Report to Council Workshop
Public

REPORT NAME

Glen Park Road/Range Road 263 Public Concerns

IMPLICATIONS

Reason: To review and develop solutions to the public concerns receive regarding Glen Park Road and Range Road 263**.**

Authority: *(MGA section/bylaw/policy number)***:** Municipal Government Act, RSA 2000, s.18

Amount of funding required: TDB

Funding source: TBD

BACKGROUND

Glen Park Road is an important roadway within Leduc County. It has evolved from a local roadway to an important regional road that serves a diverse number of needs, some of which come into conflict with one another.

In the 2024 Transportation Master Plan (TMP), it has been classified as a rural arterial roadway. Attachment 1 shows the TMP's "Schedule E: Transportation Master Plan Proposed Ultimate Network" and Attachment 2 shows the TMP's "Schedule C: Leduc County Roadway Classification System - Ultimate Functional Designations".

The Edmonton Metropolitan Regional Board's (EMRB) Integrated Regional Transportation Master Plan classifies Glen Park Road and Range Road 263 as a "regional roadway network arterial" in their "Planned Regional Goods Movement Network" (Attachment 3). This is to support goods to move through the region, connecting goods to market.

Lastly, Alberta Transportation and Economic Corridors' (ATEC) Edmonton Regional Network Study have identified Glen Park Road and Range Road 263 as roadways of regional interests and have included both roads in their scenarios in developing a road network to service a population of three million people.

Summarizing, there is more than sufficient study that all point to the regional importance of the Glen Park Road and Range Road 263, primarily focusing on its function as a regional truck route.

However, the function as a regional truck route is at odds as a local roadway servicing the residents and the agricultural uses along the corridors.

Concerns

On July 11, 2024, Mayor Doblanko, Duane Coleman and Garett Broadbent met with several concerned individuals to discuss concerns related to Glen Park Road between RR263 and the Queen Elizabeth 2 Highway. Administration committed to a short-, medium- and long-term plan to try to address their concerns, with a commitment by Mayor Doblanko to follow up on early Q4.

Submitted by: Des Mryglod, Director – Engineering and Utilities, Garett Broadbent, Director – Road Operations and Agricultural Services, Clarence Nelson, Director – Enforcement Services, Khushnud Yousafzai, Manager - Engineering
Reviewed by: Click to enter name
Date: 09/25/24

Concerns (Glen Park Road)

- Speed
- Unsafe passing
  - No respect for lines
- Illegally passing school buses
- Garbage/litter/etc. in approaches
- Unsecure loads (garbage)
- Illegal stopping
- Increase traffic volume requiring increased maintenance and decreased life
- General disrespect for ag equipment
- Width of the farm equipment having to cross the centerline to accommodate width
- Increased number of semi-trucks decreasing safety of the road
- Local farmers having to turn wide to make turns

Concerns (Range Road 263)

- Speed
- Truck volume
- Unsafe passing
- Commercial vehicles bypassing weigh stations
- Excessive use of engine retarder brakes

Concerns (Glen Park Road/Range Road 263 Intersection)

- SB/EB trucks traffic having to wait for gaps to turn, driver frustration
- SB/EB PV passing trucks unsafely on GPR
- WB/NB trucks queuing up on GPR
- EB/NB vehicles waiting to turn being bypassed by EB vehicles in an unsafe manner
- SB vehicles failing to stop for stop sign

Coming out of this meeting the following action plan was developed:

Table 1: Short Term Action Plan

Short Term Plan		
S1.	Paint a stop line on Range Road 263 and Glen Park Road and repaint the turning lane lines	Completed
S2.	Contact Black Gold School division to discuss school bus safety on this road and how to improve safety.	September 2024 (Ongoing)
S3.	Contact Alberta Transportation regarding the width reduction on Tower Road overpass and how it impacts agriculture and request the width be restored.	Completed
S4.	Complete a new traffic count on Glen Park Road	Completed

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S5.	Contact other counties related to "Local Traffic Only" or "No Truck Traffic" signage and results	Completed
S6.	Complete an engineering review and options for Glen Park Road and Range Road 263 intersection	Completed

Table 2: Medium Term Action Plan

Medium Term Plan		
M1.	Use Council Workshops to share concerns and develop solutions with Council.	End of Q4 2024
M2.	Clarify "property rights' as it relates to approaches. • Where does private property begin?	Q4 2024
M3.	Review current enforcement data – are we managing traffic at the right times? Are the fines high enough? • More commuter traffic 5-7 on weekday mornings and 4-5 in the pm. • Should there be more fines and less warnings?	Q4 2024
M4.	Consider the removal of field approaches off Glen Park Road • Consequences for safety/agricultural operations	Q4 2024

Table 3: Long Term Action Plan

Long Term Plan	
The long-term plan will depend on decisions made by council as they are most likely budget decisions. In the meeting people shared the following:	
L1.	Examine limiting the weight on the road and adding weigh scales to discourage nonlocal truck traffic
L2.	Reconfiguring the intersection at Range Road 263 and Glen Park Road
L3.	Increasing the width of the road
L4.	Increase the number of enforcement officers to monitor the road

Preamble

To guide the work of Council and administration to discuss these issues, administration has developed the following agenda to discuss the pertinent information, data and analysis:

- Construction History
- Operational History
- Current State
    - Truck Volume Analysis
    - Radar Sign Data Analysis
    - Tower Road Overpass
    - Range Road 263/Glen Park Road Intersection Assessment
- Options
    - Township Road 492 Upgrade
    - Glen Park Road/RR263 upgrade
    - Widening Glen Park Road
    - Added stop signs on Glen Park Road/RR263
    - Increased enforcement
    - Other

Construction History

For the purposes of this report, we will be referring to Glen Park Road as the portion of Glen Park Road between the Queen Elizabeth II Highway (QE2) and Range Road 263 and Range Road 263 is the portion of Range Road 263 between Highway 39 & Glen Park Road unless other stated.

Glen Park Road was base paved in 1991 and received a second lift in 1997. This was part of the TMP at the time where the goal was to have every resident within four miles of an asphalt road. There was a significant resurfacing of Glen Park Road in 2016 and 65 millimeters of asphalt was added to the existing surface. Complaints about the reduced surface width started to arrive shortly after this project was completed. To maximize the surface width with the added asphalt, the side slope of the asphalt was steepened Leduc County added “Sharp Shoulders” signs to the roadway, to address this concern as leaving the road surface made it very difficult to get back into the road.

Range Road 263 was constructed to a standard capable of being surfaced in 1996/1997. Range Road 263 was surfaced in 2013.

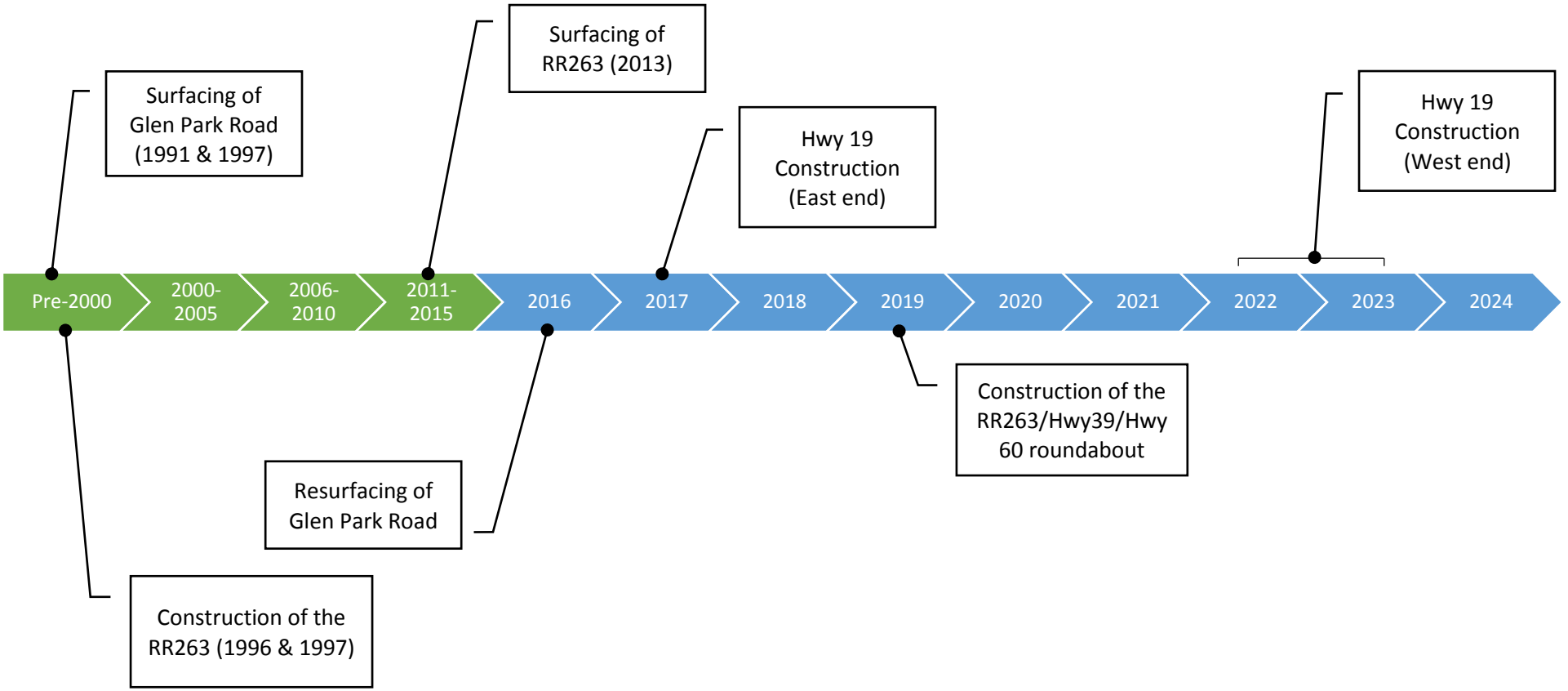
After Range Road 263 was surfaced, the number of collisions at the intersection of Range Road 263/Highway 39/Highway 60 increased. After a number of minor safety initiatives, ATEC addressed the issue by constructing a roundabout in 2019. This made the intersection much safer but also increased the ease for traffic to go north/south on the Highway 60/Range Road 263 corridor.

