | 2046 EMPLOYMENT FORECAST

(Source: TGS, 2017)





4.0 EXISTING & FUTURE CONDITIONS

4.2.2 TOURISM AND RECREATION GROWTH

Three priority areas for tourism and recreation growth were identified in the TGS and associated infrastructure investment by the County. These areas include:

- **The Wabamun/Pembina Priority Recreation & Tourism Area** - Located around Wabamun Lake and stretching to the west border of the County along the Pembina River. The Wabamun/Pembina area has significant economic opportunities around Wabamun Lake as well as potential growth related to recreation on the Pembina River.
- **The Great Waters Priority Recreation and Tourism Area** - Centrally located within the County, stretching north-south from the Keephills area to the north County border around Highway 778. The southern portion of the Great Waters area accesses the North Saskatchewan River while the remainder is a series of lakes and natural areas. Opportunities for the Great Waters area relate to its geographic proximity to the urban municipalities of Stony Plain, Spruce Grove and Edmonton.
- **The Devon Dunes Priority Recreation and Tourism Area** - Located in the far southeast corner of the County near the Town of Devon. The Devon Dunes area also has access to the North Saskatchewan River to the south and contains many local and provincial protected areas. The proximity of the Devon Dunes area to the City of Edmonton and the Town of Devon provides significant economic opportunities.



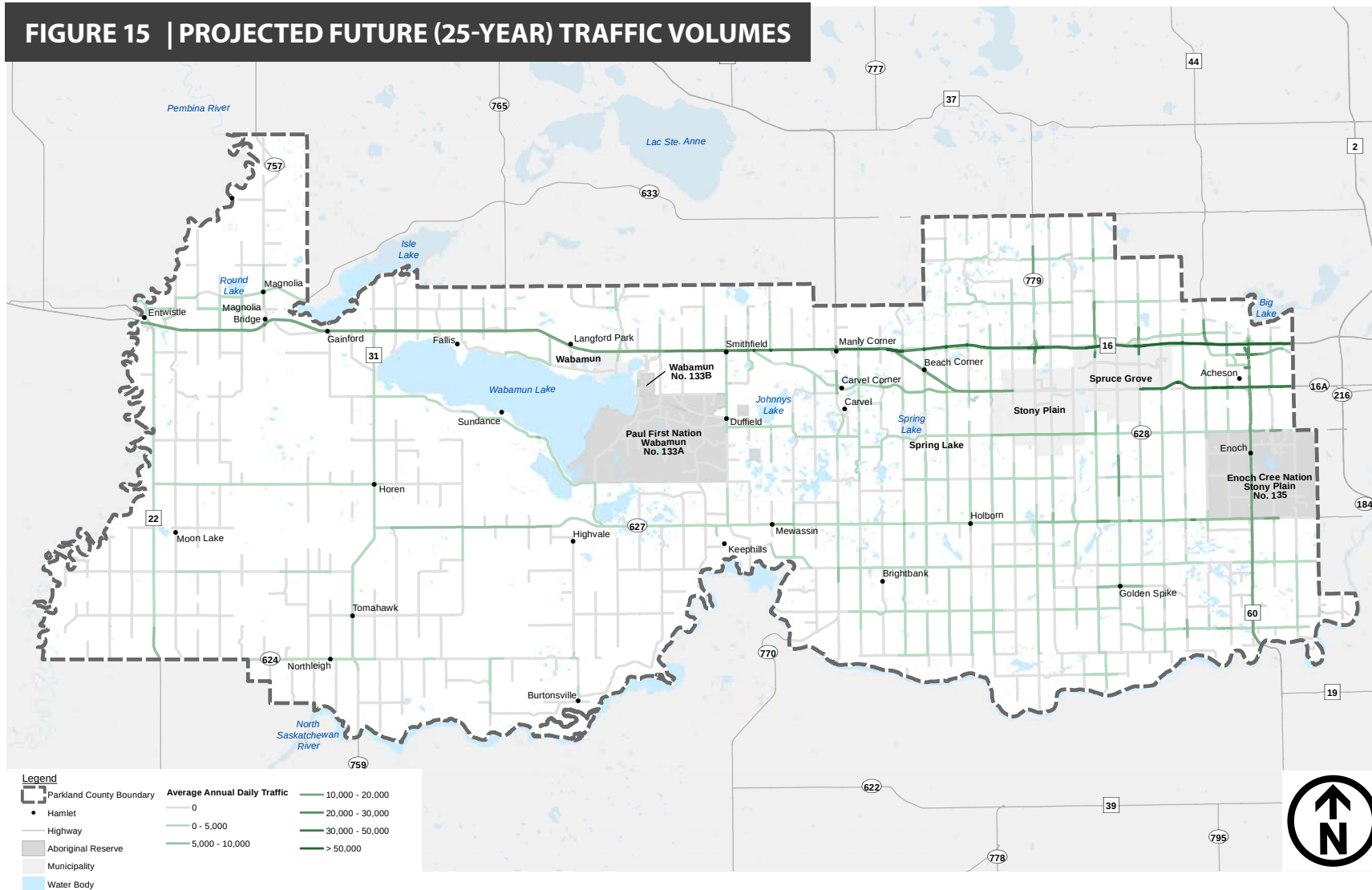
4.2.3 TRAVEL PROJECTIONS & TRAFFIC VOLUMES

Travel projections conducted as part of the EMRGP were obtained from AT and the results indicate that the existing road network within Parkland County generally supports the forecasted growth over the next 25 years. There are several locations where the projected travel demand exceeds available road capacity, but mostly along the provincial network where planning for highway improvements is led by Alberta Transportation. Historic traffic volumes indicate that traffic growth is generally higher within the eastern section of Parkland County (east of Highway 43) than the west of Highway 43, which aligns with future growth and development patterns identified in the TGS. Taking into consideration future population and employment growth as well as historic traffic growth, future traffic volumes (see **Figure 15**) were projected by applying a 2.5% linear growth rate to the network east of Highway 43 and a 1.0% growth rate west of Highway 43.



4.0 EXISTING & FUTURE CONDITIONS

FIGURE 15 | PROJECTED FUTURE (25-YEAR) TRAFFIC VOLUMES





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5.0 TRANSPORTATION MASTER PLAN STRATEGY

Strategic directions and actions were developed based on the three guiding pillars to address the key priorities identified through the stakeholder engagement process and technical review. The recommended policies are categorized into three overarching strategies:

1. Integrated Transportation Network Strategy
2. Transportation Infrastructure & Safety Strategy
3. Alternative Transportation Strategy

5.0



The directive terms of the recommended strategic actions are aligned with those defined in the MDP, as follows:

SHALL, REQUIRE, MUST, or WILL – directive terms that indicate the actions outlined are mandatory and apply to all situations.

SHOULD – a directive term that indicates a preferred outcome or course of action but one that is not mandatory.

MAY – a permissive and/or discretionary term that denotes a choice in applying the policy.



5.1 Integrated Transportation Network Strategy

Integrating Parkland County's transportation network with the transportation strategies and initiatives of the surrounding Region is one of the guiding pillars identified for this TMP. Strategic directions to guide **Regional and County Integration and Rehabilitation and Maintenance** are described below.

5.1.1 REGIONAL & COUNTY INTEGRATION

It is important that the County continues to work with regional partners to address regional transportation improvements and support funding and implementation opportunities. This will ensure the planning and design of the transportation network is integrated, efficient and consistent.

The former Capital Region Board, now the EMRB, provides collaboration and coordination for planning and managing strategic growth in the Edmonton Metropolitan Region, including Parkland County. The EMRB approved the IRTMP in 2011, which defined the regional transportation network over the next 35 years (2044). In 2013, the Regional Transportation Priorities report was established to provide annual ranking of short-term roadway and transit priorities that would serve to coordinate infrastructure planning and investments of member municipalities and the Province. The most recent Regional Transportation Priorities report was completed in 2018, and the IRTMP is currently being updated with completion anticipated in summer 2021.

AT develops and maintains the provincial highway network to support the movement of people and goods through the province. Within the Edmonton Metropolitan Region, the provincial highway network connects Parkland County to neighbouring municipalities and beyond.

TMP THEMES



**REGIONAL & COUNTY
INTEGRATION**



**NETWORK MAINTENANCE &
REHABILITATION**



TRANSPORTATION SAFETY



GOODS MOVEMENT



ACTIVE TRANSPORTATION



TRANSIT



RECREATION & TOURISM



Together with Parkland County, the neighbouring municipalities of Stony Plain and Spruce Grove form the Tri-Municipal Region. The City of Spruce Grove's Transportation Master Plan (2012) provided recommendations to support a continuous transportation system through partnership with other jurisdictions and provincial agencies, including the recommendation to develop a jointly-owned transit authority between Spruce Grove, Stony Plain, and Parkland County. While the Town of Stony Plain's Transportation Study (2011) proposed new connections that would link into roadways bordered by Stony Plain and Parkland County, both Spruce Grove's and Stony Plain's Transportation Plans provide direction to work with regional partners and AT to plan and implement roadway and transit improvements. On January 28, 2021, the Province approved the new Edmonton Regional Transit Services Commission (ERTSC). The Tri-Municipal Regional Transit System will continue to operate until the ERTSC becomes operational. Following which, Parkland County will evaluate its options for supporting and delivering regional transit services.

In support of establishing an integrated transportation network in Parkland County, the following strategic direction and corresponding strategic actions are recommended.

STRATEGIC DIRECTION

The County will ensure transportation priorities align with regional transportation objectives reflecting a shared commitment to facilitating future growth and connectivity of the Region.



STRATEGIC ACTIONS

- i. The County shall collaborate with key stakeholders within the Parkland Tri-region and the Edmonton Metropolitan Region to continue to support regional transportation projects to improve connectivity within the Region and Parkland County.
- ii. The County shall continue to work in collaboration with the Province to support provincial policies and objectives to facilitate network improvements and prioritize highways, recognizing the provincial highways as a key economic driver within the Region and Parkland County.
- iii. The County shall coordinate planning for the municipality's roadways with other modes of transportation, including the rail network, transit systems, and airports / aerodromes.
- iv. The County should work in collaboration with key regional and local stakeholders to facilitate implementation of a regional transportation network that accommodates alternative modes.



