
REPORT NAME

Glen Park Road/Range Road 263 Update

RECOMMENDATION

That Council receives the report “Glen Park Road/Range Road 263 Update” as information and further that administration drafts a letter responding to the concerned citizens present at the July 11, 2024, meeting.

Options (if available):

N/A

IMPLICATIONS

Reason: To update Council on the actions taken and planned to address issues along Glen Park Road and Range Road 263.

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

Amount of funding required: N/A

Funding source: N/A

BACKGROUND

On July 11, 2024, Mayor Doblanko, Duane Coleman, and Garrett Broadbent met with several concerned individuals to discuss issues related to Glen Park Road between Range Road 263 and the Queen Elizabeth 2 Highway and Range Road 263 between Glen Park Road and Highway 39. Administration committed to short-, medium-, and long-term plans to address their concerns, with Mayor Doblanko committing to follow up with the group.

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
- Increase # of semi-trucks decreasing safety of the road
- Local farmers having to turn wide to make turns

Submitted by: Des Mryglod, Director, Engineering & Utilities; Garrett Broadbent, Director, Road Operations, Fleet and Agricultural Services and Tylor Bennett, Director, Protective Services

Reviewed by: Alan Grayston, General Manager – Development and Community Services

Date: 03/25/25

Concerns (Range Road 263)

- Speed
- Truck volume
- Unsafe passing

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

Coming out of this meeting, the following action plan was developed. This is the same table as presented in the workshops, however, the changes since the workshops have been noted in **bold**.

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. <ul style="list-style-type: none"> • Road Operations has contacted Black Gold Regional Schools division regarding this matter. They stated that they have footage of the issues record by equipment on the buses, but the quality is such that any enforcement action from the footage is impossible. 	Completed
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
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

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Table 2: Medium Term Action Plan

Medium Term Plan		
M1.	Use Council Workshops to share concerns and develop solutions with Council. <ul style="list-style-type: none"> Workshops were held on October 8, 2024, October 22, 2024, and November 12, 2024 to review this matter with Council and to review potential solutions to the issues. 	Completed
M2.	Clarify “property rights’ as it relates to approaches. <ul style="list-style-type: none"> Where does private property begin? Private property begins at the property line where the fence is usually located. In the case of Glen Park Road, it is typically 15 metres from the centre line of the road, however this may vary depending on if additional road widening is present to protect road infrastructure, or if a roadway is not centered in the road allowance. 	Completed
M3.	Review current enforcement data – are we managing traffic at the right times? Are the fines high enough? <ul style="list-style-type: none"> More commuter traffic 5-7 on weekday mornings and 4-5 in the pm. <ul style="list-style-type: none"> Leduc County Enforcement Services patrols includes these times to coincide with peak travel times. Should there be more fines and less warnings? <ul style="list-style-type: none"> Leduc County Enforcement Services does not typically provide warning to vehicles that they have stopped on Glen Park Road or Range Road 263. 	Q4 2024
M4.	Consider the removal of field approaches off Glen Park Road. <ul style="list-style-type: none"> Consequences for safety/agricultural operations. Road Operations is working with a landowner to relocate three approaches off Glen Park Road onto the adjacent range roads in 2025. The remainder of approach will be examined by engineering, a cost estimate will be developed and submitted for 2026 budgetary consideration. 	Q3 2025/2026+
M5.	Increase the number of enforcement officers to monitor the road. <ul style="list-style-type: none"> This will be a matter for final budget deliberations. 	Q2 2025

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Table 3: Long Term Action Plan

Long Term Plan	
<i>The long-term plan will depend on decisions made by council as they are most likely budget decisions.</i>	
In the meeting people shared the following:	
L1.	<p>Examine limiting the weight on the road and adding weigh scales to discourage nonlocal truck traffic.</p> <ul style="list-style-type: none"> • Limiting the weight will affect all truck traffic, extra-regional and local alike. • To enhance the enforcement of the commercial vehicles weights (see M5. above), the construction of road “pull out” areas could be completed. This would require additional road right-of-way to purchased and the construction of the widening would need to be released, with the earliest target date of 2026.
L2.	<p>Reconfiguring the intersection at Range Road 263 and Glen Park Road.</p> <ul style="list-style-type: none"> • The intersection was analyzed by a traffic consultant who stated that: <ul style="list-style-type: none"> ○ Significant reconfiguration of the intersection to improve operations with the current stop control would have a very limited life (less than 10 years) before it needs to be replaced. ○ Traffic signals are not warranted for at least 10 years, but it would be an improvement to the current stop control. However, it would likely create conflict between farm equipment and the signals. It would also not reduce the noise from the engine retarder brakes from the heavy truck traffic. ○ The ultimate solution would be the construction of a roundabout at Glen Park Road and Range Road 263.

L3. Increasing the width of the road.