Concurrently with this work, the eastern most portion of Highway 19 (QE2 to Range Road 253) was widened by ATEC and the adjacent developer to six lanes in 2017. In 2022 and 2023 ATEC realigned and widened the western portion of Highway 19 (the “Devon coulee” to Highway 19) to four lanes.

Operational History

A safety assessment was completed in 2020 by WSP Engineering for Glen Park Road, where the recommendations included adding shoulder rumble strips to the road in 2021 to audibly and tactically identify road edge and to complete a project to add fill adjacent to the asphalt surface to address the steep side slopes on the asphalt. The rumble strips were installed shortly after and a side slope fill project was posted, but the bids came in many times higher than the available budget. A further recommendation of the assessment was to reduce the speed of the corridor to 90km/h. A safety corridor concept for Glen Park Road and Range Road 263 was introduced, reducing the speed of Range Road 263 to 80km/h and Glen Park Road to 90 km/h. After a significant number of public complaints, the speed on Range Road 263 was increased back to 90 km/h.

Figure 1: Glen Park Road & Range Road 263 Timeline



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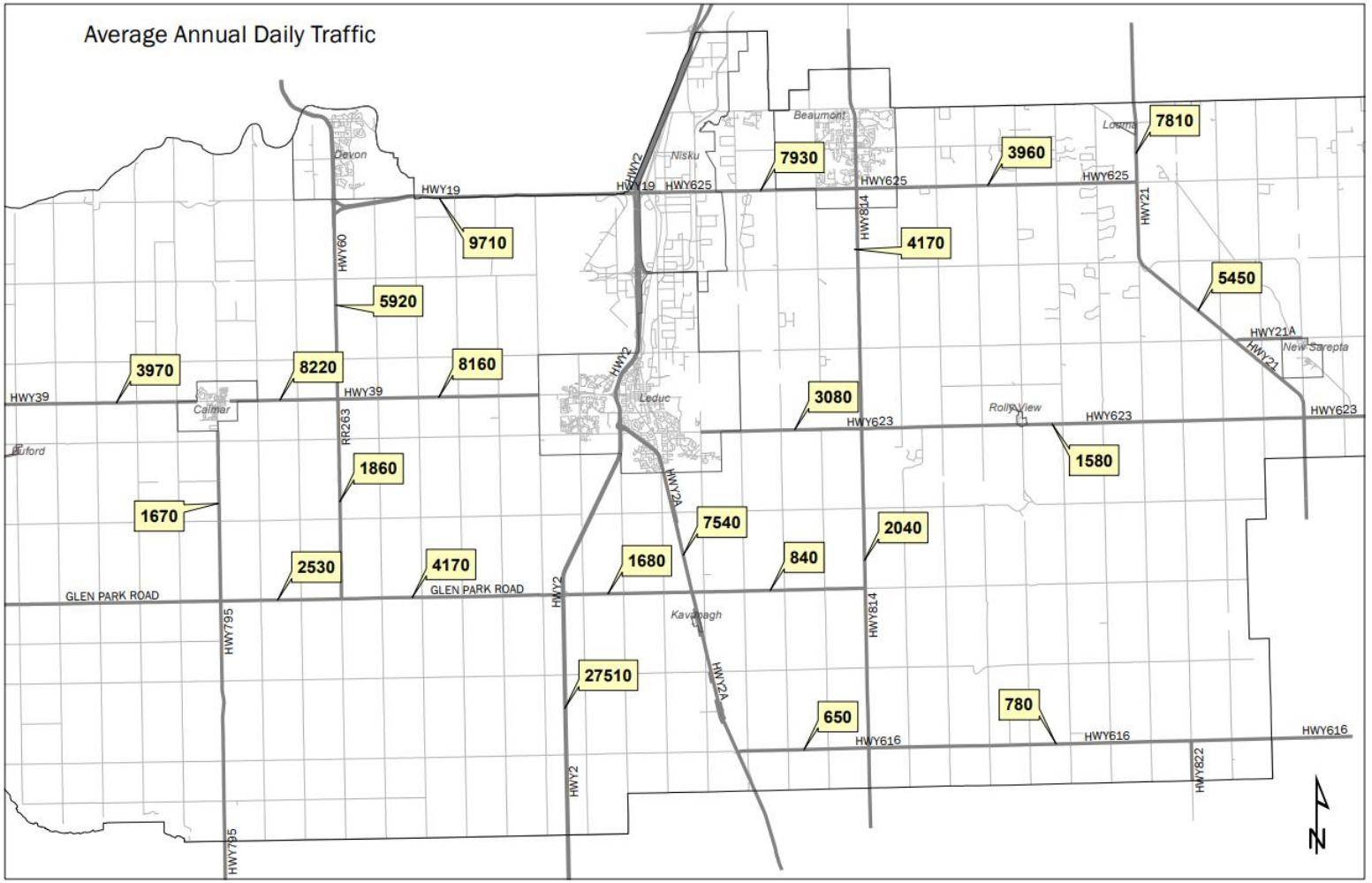
Current State

Glen Park Road and Range Road 263 acts as a regional truck route. The work completed by both ATEC and Leduc County provides an excellent alternative to the QE2/Anthony Henday Drive to get to the northwestern part of the City of Edmonton (CoE) and to Acheson industrial park. All other routes on the south side of the CoE (i.e., Highway 39, Highway 19) have a number of traffic signals that are not conducive to truck traffic.

Administration examined the data from ATEC's traffic count mapping and developed the map on the following page. This map shows the relative volume of traffic on each paved road link in the central area of Leduc County.

Figure 2: Paved Road Link Traffic Volumes in the Central Leduc County Area



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Additionally, with the proliferation of smartphone applications like Google Maps, Apple Maps, Waze, etc., optimized routes are presented to user that consider factors like traffic, speed, accidents, etc., to develop optimal routes. All the work completed on the corridor provides the necessary optimizations for the algorithm to route the users on Glen Park Road and Range Road 263.

Administration has completed a series of analyses on the available data for the Glen Park Road, RR263 and related corridors.

Glen Park Road & Range Road 263 Truck Volume Analysis

Figure 3: Turning movement diagram for all vehicle classes July 25, 2024

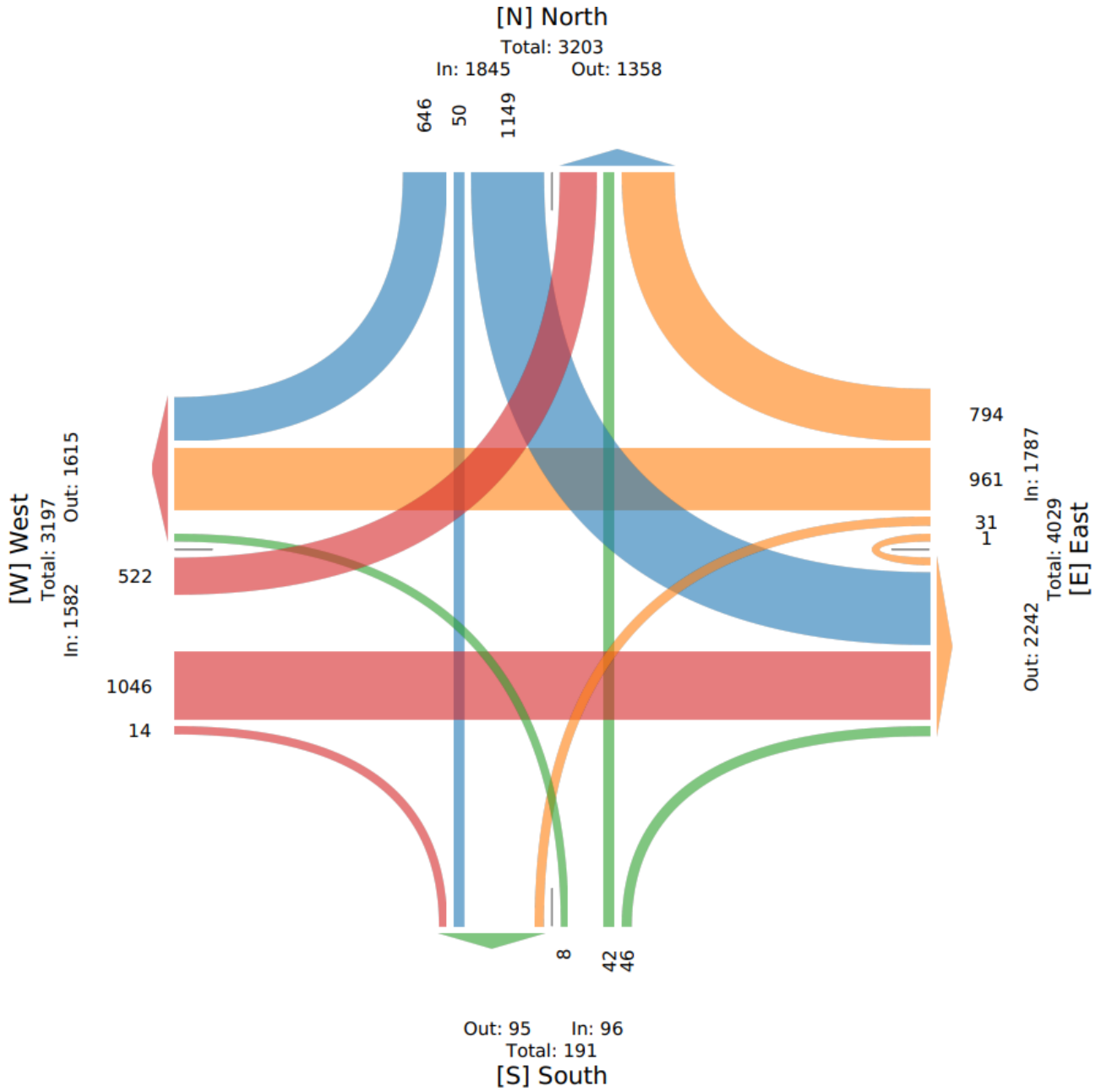

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Figure 4: Turning movement diagram for all vehicle classes peak hour July 26, 2024, 4:45 – 5:45 pm