5.0 TRANSPORTATION MASTER PLAN STRATEGY



STRATEGIC ACTIONS

- v. The County should complete amendments to the Transportation Master Plan as major developments or growth patterns occur and should complete a formal update at least every ten (10) years to ensure Parkland County's transportation objectives and policies continue to align with regional transportation objectives, the County's Municipal Development Plan, and other statutory plans.
- vi. A formal review of Parkland County's statutory plans should be completed in 2021 / 2022 to update objectives and policies to ensure all statutory plans are in alignment.
- vii. A formal review of Parkland County's Transportation System Bylaw should be completed in 2021 / 2022 to ensure it is in alignment with the TMP.
- viii. The County should collaborate with adjacent jurisdictions on the building and maintaining roads in shared boundaries, such as 231 Street.
- ix. The County should monitor progress items identified within the implementation strategy and provide periodic updates to Executive Committee and / or Council.
- x. The County may consider interim staging for access spacing for new developments as long as ultimate solutions that comply with the municipal and provincial standards for highway access management are presented and will be applied.



5.1.2 NETWORK MAINTENANCE & REHABILITATION

Regular maintenance and rehabilitation of the transportation system not only provides a safe and reliable environment for all users, but also supports mobility and economic growth. The following strategic direction is recommended to establish an effective approach in transportation management and infrastructure planning and prioritization over the next 25 years.

STRATEGIC DIRECTION

The County will establish and implement an ongoing program to facilitate maintenance and rehabilitation of all transportation infrastructure within the municipality.



STRATEGIC ACTIONS

- i. The County shall protect transportation corridors to maintain a safe, coordinated, efficient, and cost-effective road network.
- ii. The County shall prioritize transportation network improvements, maintenance, and rehabilitation over new capital investment excepting key economic investment locations, such as larger scale industrial areas and priority hamlets.
- iii. Through planned rehabilitation projects, the County shall identify and incorporate safety improvements and should consider active transportation components, where applicable, based on current adopted road classifications.
- iv. The County shall update its current prioritization and evaluation matrix for capital roadway investments.
- v. The County shall develop a prioritization and evaluation matrix for periodic maintenance and operational-based roadway repairs.
- vi. The County shall determine the right-of-way for transportation corridors based on the main road classification, supplemental road classification (overlay routes), and industry design standards.
- vii. Parkland County shall maintain its current Roadway Asset Management Program and should update the road rating criteria from time to time.



5.0 TRANSPORTATION MASTER PLAN STRATEGY



STRATEGIC ACTIONS

- viii. The County should maintain current bylaws for off-site levies to recover the capital cost of providing roads. The County may consider updating the bylaw to include the maintenance of other County infrastructure in conjunction with the transportation considerations. Developers shall pay all outstanding levy fees as a condition of subdivision and/or development permit.
- ix. The County should seek opportunities to optimize network operations and manage congestion by encouraging alternative travel options instead of increasing road capacity through new construction or roadway expansion.
- x. The County should identify transportation network improvements based on road classifications and industry design standards. Where there are network redundancies in roads and corridors, these roads and corridors should be maintained but not improved.
- xi. The County should assess the practice of upgrading gravel surfaces to pavement based on safety, land use service level, and full lifecycle cost. The results of this assessment should be used to:
 - a. develop an overall gravel to pavement policy; and
 - b. update the current surfacing local improvement bylaw, which considers the upgrading of gravel to pavement in County Residential Subdivisions.
- xii. The County should continue concept studies for all proposed roads identified on the network classification map to ensure a strategic approach to long-term network planning.
- xiii. Maintenance requirements should be identified during the project planning stage so that maintenance operational impacts are incorporated in the design of new or expanded Country Residential subdivisions.
- xiv. Developers should be responsible to front-end the costs of on-site and off-site infrastructure systems. The County will, where applicable, endeavor to assist in cost recovery of oversizing and extension of municipal improvements that accommodate future development.
- xv. The County should explore opportunity to create an online platform to allow users to report transportation maintenance concerns and safety concerns.
- xvi. The County may create Level of Service guidelines that consider all modes of transportation and that are based on the road classification.



5.2 Transportation Infrastructure & Safety Strategy

As the County continues to develop and grow, it is vital that the County is proactive in taking measures to maintain and manage a transportation system that is safe for all users. The Transportation Infrastructure & Safety Strategy recommends strategic actions and policies that address the safe movement of people and goods across the County and facilitate economic and community well-being.

5.2.1 TRANSPORTATION SAFETY

STRATEGIC DIRECTION

The County will provide safe transportation infrastructure by ensuring that the safety of both vehicular and non-vehicular transportation modes is considered in the design and treatments of the roadways throughout the municipality.



STRATEGIC ACTIONS

- i. The County shall ensure safety is paramount in road design and may consider preparing and implementing a traffic safety plan with an annual safety review. The traffic safety plan may include tracking of annual traffic incidents, developing a reporting structure to highlight key focus areas, and development of an action plan to address common themes or high-risk areas.
- ii. When making land use and development decisions, the County shall consider the safe, efficient, and cost-effective provision of transportation infrastructure services, with meeting industry design standards and guidelines as the highest priority.
- iii. The County shall maintain existing roadside signage and should implement an update / replacement program for worn / weathered inventory. The County may consider conducting an inventory of existing signage and identify locations where signage should be updated to improve safety.
- iv. Major traffic incidents including fatalities or major road injuries on County road networks shall require an in-service road safety audit completed by a Professional Engineer. Outcomes from the audit shall be implemented as soon as reasonably possible and shall take priority over any other planned activities.



5.0 TRANSPORTATION MASTER PLAN STRATEGY



STRATEGIC ACTIONS

- v. The County will maintain a traffic count program and will integrate traffic counts into a suitable database for sharing information, such as the County's current Click mapping program.
- vi. The County will develop Traffic Impact Assessment (TIA) guidelines and a checklist to assist with County initiatives and land development application requirements.
- vii. Where warranted, the County should facilitate intersection improvements through the construction of additional turn lanes, widened roads, sight line improvements, and traffic control improvements to improve safety, but not necessarily capacity.
- viii. The County should work with the Province, CN Railway, and Transport Canada to support infrastructure upgrades, such as signage, lighting, and grade-separated crossings at strategic locations to ensure the safe operation of railways and railway crossings in the County.
- ix. Speed limits and roadway design should consider the land use context and the overall transportation network. Speed limits shall be based on all existing roadway characteristics, including geometric parameters, roadway classification, projected growth patterns, vehicle type, traffic volumes, etc.
- x. The safety of the network should be improved by investing in intersection improvements, traffic control measures, and roadway improvements.
- xi. The County should develop a process to manage requests for regulatory sign changes (speed limits, stop / yield, etc.).
- xii. The County should aim to reduce collisions and the long-term goal of zero traffic fatalities and serious injuries on County roads.
- xiii. Roadway design should be based on the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads and AT Standard Specifications for Highway Construction as confirmed by Parkland County's Engineering Services Department.



5.2.2 GOODS MOVEMENT

STRATEGIC DIRECTION

The County will support the efficient and safe movement of people, goods, and services within and through the municipality in order to facilitate regional economic well-being.



STRATEGIC ACTIONS

- i. Goods Movement corridors shall be prioritized for investment within Parkland County.
- ii. The County shall continue to utilize the provincial highway network through efficient and effective connections to/from the Goods Movement Corridors within Parkland County.
- iii. The County shall maintain an efficient network of designated truck routes.
- iv. The County shall continue to work in collaboration with the Province to:
 - a. establish Highway 60 as an over-dimensional corridor within the Acheson Industrial Area and
 - b. connect existing and future industrial areas with over-dimensional corridors to maintain strong access to provincial networks.
- v. The County shall work to continue to support aggregate extraction activities and will identify haul routes. Where possible, aggregate haul routes will be combined so as to minimize impacts on surrounding areas.
- vi. Goods movement corridors shall be designed to accommodate large truck traffic turning movements.
- vii. The County will monitor the development of electric vehicles and autonomous vehicles and reassess the viability in Parkland County as the technology evolves.
- viii. The County should continue to work with the Region to support the integration of transportation modes and facilities to ensure the Region's industrial and commercial activities are connected to markets in Canada and abroad.
- ix. The County should consider preparing a Goods Movement Strategy that will identify best practices in road maintenance and safety and improve overall network planning and efficiency along identified goods movement corridors and within industrial areas.
- x. The County should work with industry experts to explore expansions of rail lines or rail spurs in key investment areas that lead to increased inter-modal goods movement.



5.3 Alternative Transportation Network Strategy

Coordinating and encouraging Alternative Transportation is one of the guiding pillars identified for the TMP. Providing access to various transportation choices in Parkland County promotes community livability, social equity, environmental stewardship and economic development. The following strategic directions and actions are recommended to encourage the use of active transportation and to support tourism development and recreation uses.

5.3.1 ACTIVE TRANSPORTATION

STRATEGIC DIRECTION

Where practical and feasible, the County will support opportunities for active transportation modes that promote vehicular and non-vehicular connectivity that consider the type and scale of the various communities within the municipality and support County economic, social, and environmental initiatives.



STRATEGIC ACTIONS

- i. The County should consider the development of an integrated transportation network plan that incorporates roadway, active transportation, and other special routes (E.g., Explore Parkland – Scenic Drives) to address current active transportation gaps and enhance plan development and the connectivity between communities and other County destinations.
- ii. To support regional asset development, the County should establish an Active Transportation Network Plan - Guidelines and Standards that incorporate branding, marketing, wayfinding, interpretation, and education programming to promote and encourage the enjoyment of the many natural and cultural assets found within the County.
- iii. The County should annually review roadway rehabilitation projects and identify opportunities to incorporate active transportation guidelines.
- iv. The County should work with the energy sector and utility providers to identify opportunities to integrate a multi-use corridor within utility rights-of-way and pipeline corridor rights-of-ways.
- v. The County should identify opportunities to partner with developers and the River Valley Alliance to identify opportunities to locate and increase multi-use trail linkages and to connect existing



STRATEGIC ACTIONS

recreation destinations. For example, the County may identify opportunities to partner with other organizations to build and maintain new and existing multi-use trails specifically along Big Lake to Tomahawk School to Blueberry School, between Wagner Natural Area and Spruce Grove from the Hamlet of Keephills to Lake Wabamun, from Keephills to the North Saskatchewan River, among other locations.