- Administration had an engineering consultant complete an engineering analysis on the Glen Park Road & Range Road 263 corridor. The roadways within the corridor would be widened to Alberta Transportation & Economic Corridors' RAU-212-110 standard. The estimated cost to widen the corridor would be:

Element	Estimated Cost
Road Widening	\$26,275,000
New Bridge (BF00905)	\$3,700,000
New Bridge Culvert (BF01264)	\$690,000
Utility Relocations	\$300,000
Wetlands Compensation	\$100,000
Subtotal	\$31,065,000
Contingency (20%)	\$6,213,000
Construction Costs	\$37,278,000
Detailed design and Construction Engineering	\$5,000,000
Total	\$42,278,000

All of the action items within Table 3: Long Term Action Plan will depend on future discussions regarding this roadway.

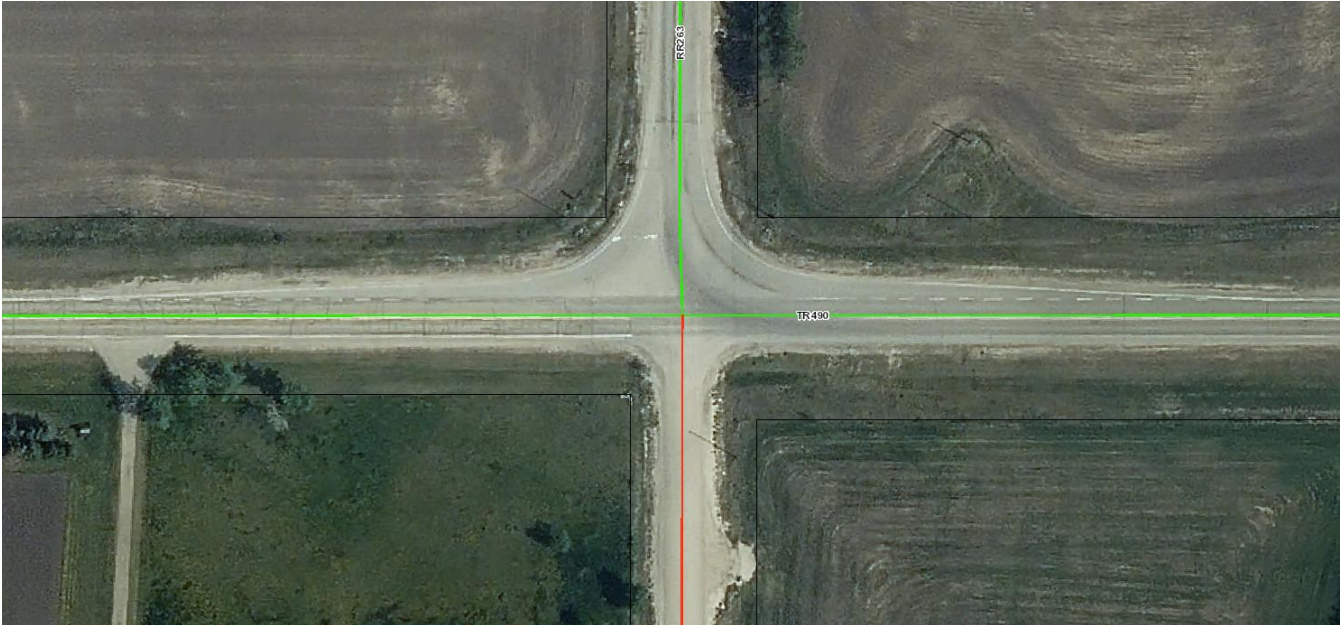
In addition to the items within the action plans, administration has completed or will undertake the following initiatives:

1. Increase the visibility of the stop signs at the intersection of Glen Park Road and Range Road 263.
 - This has been completed; oversized stop signs with reflective striping on the posts have been installed for northbound and southbound traffic.
2. Enforcement Services will continue the CVSA and cargo securement program on the roadways.
 - This program will start in April and end in September (weather permitting) with a target of being present on these corridors monthly.
3. The eastbound radar speed sign has been relocated to the east end of the reduced speed corridor on Glen Park Road to target people entering this corridor, aiming to influence driver behavior.
4. As part of the Glen Park Road, Range Road 263 - Highway 795 resurfacing project, a small widening will be added to the south side of the intersection to mirror the conditions on the north side of the intersection, aiming to increase the safety of the intersection while minimizing throwaway costs.

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Exhibit 1: Glen Park Road and Range Road 263 Intersection

5. Continue monitoring the Glen Park Road/Range Road 263 intersection for stopped tractor trailer units.
 - Road Operation has installed “No Parking” signs in the northeast quadrant of this intersection at prevent rucks from stooping at this location.
6. Enforcement Services intends to increase the number of patrols on Glen Park Road and Range Road 263 in 2025 when compared to previous years.

At a workshop in the near future, administration will work with Council on next steps for a long-term solution to the issues on Glen Park Road and Range Road 263. Also, administration will draft a letter for Mayor Doblanko’s signature responding to the concerned citizens present at the July 11, 2024, meeting.

ATTACHMENTS

None