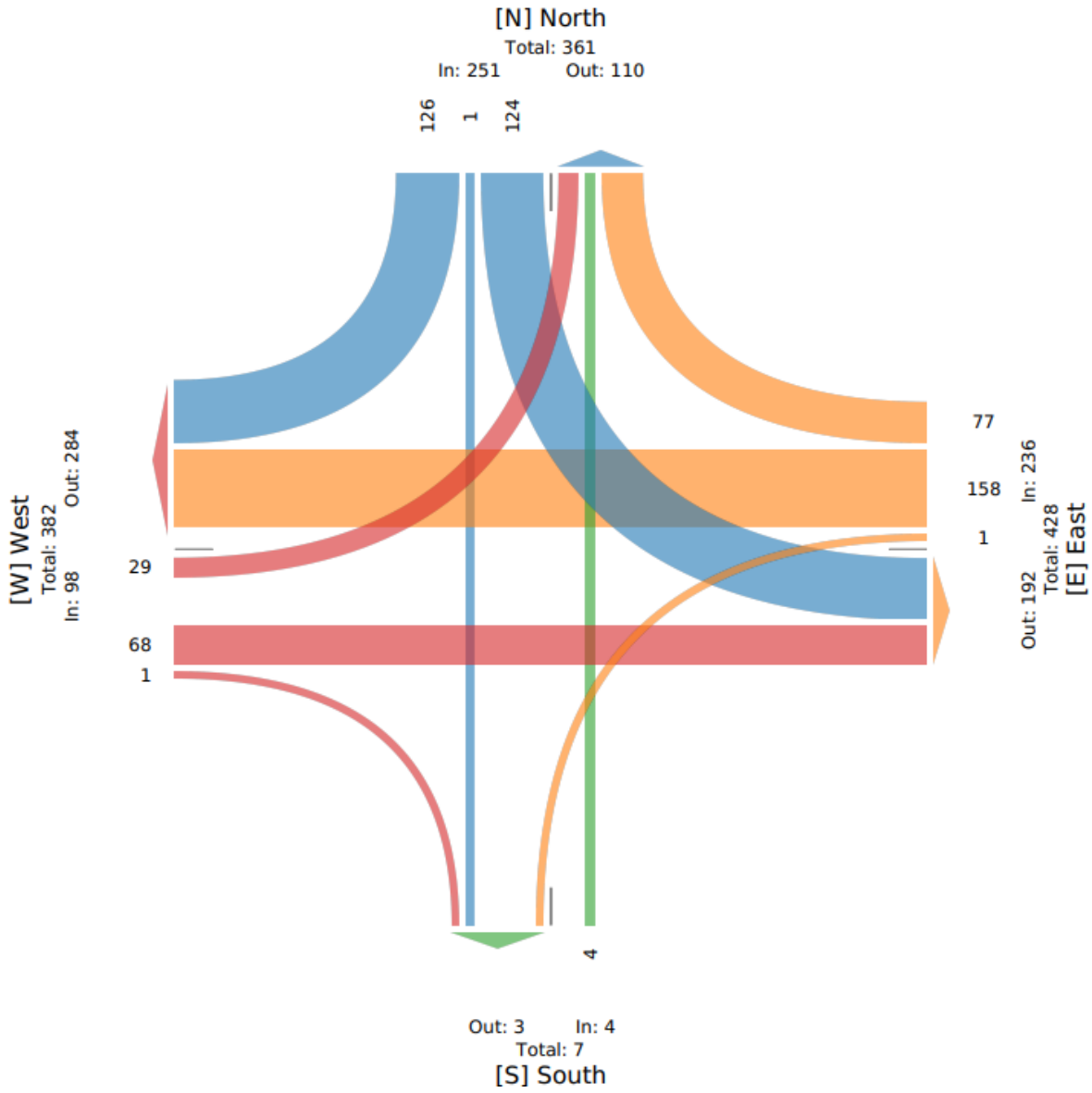


Figure 5: Turning movement diagram for tractor trailer units July 25, 2024

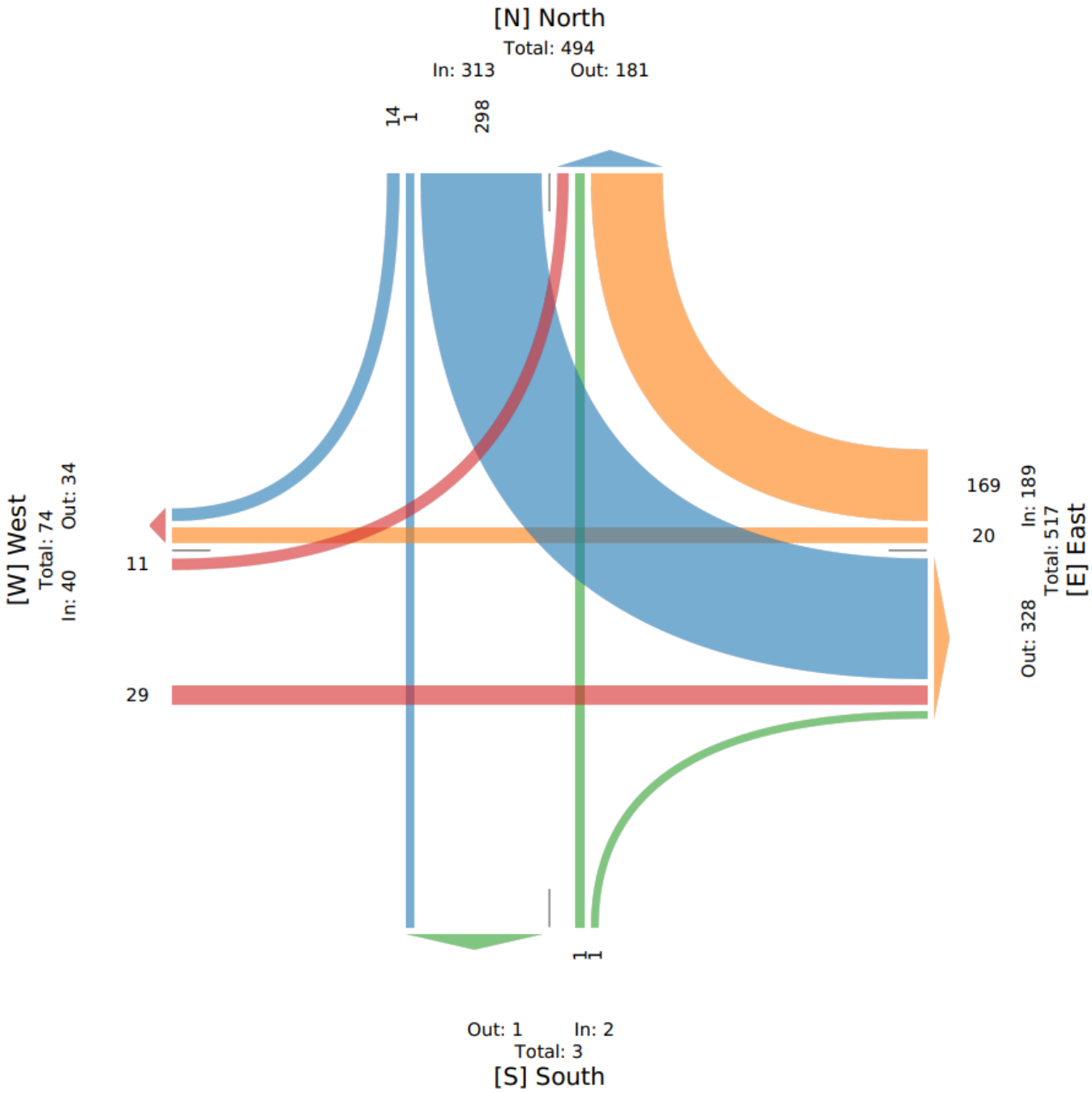
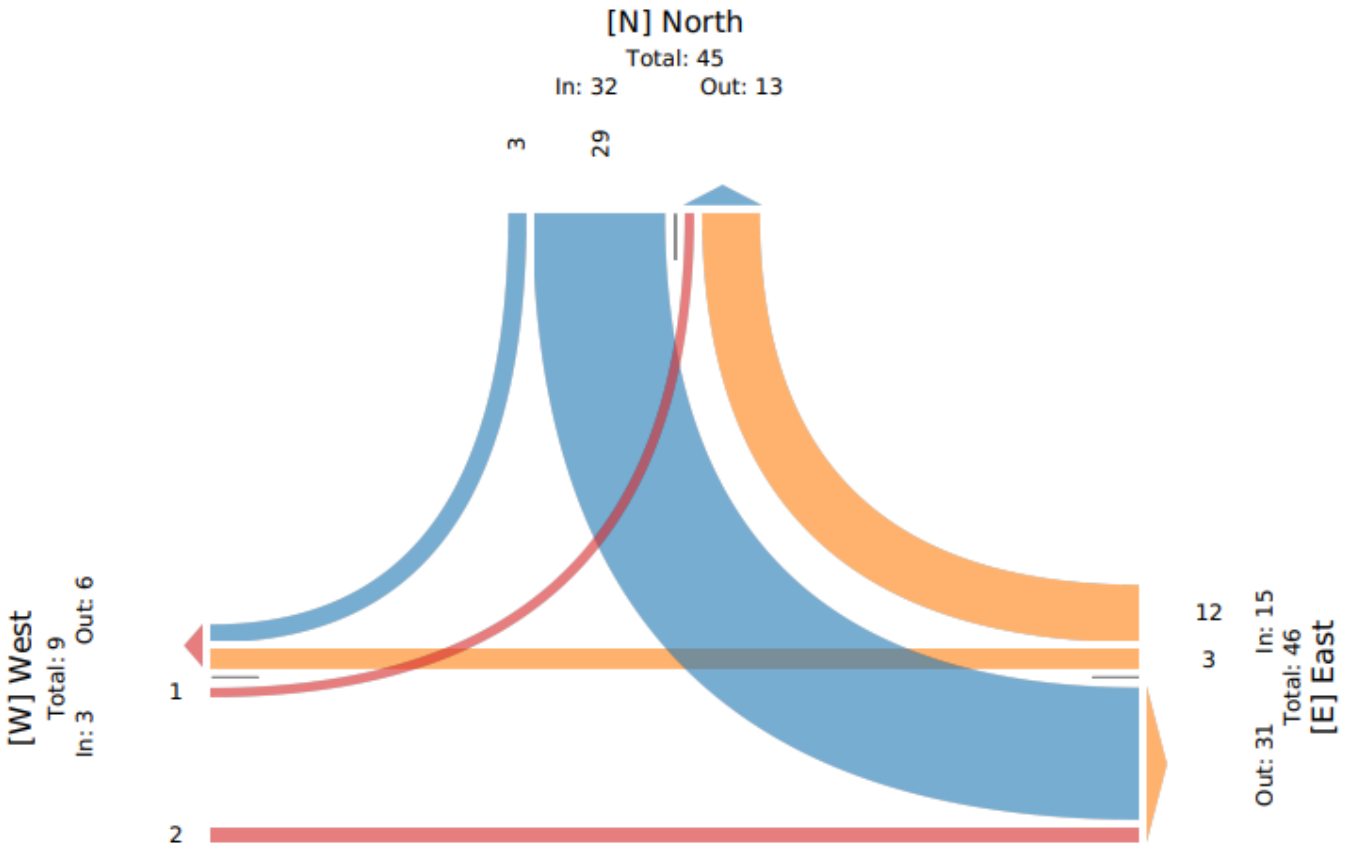