- vi. The County should prioritize investment in new sidewalks and pathways within priority growth hamlets, near schools, recreation areas, and in high-density areas, such as Big Lake.
- vii. Country residential subdivisions should be linked through Public Utility Lot (PUL) trails (gravel or asphalt) when feasible to do so.
- viii. The County may consider local and regional project partnerships or land right-of-way acquisition to enhance Active Transportation connectivity and County asset/destination development.
- ix. The County may consider designing multi-use roadways with wider shoulders for non-motorized trail activity, including cycling, along new or upgraded rural roadways.
- x. The County may consider sharing the responsibility of the cost of maintaining and rehabilitating neighbourhood active transportation amenities with homeowner associations (HOAs) and other community organizations.
- xi. The County may formulate a prioritization and evaluation matrix for capital active transportation investments, including a cost component.
- xii. The County will monitor the development of E-bikes and reassess the viability in Parkland County as the technology evolves.



5.0 TRANSPORTATION MASTER PLAN STRATEGY

5.3.2 REGIONAL TRANSIT INTEGRATION

The County should continue to work with the Region to support the integration of transportation modes and facilities to ensure the Region's industrial and commercial activities are connected to markets in Canada and abroad.

STRATEGIC DIRECTION

Where practical and feasible, the County will support implementation of a universally accessible, safe, and reliable transit system that provides access to the County's major employment areas.



STRATEGIC ACTIONS

- i. The County shall continue to align with the Tri-Municipal Regional Transit System and the Edmonton Regional Transit Services Commission to support regional transit to enhance growth and connectivity.
- ii. The County shall work with regional partners to coordinate alternative transportation opportunities including ride sharing and transit between major activity areas and employment lands, such as Spruce Grove, Stony Plain, Acheson Industrial Park, and Meridian Business Park, and to future park and ride locations along the City of Edmonton Valley Line - West LRT.
- iii. The County will continue to support and encourage community-led transit service programs, especially those for the elderly and people with accessibility needs.
- iv. The County should adopt and encourage carpooling and greater transit ridership where available. Park and Ride / Carpool parking lots should be designed with Crime Prevention Through Environmental Design (CPTED) principles in mind, including lighting and natural surveillance, and connected safely and conveniently to the transportation network.
- v. The County should establish a County-wide plan that includes transit service targets. As commercial and residential nodes continue to grow, transit service may be expanded, increasing coverage, frequency, and hours of service to meet established service targets.



STRATEGIC ACTIONS

- vi. All new Area Structure Plans should consider opportunity for future transit service.
- vii. The County should ensure new arterial and collector roads are designed to accommodate potential future public transit routes and stops and maintain transit roads and stops to a high standard so that they are comfortable and easily accessible.
- viii. The County should provide easy connections with safe and comfortable waiting areas throughout the transit network that potentially incorporate wireless networks for customer use.
- ix. The County may explore opportunities for interim routing and / or on-demand based transit services for developing areas. The County supports exploring public transportation innovations to deliver service to the County's businesses and residents in an effective and efficient manner.



5.0 TRANSPORTATION MASTER PLAN STRATEGY

5.3.3 RECREATION & TOURISM

STRATEGIC DIRECTION

The County will endorse and enhance regional recreation and tourism asset development by introducing an integrated transportation network that supports and connects these assets in an equitable, accessible, safe, efficient, and inclusive manner for all residents and visitors to the County.



STRATEGIC ACTIONS

- i. The County will seek out project partners to support, coordinate, and share in the preservation of regional assets (parks, natural and environmentally sensitive areas, open space, recreation, and cultural areas), as well as the enhancement and development for residents and visitors to the County.
- ii. The County will seek to coordinate Recreation and Tourism development planning with adjacent provincial recreation or protected areas to ensure compatibility of land uses, protection of environmental areas, preservation of viewpoints, and minimization of impacts from traffic, noise, and other nuisances.
- iii. The County should create Explore Parkland Routes, which will incorporate a network of Scenic Drives; parks, open space recreation and cultural destinations; water-based routes; and specialized routes to support and promote regional environmental, social, and economic vitality and growth.
- iv. The County will identify opportunities to coordinate planning and connectivity between hamlets and other densely populated areas and nearby provincial parks, protected areas, and recreation areas, and identify opportunities to mitigate current connectivity and equity issues to regional assets.
- v. The County will continue to work with regional partners to develop and improve recreational opportunities for County residents, including those identified in the County's Parks, Recreation, and Culture Master Plan.
- vi. The County should partner with local off-highway vehicle groups to identify designated locations for off highway vehicle trails, staging areas, and dedicated parks within County boundaries provided that areas are a sufficient distance from the following features to minimize any impacts:



STRATEGIC ACTIONS

- a. existing or planned future residential development;
 - b. sensitive ecological features including ESAs and waterbodies; and
 - c. existing agricultural operations.
-
- iv. The County should prioritize the funding of safe connections between the highways and the tourism destinations to leverage regional assets and ensure there is transportation infrastructure, including opportunities for active transportation, in place for both residents and visitors.
-
- v. The County may explore opportunities to partner with the River Valley Alliance and other partners to identify waterway recreation and tourism opportunities and encourage greater use of connections along the North Saskatchewan River.



6.0 INTEGRATED ROAD NETWORK DESIGN TOOLBOX

In support of establishing an integrated transportation network in Parkland County, a new road classification system has been recommended to provide a clear and consistent approach that will guide future transportation planning and design. This section of the TMP outlines the new hierarchy system and how it applies to the County's transportation network.

6.0



6.1 Network Hierarchy and Classification

The new roadway classification system builds and expands on the County's existing classification system. As shown in **Figure 16**, the new road hierarchy system is based on the main road classification (highway, arterial, collector, local), as well as the supplementary road classification overlay (goods movement, agriculture, active transportation, and explore Parkland). The main road classification (see **Figure 17**) consists of the following:

- **Provincial Highway** – this classification includes highways within the County, which are established, operated and maintained by AT.
- **Arterials** – also considered Main Routes include key roadways that connect to the Highway and Collector network. Arterials in the County can be further categorized by Commercial / Industrial Arterials and Rural Arterials.
- **Collectors** – also considered Secondary Routes, Collectors connects to the Arterial and Local road network. Similar to Arterials, subcategories of Collectors include Commercial/Industrial and Rural Collectors.
- **Local** – local routes account for the remaining roads within the Parkland County and include all end of trip destination roads. Subcategories of a Local Road in Parkland County include: Commercial/Industrial, Rural, Country Residential and Hamlet.

More detailed maps depicting the recommended main road classification are provided in the **Appendix**.