Figure 6: Turning movement diagram for tractor trailer units peak hour July 25, 2024, 09:45 – 10:45 AM



A total of 25,779 vehicles past through this intersection during the study period of 90 hours.

A total of 2,023 tractor trailer units entered the intersection in the 90 hours study period.

Of the 25,779 vehicles 89% (22,944) were light or passenger vehicles, 7.8% (2023) were tractor trailer units, and 3.2% (812) were single units or buses.

Administration also examined the traffic volumes at Highway 60/Highway 19 intersection and at the Highway 60/Highway 39/Range Road 263 intersection. ATEC's traffic data was used to complete this analysis. Of

particular interest is the correlation between the timing of the roadway improvements and the effect on traffic volumes.

Over the past 15 years, the average Annual Average Daily Traffic (AADT) for Tractor Trailer Units (TTUs) was 433 vehicles per day, accounting for approximately 18% of the total vehicle AADT during the assessment period.

As illustrated in Figure 7, the linear regression line shows a decrease in the number of TTUs traveling southbound and turning left onto Highway 19 over the last 15 years. Additionally, as shown in Figure 8, the percentage of vehicles making this left turn has also declined during the same period.

Figure 7: Number of Tractor Trailer Units Turning Left onto Highway 19 from Highway 60

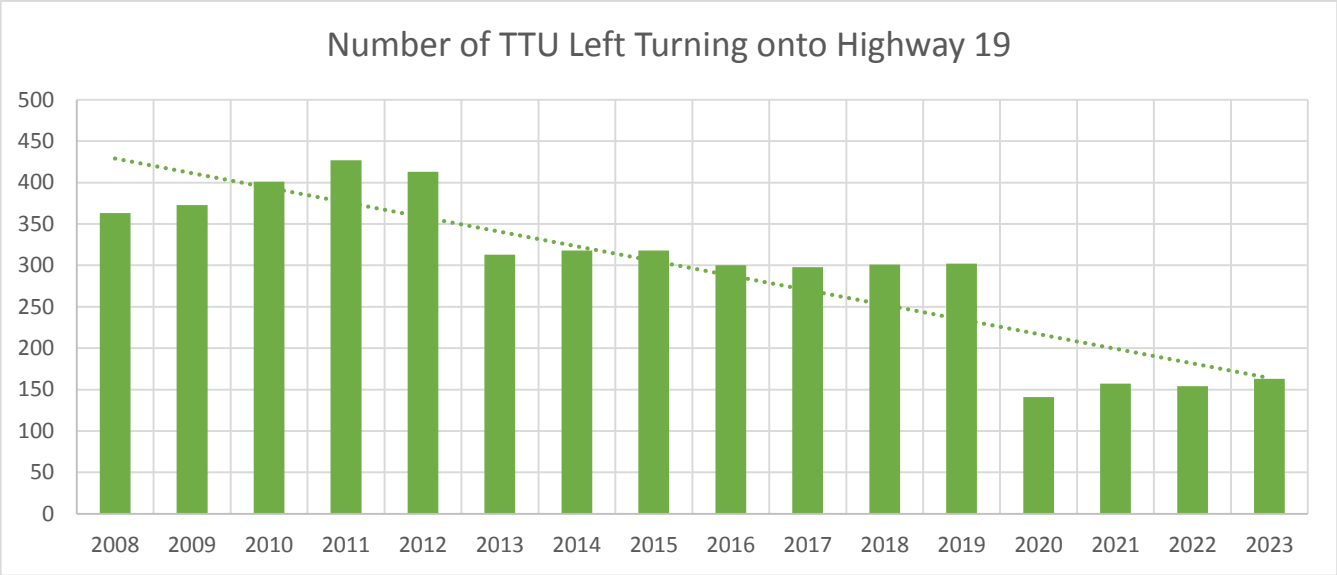
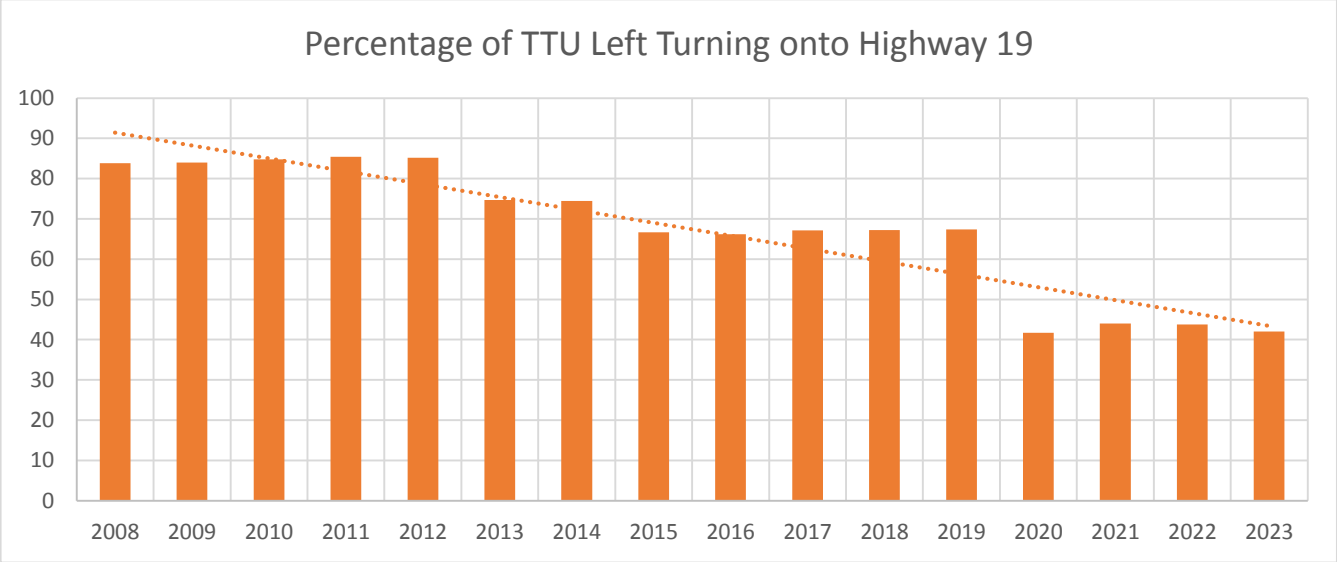


Figure 8: Percentage of Tractor Trailer Units Turning Left onto Highway 19 from Highway 60



On the other hand, the number and percentage of TTUs continuing on Highway 60 after the junction have increased over the past 15 years. As shown in Figures 9 and 10, the highest number and percentage of TTUs were recorded in 2023, with 222 vehicles per day (vpd), representing 58% of the total daily TTU traffic volume at the intersection.

Figure 9: Number of Tractor Trailer Units Continuing South at the Intersection of Highway 19 and Highway 60

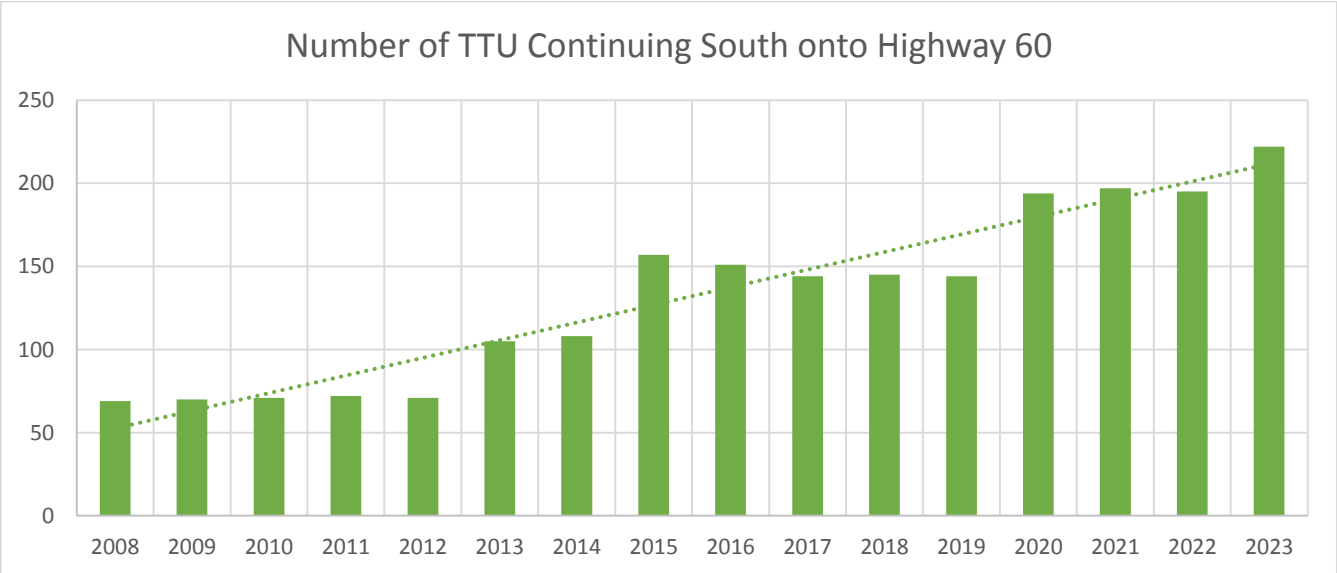
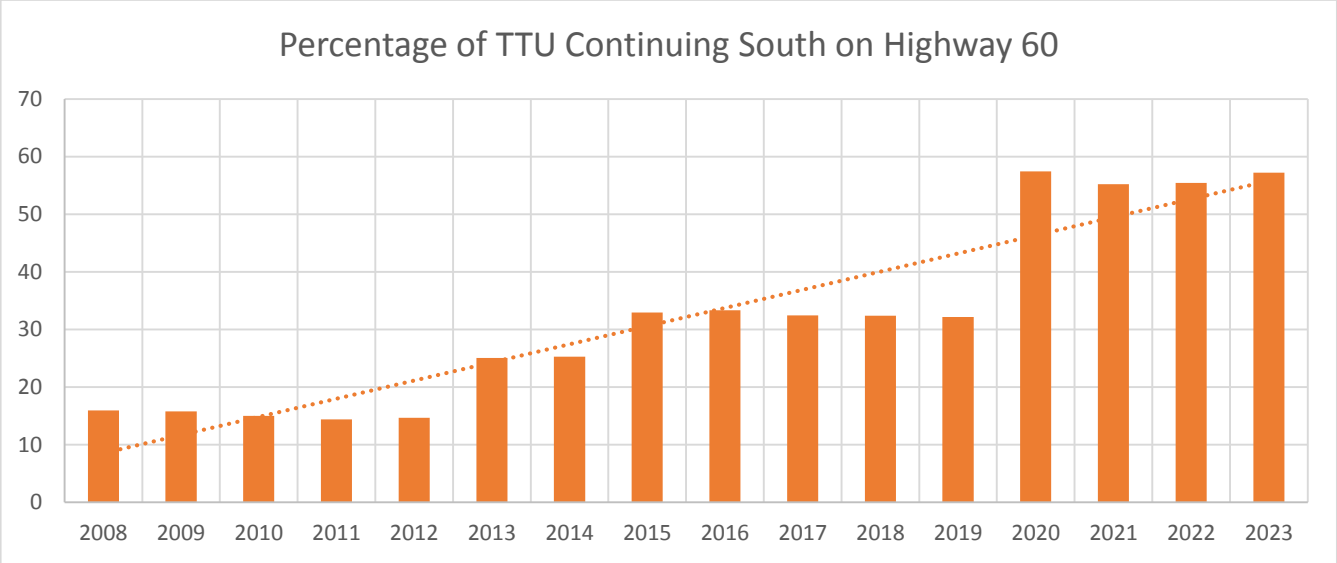


Figure 10: Percentage of Tractor Trailer Units Continuing South at the Intersection of Highway 19 and Highway 60



The same analysis was completed for the intersection of Highway 39/Highway 60/Range Road 263, examining the variance of TTUs over time as various improvement in the area were completed.

As shown in Figures 11 and 12, the trend line indicates that after the paving of Range Road 263, the total number and percentage of TTUs going through the intersection and utilizing Range Road 263 increased significantly, deviating from previous trends. The number of TTUs increased by almost 100 units, and the percentage rose by nearly 50% following the completion of the construction. In 2020, after the roundabout was completed, the total number and percentage of TTUs continuing south on Range Road 263 increased dramatically, further diverging from expected trends.

Figure 11: Percentage of Tractor Trailer Units Continuing South at the Intersection of Highway 39 and Highway 60

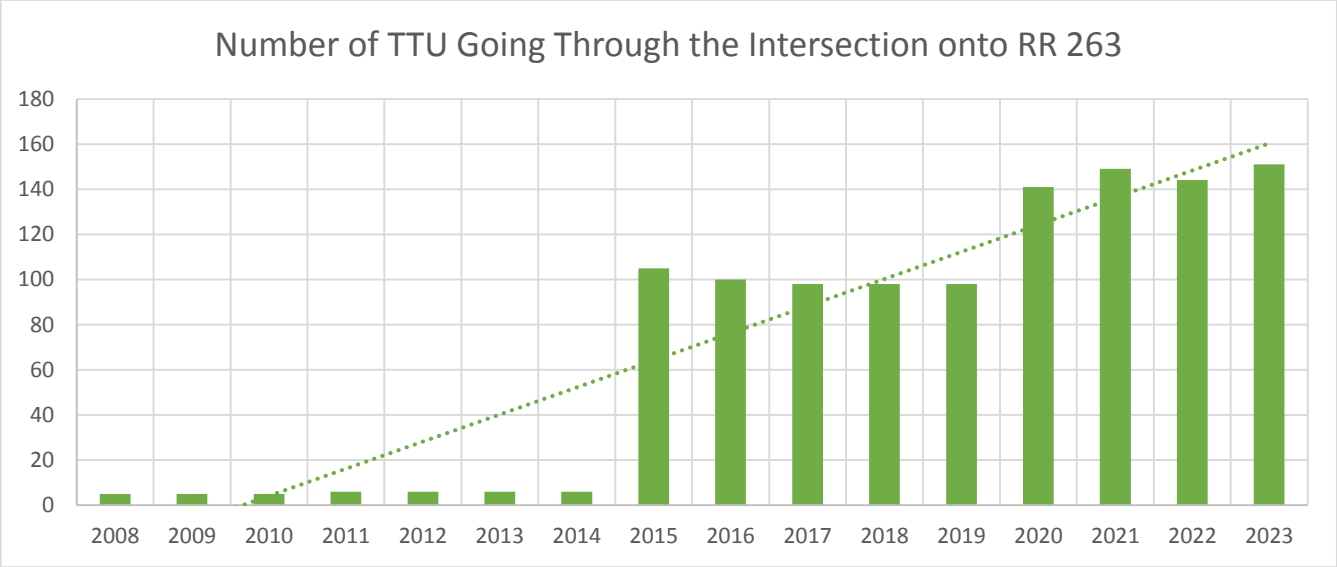
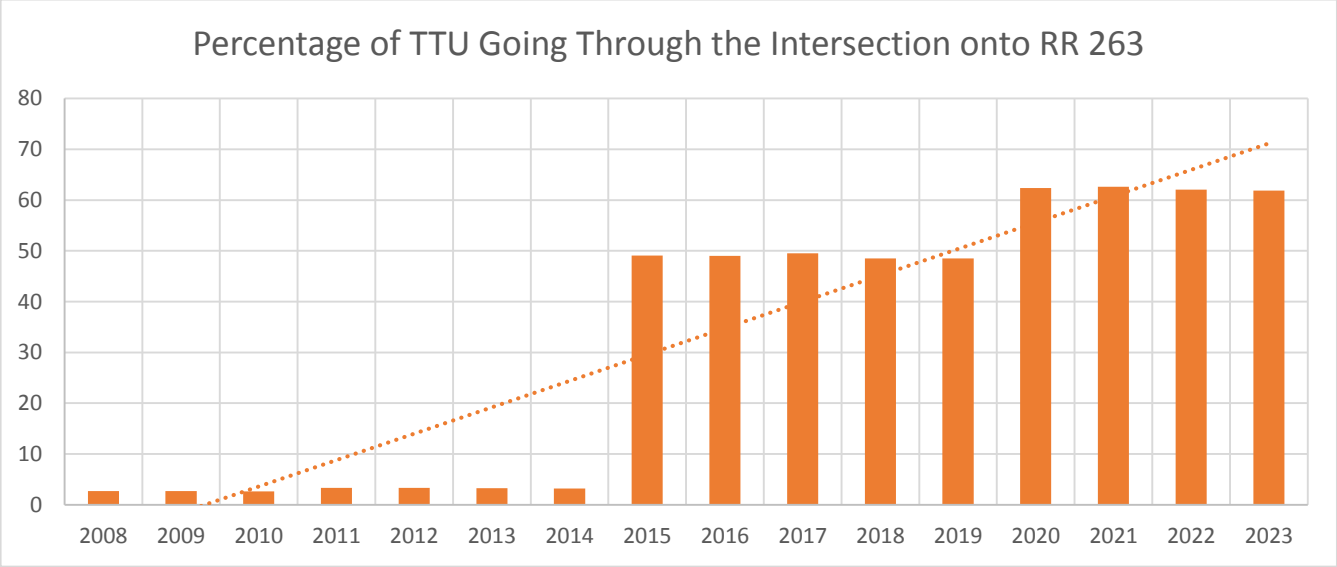


Figure 12: Percentage of Tractor Trailer Units Continuing South at the Intersection of Highway 39 and Highway 60



As shown in Figures 13 and 14, the linear regression line indicates that after the paving of Range Road 263 and the construction of the roundabout at the intersection, the number and percentage of TTUs turning left decreased at an unprecedented rate on both occasions.