FIGURE 16 | PARKLAND COUNTY NETWORK HIERARCHY SYSTEM

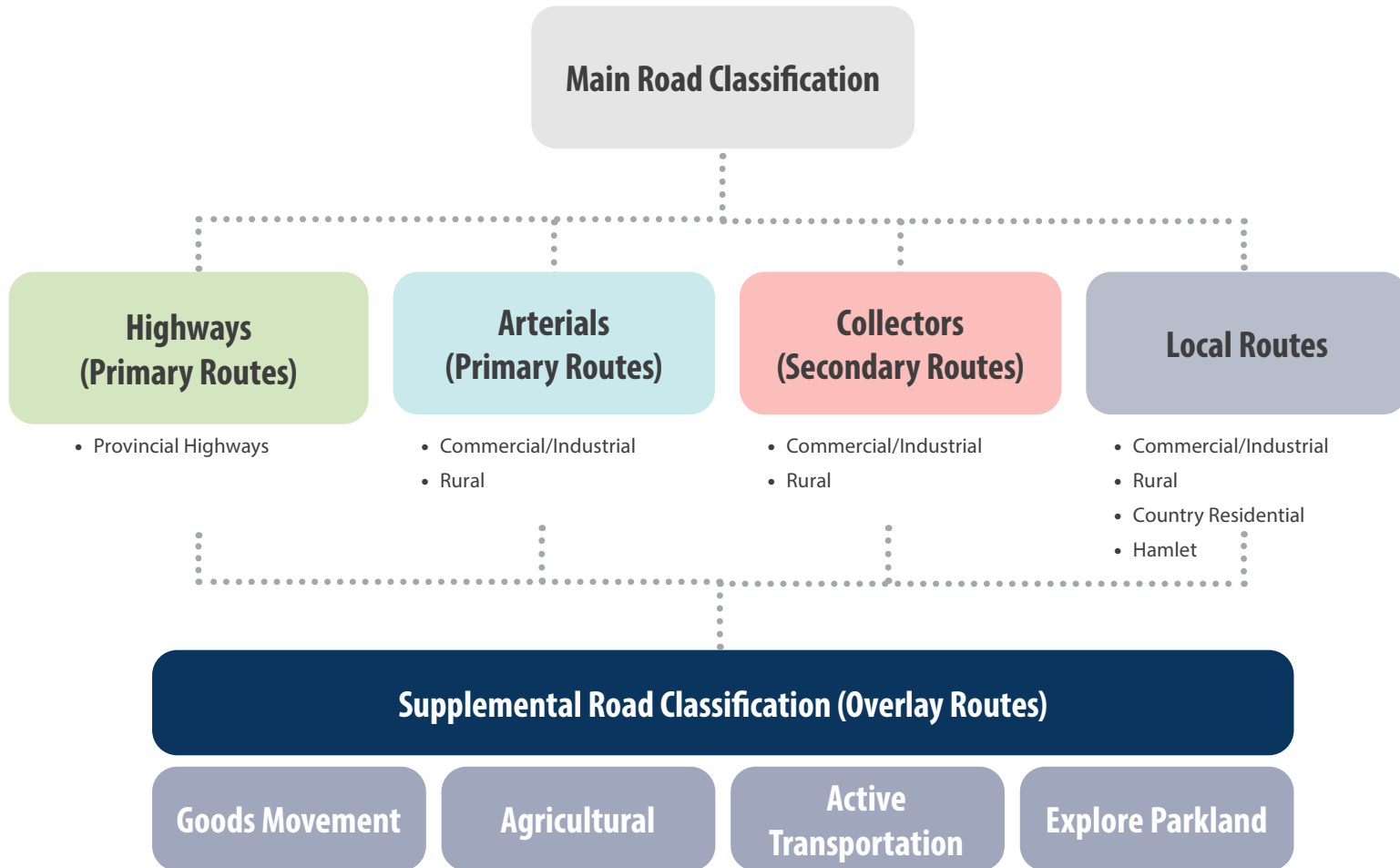
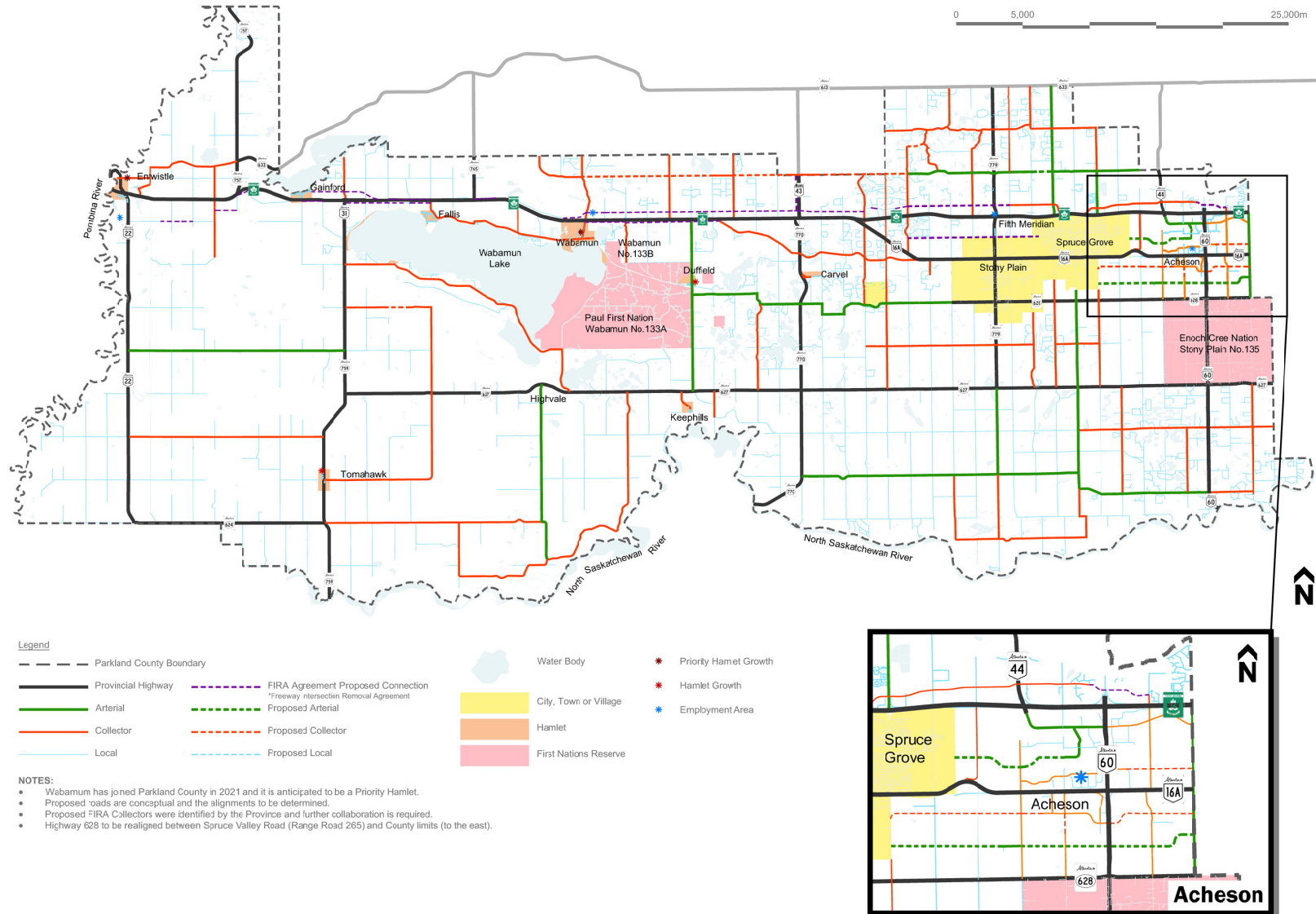




FIGURE 17 | PROPOSED MAIN ROAD NETWORK





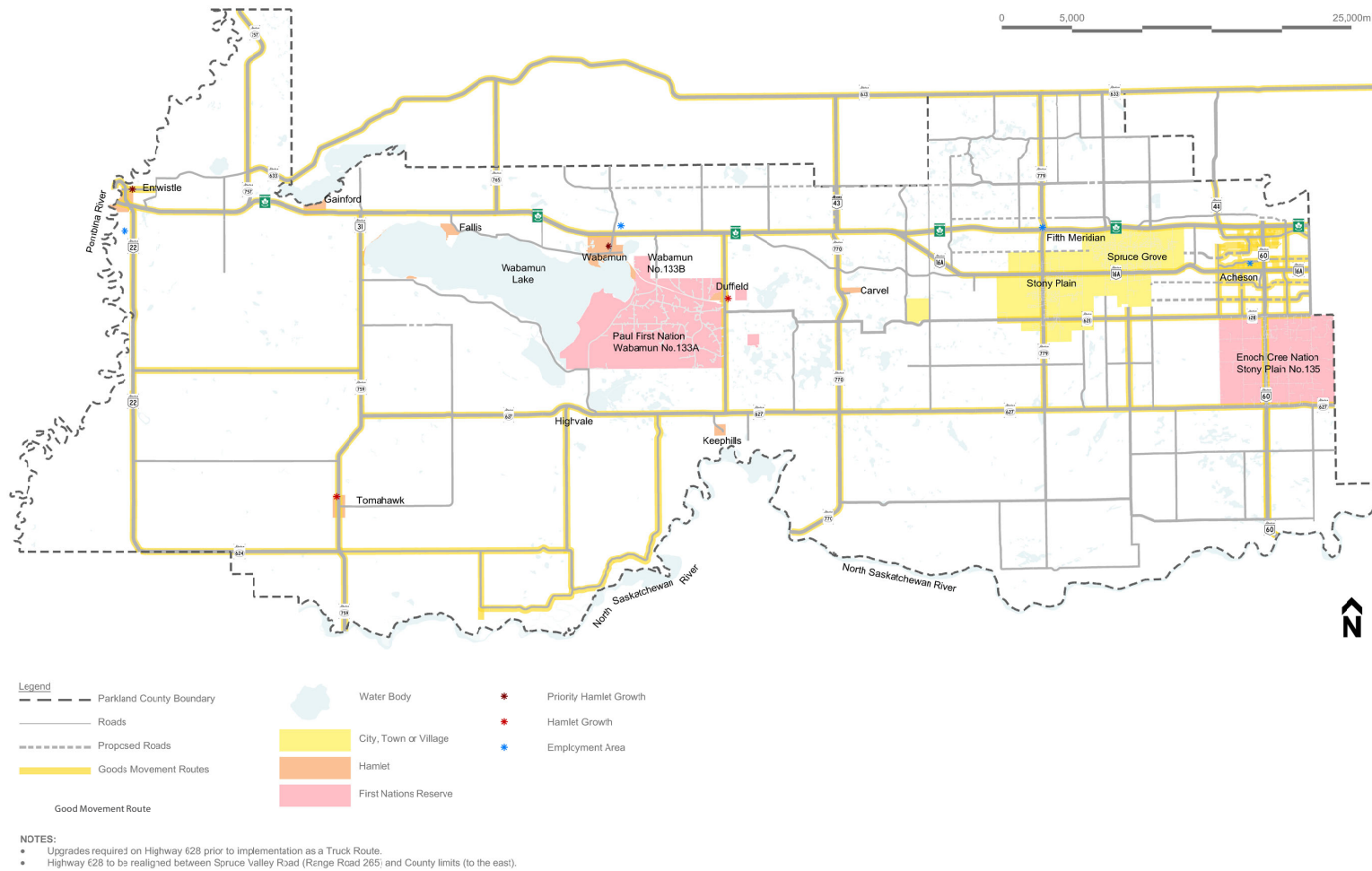
6.0 INTEGRATED ROAD NETWORK DESIGN TOOLBOX

Several Overlay Routes are also recommended to supplement the Main Road Network while supporting sustainable growth and development within the County. The Overlay Routes would be developed with specific standards and intended to provide high-level guidance; however, it will be up to the designer to determine if an Overlay should be applied as not all roads will have a supplemental road classification. The Overlay Routes are as follows:

- **Goods Movement Routes** – These corridors support heavy truck vehicles and are designed for large vehicles to carry goods to the market and promote economic development and sustainability. Goods Movement routes in Parkland County are intended to support industrial and commercial land uses while minimizing impacts to other local routes and community livability. These corridors also provide safe and accessible routes to support major employment areas in the County. As shown in **Figure 18**, all roads within the Acheson area and the provincial highway network are considered Goods Movement Routes. Some, not all, will be designed for trucks that are over-weight, over-dimensional, or transporting dangerous goods.
- **Agricultural Routes** – These corridors are developed for the movement of agricultural equipment and goods and provide safe and accessible routes to key agricultural areas. Within these corridors, setbacks for signage, mailboxes, fencing, gates, encroachments or other obstacles will be maintained or increased. Increased sub-structure on key corridors for heavier vehicles, flatter shoulders to enable vehicles to pass, and proactive road maintenance programs that prioritize roadways at peak time periods (spring seeding, fall harvest, etc.) are intended to support Agricultural Routes. Agricultural Routes serve an important role in supporting a vibrant agricultural community and economic vitality and growth (see **Figure 19**).
- **Active Transportation Routes** – These corridors provide alternate modes of travel (e.g., sidewalks, shared use paths, designated shared use lanes, trails, etc.) that support and promote regional benefits related to health, social, transportation, environment and the economy. Active Transportation provides safe, accessible and inclusive routes that can be applied in each community/hamlet or to support regional connectivity between communities and to key recreational and tourism areas (e.g., Devon Dunes, Wabumum/Pembina, Wabumum Lake Area, the Great Waters, etc.); regional natural, cultural/historic points of interest; and Explore Parkland Routes and destination/hubs (Refer to **Figure 20**).
- **Explore Parkland Routes** – These include a network of Scenic Drives; Parks, Open Space; water-based and specialized routes that address previously developed County Plans and support regional environmental, social and economic vitality, equity and growth. Primary Roadway Classification routes serve an important role in supporting Explore Parkland Route development and connectivity to existing and proposed land and water-based destinations/hubs. Parks and open space development and connectivity would be supported through Active Transportation additions to reduce resident travel distances and enhance access to an inter-connected network of recreation/tourism areas, water-based routes/hubs, other natural, cultural/historic destination/hubs. Water-based route/hub development could establish an inter-connected network system that links primary lake, Great Waters, and river routes (e.g., North Saskatchewan and Pembina River). Specialized Routes (e.g., Equestrian Trails, Off-Highway Vehicle (OHV), Road Cycling Routes, Winter Activity Routes, Trans-Canada Trail, etc.) would be developed in areas of opportunity, in coordination with local user groups, organization and project partners.



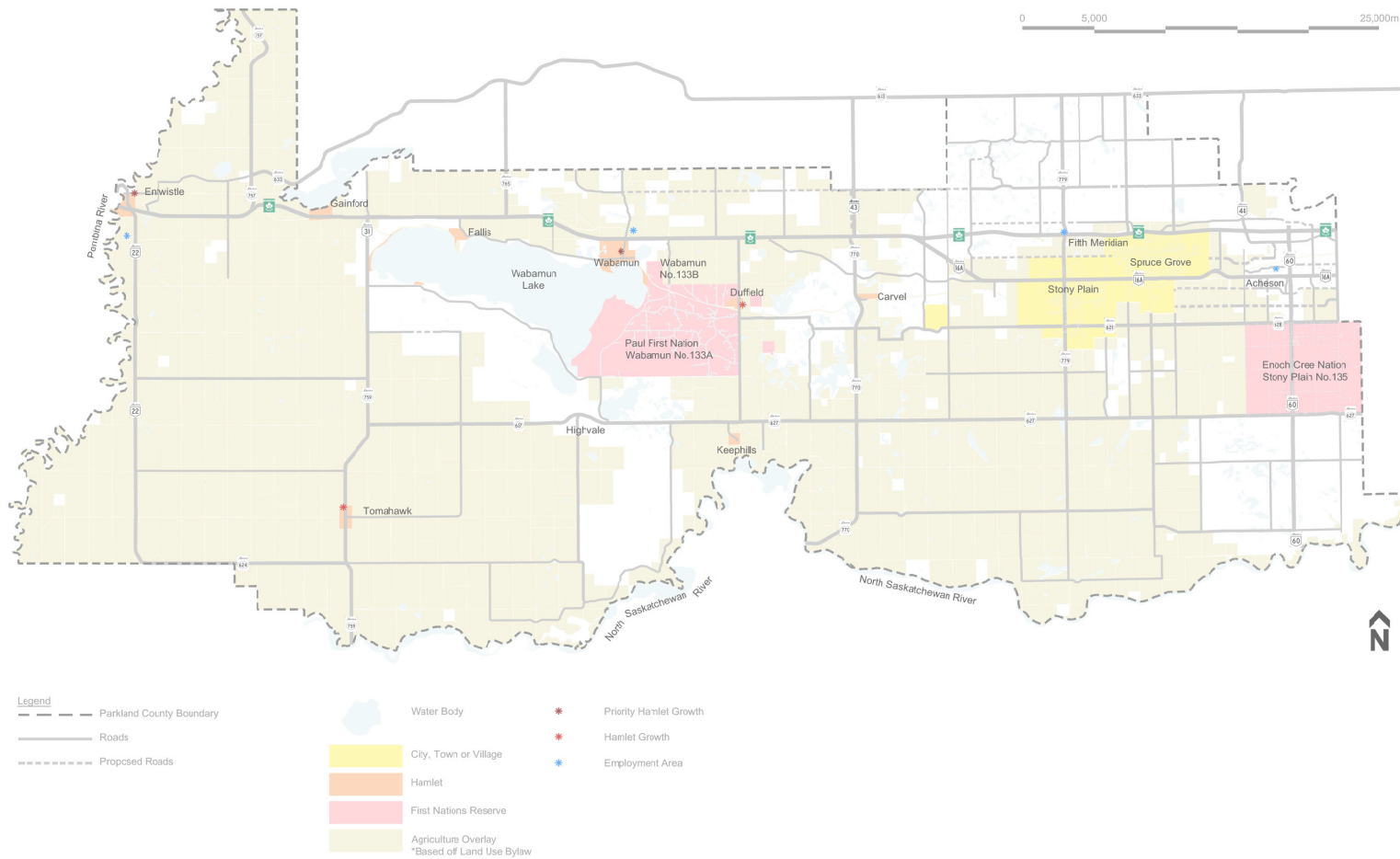
FIGURE 18 | RECOMMENDED GOODS MOVEMENT OVERLAY





6.0 INTEGRATED ROAD NETWORK DESIGN TOOLBOX

FIGURE 19 | RECOMMENDED AGRICULTURAL OVERLAY ROUTES

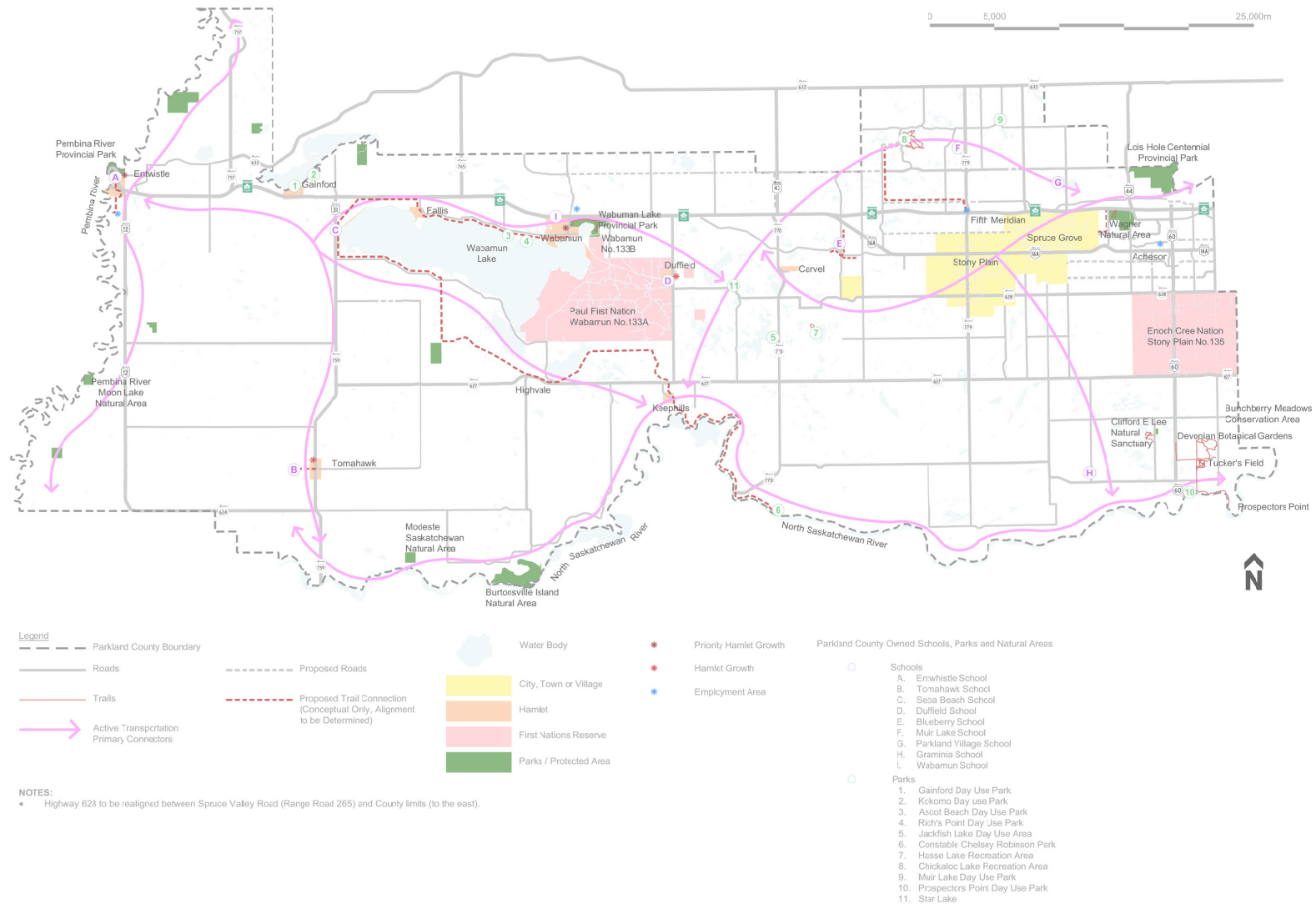


NOTES:

- Highway 628 to be realigned between Spruce Valley Road (Range Road 265) and County limits (to the east).



FIGURE 20 | RECOMMENDED ACTIVE TRANSPORTATION OVERLAY ROUTES





6.0 INTEGRATED ROAD NETWORK DESIGN TOOLBOX

Both the Main Road Network and Overlay Routes will be supported through the preparation of standards and guidelines that include planning, design, management and operations applications. **Table 2** outlines the applicability of the proposed Overlay Routes to the Primary Road Classification system, which will guide the design criteria required to support the various uses in Parkland County.

TABLE 2 | OVERLAY ROUTES ROAD CLASSIFICATION USES

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



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7.0 PRIORITIZATION & IMPLEMENTATION STRATEGY

In order for the implementation of the TMP to be successful, it is critical that a prioritization framework is established to guide County Council and Administration in the decision-making process and to facilitate the management of capital and operating priorities. The following discussion outlines the approach in implementing the recommended strategic directions and actions of this Transportation Master Plan.



7.1 Prioritization

7.1.1 EVALUATION MATRIX

Parkland County's current Capital Infrastructure Program facilitates the planning and budgeting of new and rehabilitation projects over a four-year period. Projects are ranked and prioritized annually using an evaluation matrix that is based on a set of criteria developed for both surfaced and gravel road reconstruction as shown in **Table 3**.