Figure 13: Percentage of Tractor Trailer Units Turning Left at the Intersection of Highway 39 and Highway 60

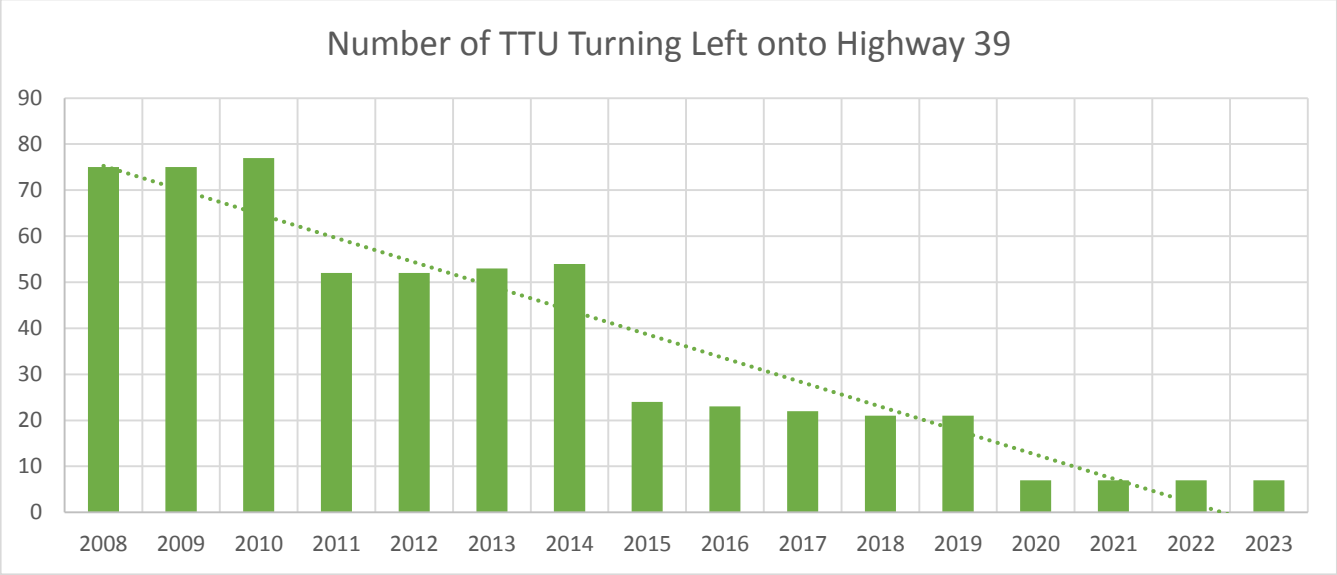
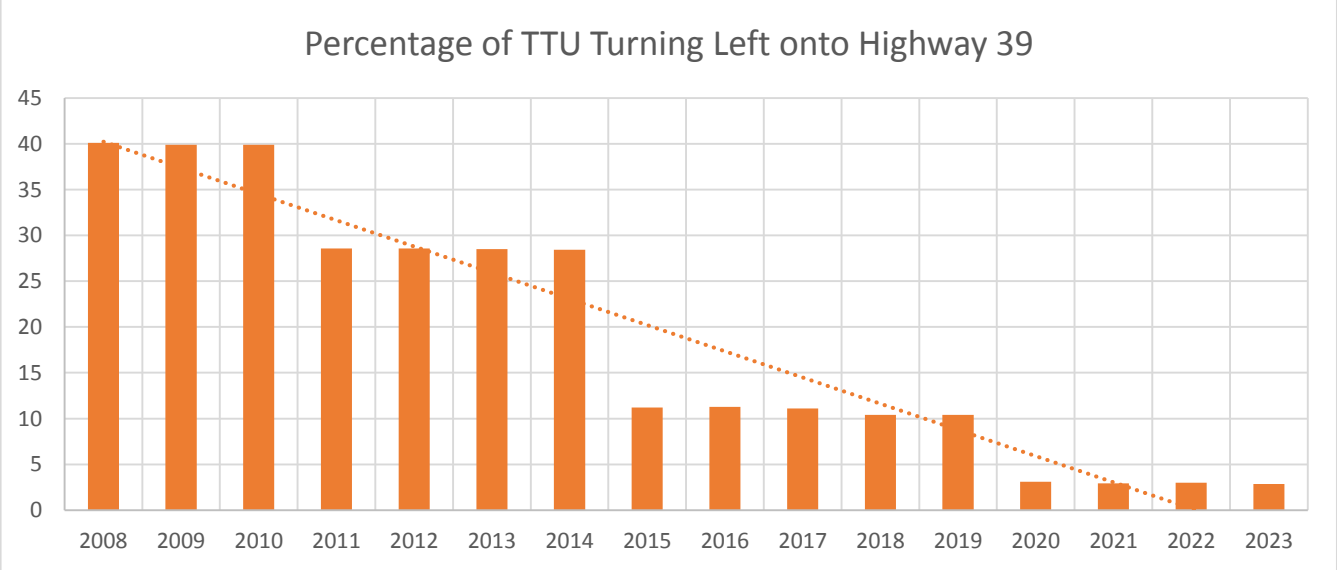


Figure 14: Percentage of Tractor Trailer Units Turning Left at the Intersection of Highway 39 and Highway 60



Despite provincial efforts to improve and increase the utilization of Highway 19 through a twinning project, traffic data over the past 15 years indicates that more vehicles, particularly TTUs, continue south on Highway 60 and proceed via Range Road 263 and Glen Park Road to access the QE2. This trend has been further amplified by the construction of a roundabout and the paving of Range Road 263, leading to increased use of Leduc County-maintained and operated alternate routes that bypass the scale on QE2 and the congested area near the City of Leduc.

Radar Sign Data Analysis

Traffic volumes and speed data is collected by the radar signs that are present on Glen Park Road between Range Road 255 and Range Road 254. For the period between January 1, 2024, to August 31, 2024, the data shows there were an average of 2,873 vpd on this portion of Glen Park Road.

For the same period, the speed of the traffic is broken down as follows:

Figure 15: Eastbound Traffic Speed Distribution

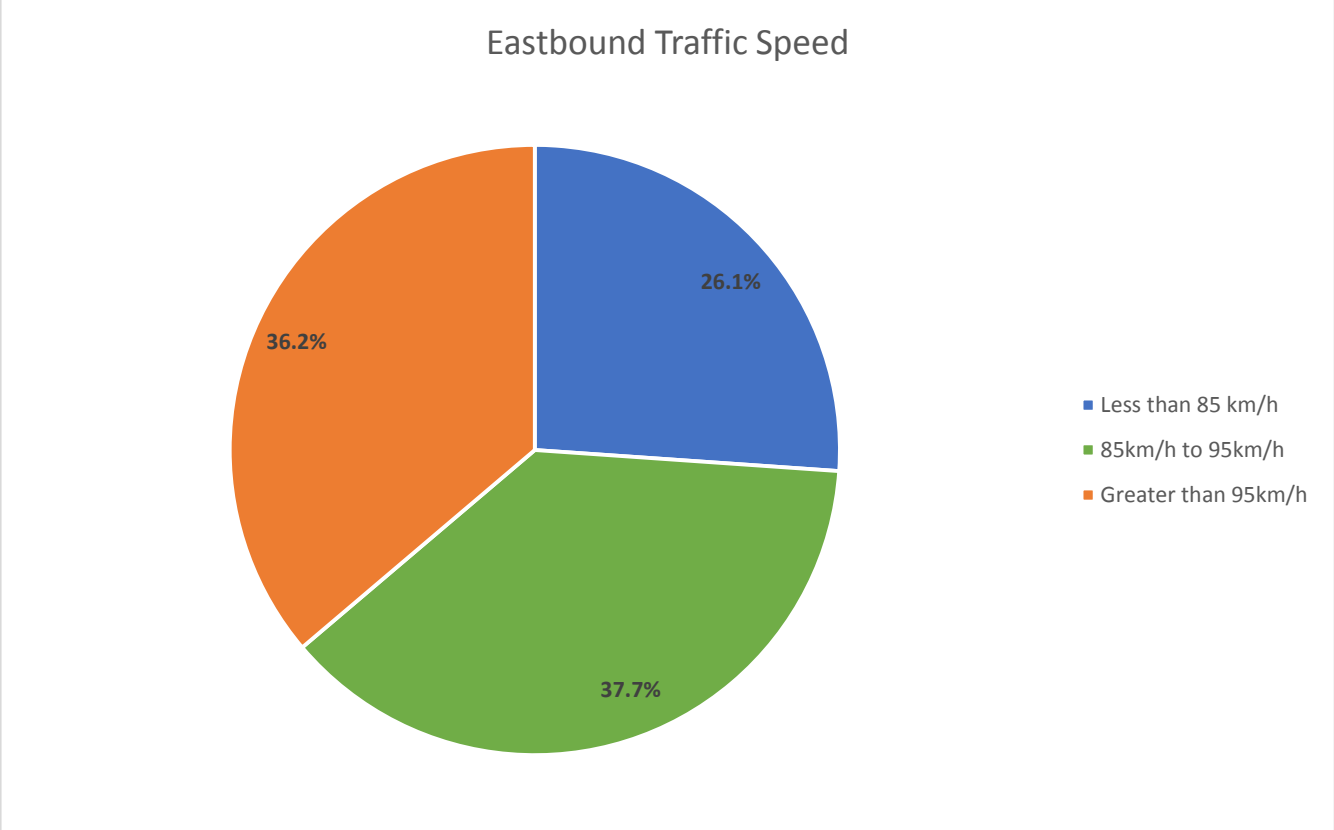
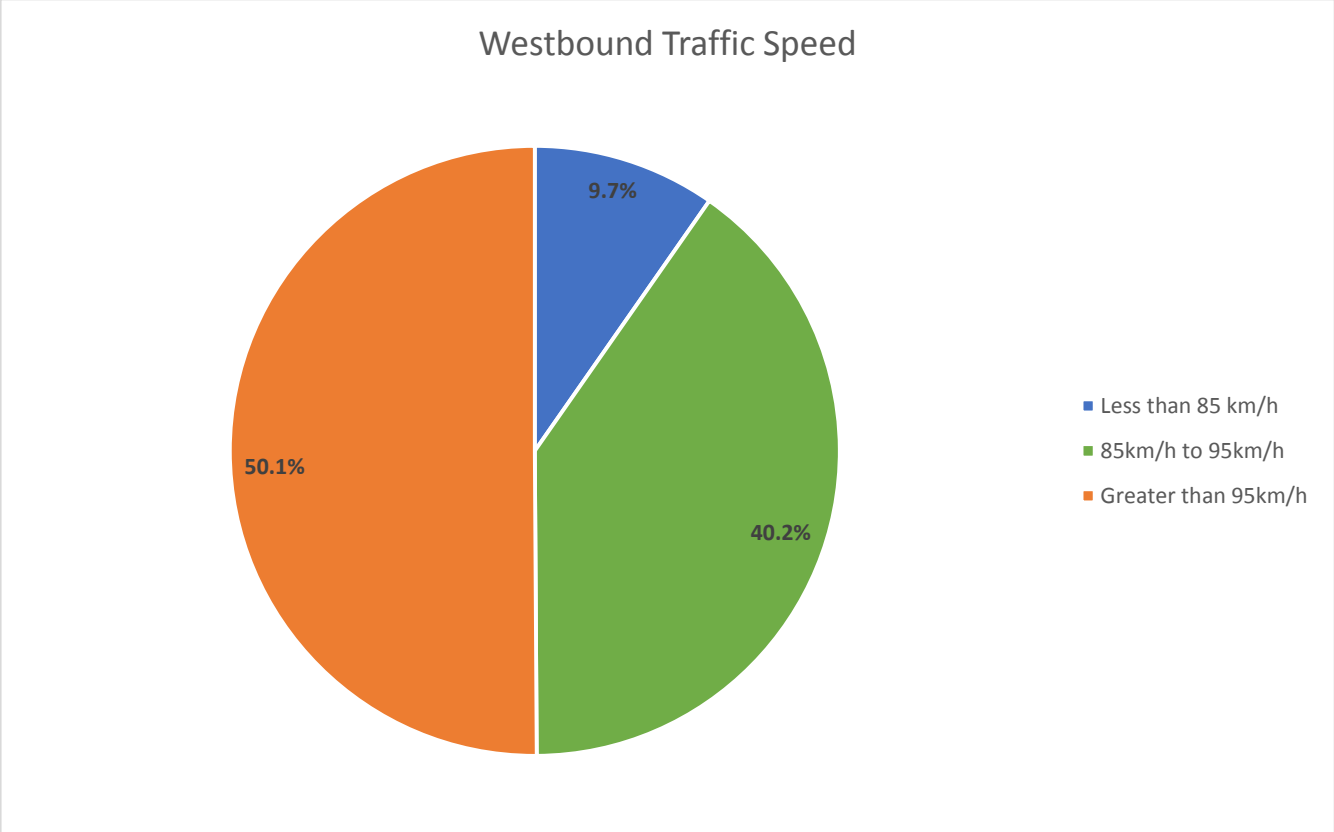


Figure 16: Westbound Traffic Speed Distribution



These charts show that while 63.8% of the eastbound traffic obeys the 90km/h speed limit, only 49.9% of the westbound traffic does the same. On average for both directions, this equates to 56.9% of the traffic obeying the posted speed.

Tower Road Overpass

There is limited opportunity for large farm machinery to cross the QE2. Going south from the City of Leduc, machinery can cross the QE2 on:

- Glen Park Road
- Tower Road (four miles south of Glen Park Road)
- Highway 616 (seven miles south of Glen Park Road)

Anything further south is no longer practical for the agricultural community in the Glen Park Road area to use.

Administration has contacted ATEC about the Tower Road overpass. This overpass was struck by a truck traveling on the QE2 in October 2021, damaging the structure. This resulted in the overpass having have barricades placed on it to restrict it to single lane traffic. As expected, these barricades get removed frequently to restore the full width of the overpass. The design for the repair is complete. However, structures with greater load damages (e.g., the backhoe on a trailer striking a bridge structure of the interchange on the Anthony

Henday Drive at the crossing of Whitemud Drive) superseded the Tower Road overpass project. The Tower Road project is now slated for 2025 completion.

Range Road 263/Glen Park Road Intersection Assessment

In June 2024, County retained a traffic consultant to carry out a detailed assessment for the intersection of Glen Park Road & Range Road 263 to identify the operational and safety related issues including identification of potential improvement options and the associated improvement costs.

The study found that the traffic volumes on both Range Road 263 and Glen Park Road are moderate. In the AM peak hour, the 2-way traffic volumes are 222 vehicles per hour (vph) on Range Road 263 and 324 vph on Glen Park Road. In the PM peak hour, the 2-way traffic volumes are slightly higher with 270 vph on Range Road 263 and 364 vph on Glen Park Road. However, there are considerable truck traffic on Range Road 263 – between 10% and 26%, depending on the time of the day.

It was observed in multiple occasions that southbound left turning truck traffic had problems finding adequate gaps in the Township Road 490 traffic to make left turns. It was observed that southbound queues would be 8 to 10 vehicles in length, backing up from Glen Park Road to almost reaching the access of *4909 Range Road 263*. During AM and PM peak hours, operation of southbound traffic at the intersection have been sluggish.

The observed traffic growth on Range Road 263 since 2013 are between 5% to 10% per year (based on ATEC's traffic count records for traffic south of the Highway 39/Highway 60 intersection, from 2014 to 2023). While these levels of traffic growth are unlikely to continue in the long term, it would be reasonable to project that the traffic volumes could increase by 3% to 4% per year in the near future.
Three improvements options are recommended in the assessment:

- intersection widening,
- installation of traffic signals, and/or
- construction of a roundabout.

These options are discussed in detail in the next section of this report.

Options

Township Road 492 Upgrade

Purpose: This option would involve upgrading Township Road 492 (TR492) between Range Road 252 and Highway 795 to a 9.0 metre gravel surface and to convert two existing bridge structures into culvert and upgrade two existing bridge culvert to current standards, eliminating the current width restrictions present on TR492 (currently 6.0 metres wide). This would involve considerable grading, utilities relocation, drainage improvements and potentially land acquisition.

The goal of this option is to give farm traffic an alternative route to Glen Park Road, minimizing the conflicts between trucks, cars and farm machinery.

Cost: $9.5 Million

Pros:

- Reduces conflicts between farm machinery and truck/car traffic.
- Provides an "agricultural arterial" between Highway 39 and Glen Park Road, connecting to RR263 & Highway 795.

Cons:

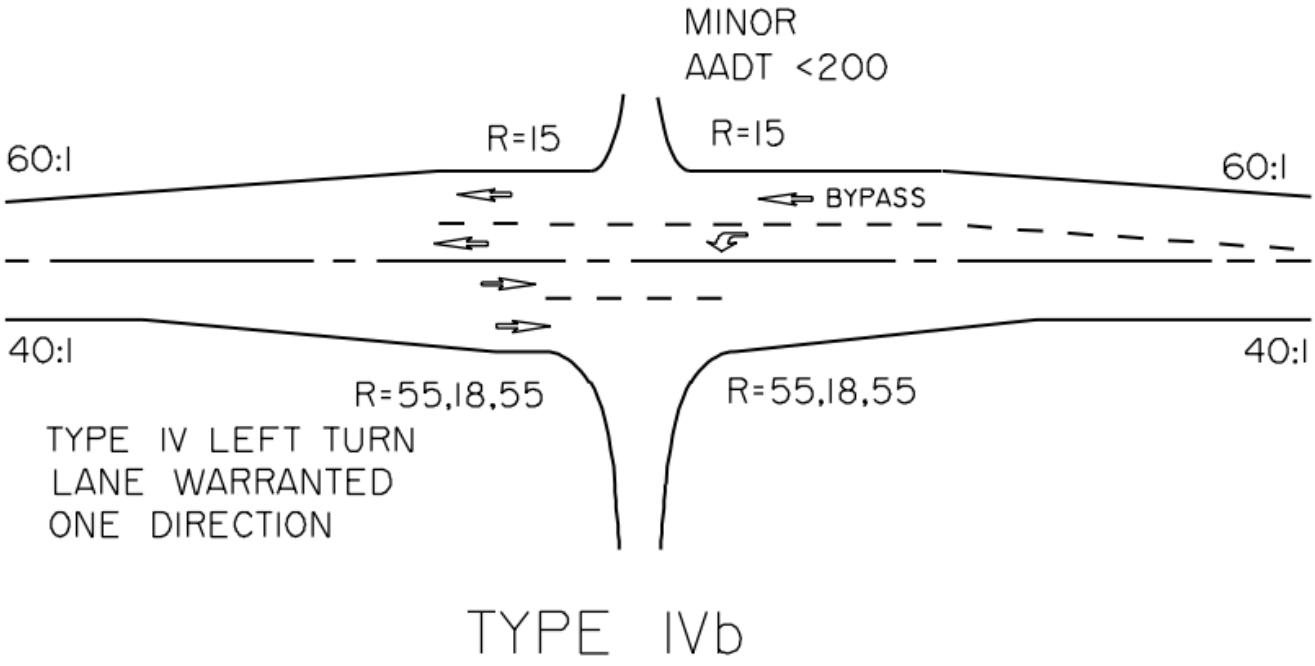
- Limits route options for the farming industry.
- Partially addresses speed concerns.
- Partially addresses passing concerns.
- Doesn't address litter concerns.
- Doesn't address unsecured load concerns.
- Still difficult for farm machinery to navigate Glen Park Road.
- Doesn't materially affect decreased service life of Glen Park Road and Range Road 263.