TABLE 3 | CURRENT CAPITAL INFRASTRUCTURE PROGRAM CRITERIA GUIDELINES

(Source: Parkland County Capital Infrastructure Program, 2020-2023)

Rating Criteria		Weighting	Guidelines for Criteria Ratings - Surfaced Roads & Gravel Roads				
			1-2 Guideline	3-4 Guideline	5-6 Guideline	7-8 Guideline	9-10 Guideline
1)	Do Safety Elements and Existing Geometric Road Standards Require Improvement?	20%	No Deficiencies	Minor Alignment Problems or Sight Distance Concerns.	Significant Deficiencies Related to Alignment or Sight Distance, etc.	Major Deficiencies	Major Multiple Deficiencies
2)	Are Maintenance Costs High?	20%	<\$1,000/mile	\$1,000 to \$2,000/mile	\$2,000 to \$3,000/mile	\$3,000 to \$4,000/mile	+\$4,000/mile
3)	Are Traffic Volumes High?	25%	Surfaced: 0-250 Gravel: 0-50	Surfaced: 251-500 Gravel: 51-150	Surfaced: 501-750 Gravel: 151-250	Surfaced: 751-1000 Gravel: 251-400	Surfaced: +1000 Gravel: +401
4)	Is this Project of Network Importance to the County?	10%	Access	Local	Minor Collector	Major Collector	Arterial
5)	Is this Project Environmentally and Socially Friendly?	10%	Major Multiple Impacts	Major Impact	Significant Impact	Minor Impact	Negligible Impact
6)	Is there Ratepayer Consensus in the Vicinity of this Project?	10%	Unanimous Opposition	Majority Opposition	Mixed Support / Opposition	Majority Support	Unanimous Support
7)	Is Construction Technically and Economically Feasible?	5%	Major Problems	Serious Problems	Average Difficulty	Minor Problems	Negligible Problems



7.0 PRIORITIZATION & IMPLEMENTATION STRATEGY

In support of the recommended direction of this TMP, specifically policies to facilitate ongoing maintenance and rehabilitation and support goods movement, the County should consider the following changes to the current evaluation matrix:

- **Scoring Criteria** – The current scoring system ranks a project using a scale of “1 to 10”. It is recommended that the scoring be revised to a “1 to 5” rating scale, with “1” considered poor and “5” being excellent. This will simplify the scoring process and reduce the variance in the results.
- **Maintenance Costs** – In alignment with the imperial system, it is recommended that the criteria for maintenance costs is revised from “dollar per mile” to “dollar per kilometre”.
- **Network Importance** – This TMP has recommended revising the current road classification system and in support of this policy, the County should consider incorporating the new classification system into the evaluation matrix. This will allow Administration to prioritize higher classification of roads, that are generally more utilized and support goods movement and agriculture vehicles.
- **Criteria Weighting** – The current weighting used to rank projects places more emphasis on roads that carry higher traffic volumes, followed by safety & standards and maintenance costs. Project feasibility has the least weight, while equal weighting is distributed among the remaining criteria. The County should consider updating the weighting to ensure there is still an appropriate balance among all categories.



7.2 Implementation Strategy

An implementation framework has been developed to guide the County in achieving its transportation goals and objectives over the next 25 years. This framework sets out the timeframe for implementing the strategic actions, as well as identifies impact to capital and operating expenditures, potential project/funding partners, and aligns the strategic actions with the TMP themes.





7.0 PRIORITIZATION & IMPLEMENTATION STRATEGY

TABLE 4 | PRIORITIZATION MATRIX

✓ ACTION

★ NON-MANDATORY ACTION

Recommendations	Timeframe			Expenditure / Activity		Partners			Support TMP Themes						
	Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism
Regional & County Integration (R)															
R1	● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●				✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
R2	● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●				✓	✓	✓		✓	✓	✓	✓			✓
R3	● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●				✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
R4	● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●				✓	✓		✓	✓	✓	✓		✓	✓	✓



 **ACTION**

 **NON-MANDATORY ACTION**

Recommendations		Timeframe			Expenditure / Activity		Partners			Support TMP Themes							
		Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism	
R10	The County may consider interim staging for access spacing for new developments as long as ultimate solutions that comply with the municipal and provincial standards for highway access management are presented and will be applied.																
Network Maintenance & Rehabilitation (N)																	
N1	The County shall protect transportation corridors to maintain a safe, coordinated, efficient, and cost-effective road network.																
N2	The County shall prioritize transportation network improvements, maintenance, and rehabilitation over new capital investment excepting key economic investment locations, such as larger scale industrial areas and priority hamlets.																
N3	Through planned rehabilitation projects, the County shall identify and incorporate safety improvements and should consider active transportation components, where applicable, based on current adopted road classifications.																
N4 	The County shall update its current prioritization and evaluation matrix for capital roadway investments.																
N5 	The County shall develop a prioritization and evaluation matrix for periodic maintenance and operational-based roadway repairs.																

 **NON-MANDATORY ACTION**

Recommendations		Timeframe			Expenditure / Activity		Partners			Support TMP Themes						
		Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism
N6 ★	Parkland County shall maintain its current Roadway Asset Management Program and should update the road rating criteria from time to time.		● ● ● ● ● ● ➡			✓					✓	✓				
N7 ★	The County should maintain current bylaws for off-site levies to recover the capital cost of providing roads. The County may consider updating the bylaw to include the maintenance of other County infrastructure in conjunction with the transportation considerations. Developers shall pay all outstanding levy fees as a condition of subdivision and/or development permit.	● ● ● ● ● ● ➡				✓		✓			✓	✓	✓	✓		✓
N8	The County should seek opportunities to optimize network operations and manage congestion by encouraging alternative travel options instead of increasing road capacity through new construction or roadway expansion.	● ● ● ● ● ● ➡				✓		✓			✓	✓		✓	✓	
N9	The County should identify transportation network improvements based on road classifications and industry design standards. Where there are network redundancies in roads and corridors, these roads and corridors should be maintained but not improved.	● ● ● ● ● ● ➡				✓		✓			✓	✓				



7.0 PRIORITIZATION & IMPLEMENTATION STRATEGY

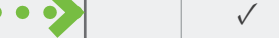
✓ ACTION

★ NON-MANDATORY ACTION

Recommendations	Timeframe			Expenditure / Activity		Partners			Support TMP Themes						
	Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism
N10 ★ The County should assess the practice of upgrading gravel surfaces to pavement based on safety, land use service level, and full lifecycle cost. The results of this assessment should be used to: a. develop an overall gravel to pavement policy; and b. update the current surfacing local improvement bylaw, which considers the upgrading of gravel to pavement in County Residential Subdivisions.					✓	✓				✓	✓	✓			
N11 ★ The County should continue concept studies for all proposed roads identified on the network classification map to ensure a strategic approach to long-term network planning.					✓	✓		✓	✓	✓	✓	✓		✓	
N12 Maintenance requirements should be identified during the project planning stage so that maintenance operational impacts are incorporated in the design of new or expanded Country Residential subdivisions.					✓	✓			✓	✓	✓	✓	✓	✓	
N13 Developers should be responsible to front-end the costs of on-site and off-site infrastructure systems. The County will, where applicable, endeavor to assist in cost recovery of oversizing and extension of municipal improvements that accommodate future development.				✓	✓	✓		✓		✓	✓	✓	✓	✓	



 **NON-MANDATORY ACTION**

Recommendations		Timeframe			Expenditure / Activity		Partners			Support TMP Themes						
		Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism
T3 	The County shall maintain existing roadside signage and should implement an update / replacement program for worn / weathered inventory. The County may consider conducting an inventory of existing signage and identify locations where signage should be updated to improve safety.															
T4 	Major traffic incidents including fatalities or major road injuries on County road networks shall require an in-service road safety audit completed by a Professional Engineer. Outcomes from the audit shall be implemented as soon as reasonably possible and shall take priority over any other planned activities.															
T5 	The County will maintain a traffic count program and will integrate traffic counts into a suitable database for sharing information, such as the County's current Click mapping program.															
T6 	The County will develop Traffic Impact Assessment (TIA) guidelines and a checklist to assist with County initiatives and land development application requirements.															
T7	Where warranted, the County should facilitate intersection improvements through the construction of additional turn lanes, widened roads, sight line improvements, and traffic control improvements to improve safety, but not necessarily capacity.															



 NON-MANDATORY ACTION

Recommendations		Timeframe			Expenditure / Activity		Partners			Support TMP Themes							
		Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism	
Goods Movement (G)																	
G1	Goods Movement corridors shall be prioritized for investment within Parkland County.																
G2	The County shall continue to utilize the provincial highway network through efficient and effective connections to/from the Goods Movement Corridors within Parkland County																
G3	The County shall maintain an efficient network of designated truck routes.																
G4	The County shall continue to work in collaboration with the Province to: a. establish Highway 60 as an over-dimensional corridor within the Acheson Industrial Area and b. connect existing and future industrial areas with over-dimensional corridors to maintain strong access to provincial networks.																
G5	The County shall work to continue to support aggregate extraction activities and will identify haul routes. Where possible, aggregate haul routes will be combined so as to minimize impacts on surrounding areas.																
G6	Goods movement corridors shall be designed to accommodate large truck traffic turning movements.																

7.0 PRIORITIZATION & IMPLEMENTATION STRATEGY



✓ ACTION

★ NON-MANDATORY ACTION

Recommendations	Timeframe			Expenditure / Activity		Partners			Support TMP Themes						
	Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism
G7	The County will monitor the development of electric vehicles and autonomous vehicles and reassess the viability in Parkland County as the technology evolves.	● ● ● ● ● ● ● ●	➔		✓	✓	✓	✓	✓		✓	✓	✓	✓	
G8	The County should continue to work with the Region to support the integration of transportation modes and facilities to ensure the Region's industrial and commercial activities are connected to markets in Canada and abroad.	● ● ● ● ● ● ● ●	➔		✓	✓	✓	✓	✓	✓	✓	✓			
G9	The County should consider preparing a Goods Movement Strategy that will identify best practices in road maintenance and safety and improve overall network planning and efficiency along identified goods movement corridors and within industrial areas.	● ● ● ● ● ● ● ●	➔		✓	✓	✓	✓	✓	✓	✓	✓			
G10	The County should work with industry experts to explore expansions of rail lines or rail spurs in key investment areas that lead to increased inter-modal goods movement.	● ● ● ● ● ● ● ●	➔		✓	✓		✓	✓	✓	✓	✓			
Active Transportation (AT)															
AT1	The County should consider the development of an integrated transportation network plan that incorporates roadway, active transportation, and other special routes (E.g., Explore Parkland – Scenic Drives) to address current active transportation gaps and enhance plan development and the connectivity between communities and other County destinations.	● ● ● ● ● ● ● ●	➔		✓	✓		✓	✓		✓	✓	✓	✓	✓



 **ACTION**

 NON-MANDATORY ACTION

Recommendations		Timeframe			Expenditure / Activity		Partners			Support TMP Themes						
		Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism
★ AT2	To support regional asset development, the County should establish an Active Transportation Network Plan - Guidelines and Standards that incorporate branding, marketing, wayfinding, interpretation, and education programming to promote and encourage the enjoyment of the many natural and cultural assets found within the County.					✓	✓		✓	✓	✓		✓	✓	✓	
AT3	The County should annually review roadway rehabilitation projects and identify opportunities to incorporate active transportation guidelines.					✓	✓			✓			✓	✓	✓	
AT4	The County should work with the energy sector and utility providers to identify opportunities to integrate a multi-use corridor within utility rights-of-way and pipeline corridor rights-of-ways.					✓	✓		✓				✓		✓	
AT5	The County should identify opportunities to partner with developers and the River Valley Alliance to identify opportunities to locate and increase multi-use trail linkages and to connect existing recreation destinations. For example, the County may identify opportunities to partner with other organizations to build and maintain new and existing multi-use trails specifically along Big Lake to Tomahawk School to Blueberry School, between Wagner Natural Area and Spruce Grove from the Hamlet of Keephills to Lake Wabamun, from Keephills to the North Saskatchewan River, among other locations.					✓	✓		✓				✓		✓	

 NON-MANDATORY ACTION

ONE PARKLAND: POWERFULLY CONNECTED - MAY 2021 | 96



 **NON-MANDATORY ACTION**

Recommendations		Timeframe			Expenditure / Activity		Partners			Support TMP Themes							
		Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism	
Transit (TR)																	
TR1	The County shall continue to align with the Tri-Municipal Regional Transit System and the Edmonton Regional Transit Services Commission to support regional transit to enhance growth and connectivity.																
★ TR2	The County shall work with regional partners to coordinate alternative transportation opportunities including ride sharing and transit between major activity areas and employment lands, such as Spruce Grove, Stony Plain, Acheson Industrial Park, and Meridian Business Park, and to future park and ride locations along the City of Edmonton Valley Line - West LRT.																
TR3	The County will continue to support and encourage community-led transit service programs, especially those for the elderly and people with accessibility needs.																
TR4	The County should adopt and encourage carpooling and greater transit ridership where available. Park and Ride / Carpool parking lots should be designed with Crime Prevention Through Environmental Design (CPTED) principles in mind, including lighting and natural surveillance, and connected safely and conveniently to the transportation network.																



ACTION



NON-MANDATORY ACTION

Recommendations		Timeframe			Expenditure / Activity		Partners			Support TMP Themes						
		Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism
TR5	The County should establish a County-wide plan that includes transit service targets. As commercial and residential nodes continue to grow, transit service may be expanded, increasing coverage, frequency, and hours of service to meet established service targets.	● ● ● ● ● ➔				✓	✓		✓	✓		✓			✓	
TR6	All new Area Structure Plans should consider opportunity for future transit service.	● ● ● ● ● ● ● ● ● ● ● ➔				✓	✓					✓			✓	
TR7	The County should ensure new arterial and collector roads are designed to accommodate potential future public transit routes and stops and maintain transit roads and stops to a high standard so that they are comfortable and easily accessible.	● ● ● ● ● ● ● ➔				✓	✓					✓			✓	
TR8	The County should provide easy connections with safe and comfortable waiting areas throughout the transit network that potentially incorporate wireless networks for customer use.	● ● ● ● ● ● ● ● ● ● ● ➔				✓	✓					✓			✓	
TR9	The County may explore opportunities for interim routing and / or on-demand based transit services for developing areas. The County supports exploring public transportation innovations to deliver service to the County's businesses and residents in an effective and efficient manner.	● ● ● ● ● ● ● ● ● ● ● ➔				✓	✓					✓			✓	



 NON-MANDATORY ACTION

Recommendations		Timeframe			Expenditure / Activity		Partners			Support TMP Themes							
		Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism	
Recreation & Tourism (RT)																	
RT1	The County will seek out project partners to support, coordinate, and share in the preservation of regional assets (parks, natural and environmentally sensitive areas, open space, recreation, and cultural areas), as well as the enhancement and development for residents and visitors to the County.																
RT2	The County will seek to coordinate Recreation and Tourism development planning with adjacent provincial recreation or protected areas to ensure compatibility of land uses, protection of environmental areas, preservation of viewpoints, and minimization of impacts from traffic, noise, and other nuisances.																
RT3	The County should create Explore Parkland Routes, which will incorporate a network of Scenic Drives; parks, open space recreation and cultural destinations; water-based routes; and specialized routes to support and promote regional environmental, social, and economic vitality and growth.																
RT4	The County should identify opportunities to coordinate planning and connectivity between hamlets and other densely populated areas and nearby provincial parks, protected areas, and recreation areas, and identify opportunities to mitigate current connectivity and equity issues to regional assets.																

7.0 PRIORITIZATION & IMPLEMENTATION STRATEGY



ACTION

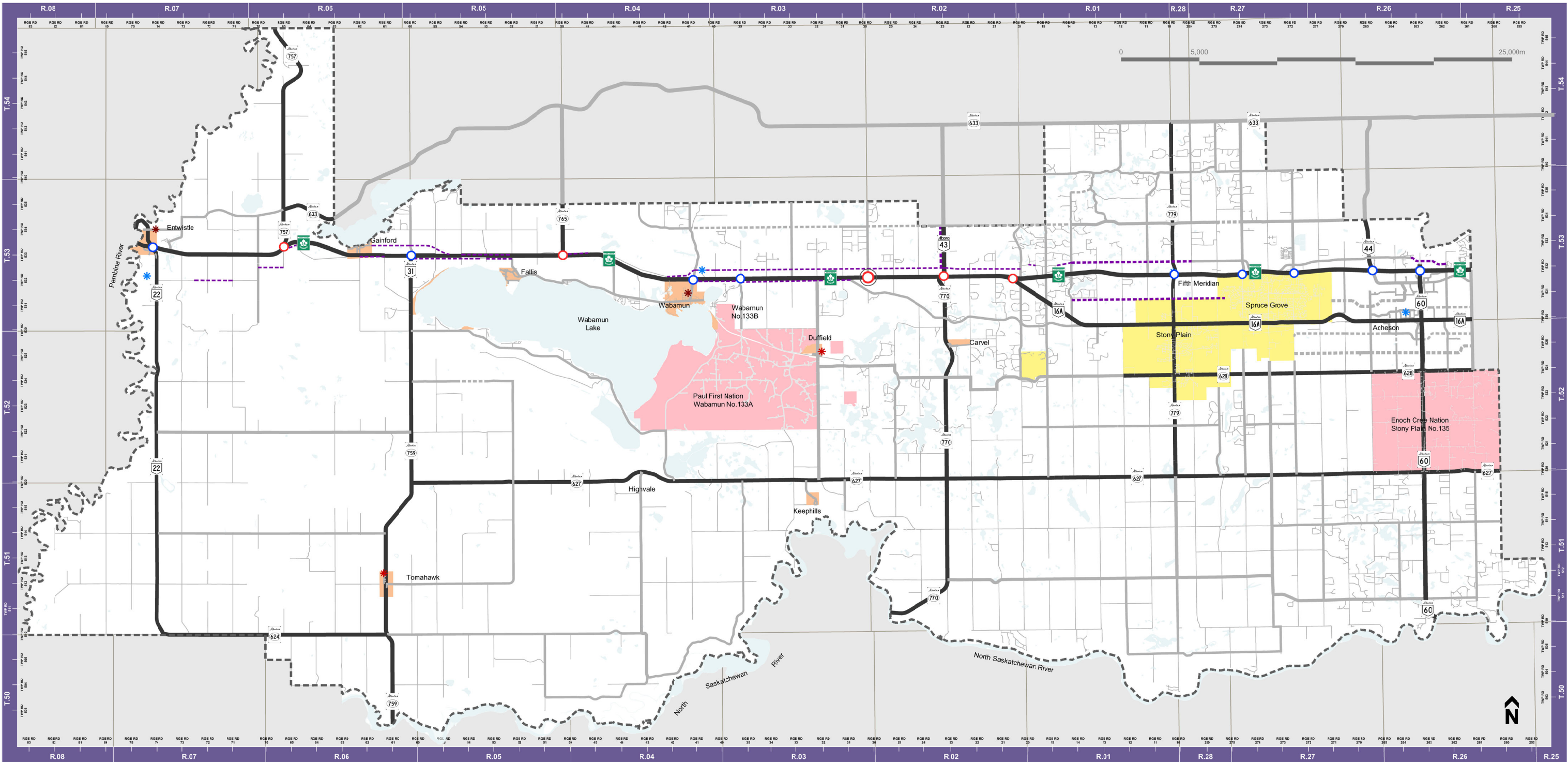


NON-MANDATORY ACTION

Recommendations	Timeframe			Expenditure / Activity		Partners			Support TMP Themes						
	Short-Term (1 - 5 years)	Medium-Term (6 - 15 years)	Long Term (16 - 25 Years)	Capital	Operating	Parkland County	Alberta Transportation	Other	Regional & County Integration	Network Maintenance & Rehabilitation	Transportation Safety	Goods Movement	Active Transportation	Transit	Recreation & Tourism
★ RT5 The County will continue to work with regional partners to develop and improve recreational opportunities for County residents, including those identified in the County's Parks, Recreation, and Culture Master Plan.	●●●●●●●●●●	●●●●●●●●●●	●●●●●●●●●●		✓	✓		✓	✓		✓		✓	✓	✓
★ RT6 The County should partner with local off-highway vehicle groups to identify designated locations for off highway vehicle trails, staging areas, and dedicated parks within County boundaries provided that areas are a sufficient distance from the following features to minimize any impacts: a. existing or planned future residential development; b. sensitive ecological features including ESAs and waterbodies; and c. existing agricultural operations.	●●●●●●●●●●	●●●●●●●●●●	●●●●●●●●●●		✓	✓		✓	✓		✓		✓		✓
RT7 The County should prioritize the funding of safe connections between the highways and the tourism destinations to leverage regional assets and ensure there is transportation infrastructure, including opportunities for active transportation, in place for both residents and visitors.	●●●●●●●●●●	●●●●●●●●●●	●●●●●●●●●●		✓	✓	✓	✓	✓		✓		✓	✓	✓
RT8 The County may explore opportunities to partner with the River Valley Alliance and other partners to identify waterway recreation and tourism opportunities and encourage greater use of connections along the North Saskatchewan River.	●●●●●●●●●●	●●●●●●●●●●	●●●●●●●●●●		✓	✓		✓	✓		✓		✓		✓



Parkland County **Appendices**



- Legend**

 - Parkland County Boundary
 - Provincial Highway
 - FIRA Agreement: Proposed Connection
*Freeway Intersection Removal Agreement
 - Existing Grade Separation
 - Proposed Grade Separation
*Based on Highway 16 Functional Plan
 - Location to be re-evaluated / confirmed
- City, Town or Village
 - Hamlet
 - First Nations Reserve
- Priority Hamlet Growth
 - Hamlet: Growth
 - Employment Area

NOTES:

- Highway 628 to be realigned between Spruce Valley Road (Range Road 265) and County limits (to the east).