Glen Park Road/RR263 Intersection Upgrade

Purpose: This option would involve upgrading the intersection of Glen Park Road and Range Road 263. Based on the traffic assessment report three options were provided.

Option 1: Intersection Widening, Type IV intersection treatment: It is flared intersection with designated left turn lanes for locations with heavy left turn and opposing traffic volumes. This ensures the through traffic can bypass the left turning vehicles in a bypass free-flow through lane. This intersection treatment will also result in an acceleration bay for left turning vehicles onto Glen Park Road. This can be helpful when there are high truck or farm vehicles turning left from the minor road (as in the case of this intersection).

Figure 17: Sample Type IV Intersection



Pros:

- Increased intersection capacity and decreased delay.
- Improve safety through improved operation and the provision of turn lanes and deceleration and acceleration tapers to facilitate vehicle movements, especially for trucks and farm equipment.
- Will likely require some level of intersection lighting to improve visibility for drivers.
- Likely will not require property acquisition.

Cons:

- Doesn't address speed concerns.
- Doesn't address passing concern.
- Doesn't address litter concerns.
- Doesn't address unsecured load concerns.
- Still difficult for farm machinery to navigate Glen Park Road.
- Doesn't address engine retarder brake use.
- Doesn't materially affect decreased service life of Glen Park Road and Range Road 263.
- Fairly high capital cost.
- It takes time to plan, design and construct the intersection upgrade (typically requires 1 year, and up to 2 years if property acquisition is needed).

- Traffic operation for Intersection Geometry Upgrade along may eventually fail with continual increase in traffic volumes. i.e. it may not be a long-term solution.
- The intersection widening option should not be considered a viable option – as the capital investment will require further upgrading again in less than 10 years, resulting in considerable throwaway cost. It is a short-term solution that will require either intersection reconstruction or signalization in 10 years.

Cost: $1.5 Million

Option 2: Roundabout: The roundabout option considered is a single lane roundabout which can accommodate both highway trucks and farm equipment. It would be similar to the roundabout design at Highway 39 & Highway 60.

Pros:

- Partially addresses speed concerns.
- Partially addresses passing concerns.
- Partially addresses engine retarder brake use.
- Significant improvements in both traffic operation and safety, provided that the traffic volumes are moderate.
- Greatly reduce the number of severe collisions.
- Require full intersection lighting – improved visibility for drivers.
- A roundabout would reduce the use of engine retarder brakes when approaching the intersection.

Cons:

- Doesn't address litter concerns.
- Doesn't address unsecured load concerns.
- Still difficult for farm machinery to navigate Glen Park Road.
- Doesn't materially affect decreased service life of Glen Park Road and Range Road 263.
- High capital cost.
- Substantial amount of property acquisition in all 4 quadrants of the intersection is needed to provide sufficient right-of-way for the footprint of the roundabout.
- Takes considerable time to plan, design and construct the roundabout (between 5 to 8 years).
- Ongoing operation cost (streetlight energy charge).

Cost: $6.0 - $8.0 Million (roundabout)

- Option 3: Traffic Signals: Traffic signal warrant analysis results showed that traffic signals will not be warranted for at least 10 years at the intersection. The low warrant point results are expected as traffic conditions at rural intersections with short peak traffic periods invariably will end up with low warrant analysis results. Actual field observations proved otherwise with confirmed long queues and long delays for southbound traffic. Based on the observed traffic

operations, traffic signal will improve the current congestion problems. This option involves the installation of traffic signals at this intersection.

Pros:

- Partially addresses speed concerns.
- Significant improvements in both traffic operation, delays and safety
- It is not necessary to acquire additional property
- Comparatively low capital cost
- Quick implementation – it takes between 6 months to 1 year for planning, design and construction
- Require full intersection lighting – improved visibility for drivers

Cons:

- Doesn't address passing concerns.
- Doesn't address litter concerns.
- Doesn't address unsecured load concerns.
- Doesn't address engine retarder brake use.
- Traffic on Glen Park Road will no longer be free-flow compared to the current conditions.
- Ongoing operational cost for annual signal maintenance and energy charge.
- Traffic signals wouldn't reduce the use of engine retarder brakes when approaching the intersection.
- It will be throw away cost in case of long term intersection widening design.
- Still difficult for farm machinery to navigate Glen Park Road.
- Improvements may attract more traffic.
- Doesn't materially affect decreased service life of Glen Park Road and Range Road 263.

Cost: $600,000 (traffic signals)

Widening Glen Park Road

Purpose: This option would involve widening Glen Park Road between the QE2 and Range Road 263 to a 11.0 metre (3.73 metre lanes and 1.75 metre shoulders) asphalt surface. This would involve considerable grading, utilities relocation, bridge upgrading, and likely land acquisition.

The goal of this option is to provide a wider roadway for farm traffic to use Glen Park Road.

Cost: $19.5 Million

Pros:

- Marginally reduces conflicts between farm machinery and truck/car traffic.
- Would allow Leduc County to construct Glen Park Road to a standard appropriate for the volume and type of traffic using the roadway.
- Improves the safety of Glen Park Road, eliminating the steep side slope on the asphalt.
- Easier for farm machinery to navigate Glen Park Road.

- The wider shoulder provides a safer area for Enforcement Services to conduct their operations.

Cons:

- Doesn't address speed concerns.
- Doesn't address passing concerns.
- Doesn't address litter concerns.
- Doesn't address unsecured load concerns.
- Doesn't address engine retarder brake use.
- Improvements may attract more traffic.

Additional Stop Signs on Glen Park Road/Range Road 263

Purpose: This option would involve installing some additional stop signs on Glen Park Road and Range Road 263.

The goal of this option is to make Glen Park Road unattractive as a truck route and as a major commuter route, reducing the amount of truck and vehicle traffic on this road.

Cost: ~$9,000

Pros:

- Reduces conflicts between farm machinery and truck/car traffic by reducing the volume of track and vehicle traffic.
- Would increase the service life of Glen Park Road and Range Road 263 due to the reduced traffic volumes.
- Partially addresses speed concerns.
- Partially addresses passing concerns.

Cons:

- Still difficult for farm machinery to navigate Glen Park Road.
- Doesn't address litter concerns.
- Doesn't address unsecured load concerns.
- Increased engine retarder brake use.
- Likely significant public outcry due to the stop sign installation.
- Does not conform to the TMP's designation of Glen Park Road as rural arterial roadway.

Increased Enforcement

Purpose: This option would involve hiring additional peace officer(s) to patrol Glen Park Road & Ranweg Road 263, enforcing traffic laws, signage, roadway design and overall traffic safety.

The goal of this option is to enforce the current traffic laws and provide an safer corridor for all users.

Cost:

- Each additional Peace Officer

- Wages and benefits $115,000/year
- Equipment and uniform $2,500

Pros:

- Partially addresses speed concerns.
- Partially addresses passing concerns.
- Partially addresses litter concerns.
- Partially addresses unsecured load concerns.
- Reminds motorists of their responsibilities, when officers are present.
- Mobile and flexible use of county resources, for changing situations.
- Less expensive overall, compared to engineering solutions.

Cons:

- Doesn't address engine retarder brake use.
- Doesn't reduce conflicts between farm machinery and truck/car traffic unless a "pilot truck" service is provided on a on call basis.
- Doesn't materially affect decreased service life of Glen Park Road and Range Road 263.
- Still difficult for farm machinery to navigate Glen Park Road.
- Doesn't address engine retarder brake use.
- Has a short-term effectiveness (driving behaviour is positive only when officers are present), compared to engineering solutions which are effective 24/7.
- Only reaches limited number of transient traffic (different users each day).

Others

- Request ATEC to gazette Glen Park Road – This option would require Leduc County to approach the Alberta Government to take over Glen Park Road and Range Road 263 since they are acting as regional highway and truck route. This would likely require Leduc County taking over a provincial highway as a "swap". The issue become that this doesn't solve the issues present; they will remain, just under a different jurisdiction. The residents experiencing the issues will have less connection to the people who can drive change, putting them at a significant disadvantage. This will not resolve their concerns. Leduc County frequently receives calls about provincial highways, and we inform them about our lack of ability to address their concerns. It would continue in much the same fashion with this road.

ATTACHMENTS

1. 2024 Transportation Master Plan Schedule E: Transportation Master Plan Proposed Ultimate Network
2. 2024 Transportation Master Plan Schedule C: Leduc County Roadway Classification System - Ultimate Functional Designations
3. Edmonton Metropolitan Regional Board's Integrated Regional Transportation Master Plan, Schedule 1 Planned Regional Goods Movement Network

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