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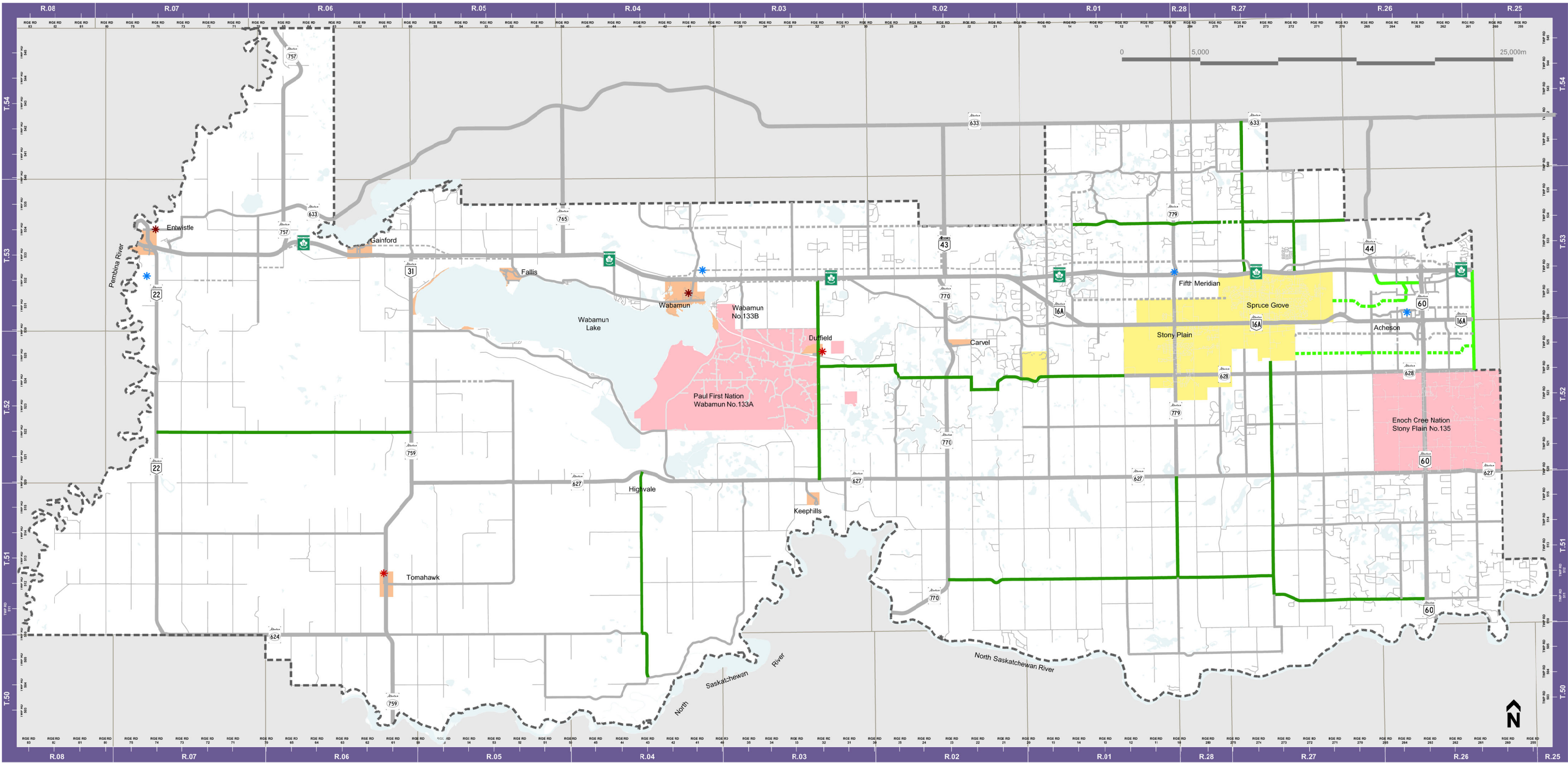
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PARKLAND COUNTY TMP

Road Network - Highway

Parkland County AB. | May 18, 2021



Legend

Parkland County Boundary

Arterial Roads

Commercial / Industrial

Proposed Commercial / Industrial

Rural

Proposed Rural

City, Town or Village

Hamlet

First Nations Reserve

Water Body

Priority Hamlet Growth

Hamlet Growth

Employment Area

NOTES:

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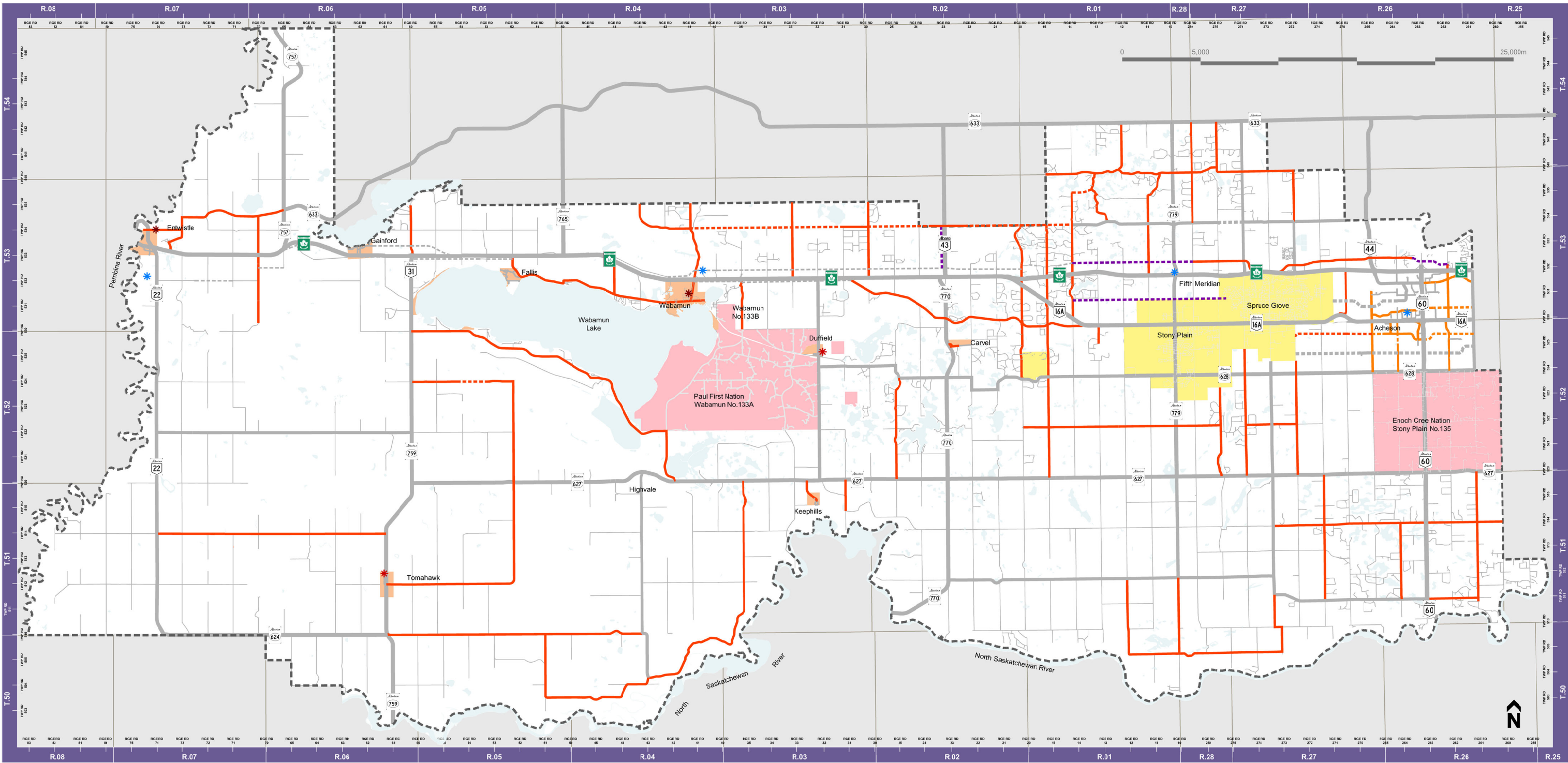
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PARKLAND COUNTY TMP

Road Network - Arterial

Parkland County AB. | May 18, 2021



- Legend**
- Parkland County Boundary
 - Collector Roads
 - Commercial / Industrial
 - Proposed Commercial / Industrial
 - Rural
 - Proposed Rural
 - Proposed FIRA Collector Connection
 - Water Body
 - City, Town or Village
 - Hamlet
 - First Nations Reserve
 - Priority Hamlet Growth
 - Hamlet Growth
 - Employment Area

NOTES:

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PARKLAND COUNTY TMP

Road Network - Collector

Parkland County AB. | May 18, 2021



parkland
county