



Proposed Speed Limit Change on Highway 2A from Highway 2/2A/72 to the Town of Crossfield

Electoral Division: 5

File: 1044-450/1021-275

Date:	October 8, 2024
Presenter:	Gord Rowland, Manager
Department:	Transportation Services

REPORT SUMMARY

In June of 2023, Administration for the Town of Crossfield submitted a letter to the Minister of Transportation and Economic Corridors, Honourable Devin Dreeshen, outlining concerns regarding the four speed limit changes along Highway 2A between the Highway 2/2A/72 interchange and the Boundary of the Town of Crossfield.

On October 16, 2023, after assessing the existing speed zones, Alberta Transportation and Economic Corridors responded to the Town of Crossfield supporting the request, conditional on receiving a letter of support from both the Town of Crossfield and Rocky View County.

On March 1, 2024, the Town of Crossfield and Rocky View County Intermunicipal Committee met at the County office and discussed the proposed changes at which time it was decided to bring this report to Council for consideration.

ADMINISTRATION'S RECOMMENDATION

THAT Council direct Administration to issue a letter of support to Alberta Transportation and Economic Corridors combining the 100km/hr and 80km/hr speed zones to a continuous 80km/hr on Highway 2A from the Highway 2/2A/72 interchange to the South Boundary of the Town of Crossfield.

BACKGROUND

Transportation and Economic Corridors (the department) has the ability to adjust the existing speed limits on the Provincial Highways including Highway 2A between the Town of Crossfield and the Highway 2/2A/72 interchange.

After completing a review to determine if speed modifications could be safely made, the department responded on October 16, 2023, to the Town of Crossfield proposing combining the speed limits to a continuous 80km/hr zone between the North Boundary of Crossfield and the Hwy 2/2A/72 interchange. This does not include the 60km/hr speed zone located over the existing interchange which is required to meet existing geometric conditions and sight distances.

The department is prepared to endorse and implement the updated speed limit change on this section of highway provided they have the support of both the Town of Crossfield and Rocky View County. All work and costs associated with the implementation of the speed limit change will be the responsibility of the department.

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During the April 4, 2024, Crossfield Council meeting, the Town of Crossfield endorsed the proposed speed limit change that included retaining the existing 70km/hr speed zone from the South Boundary to the North Boundary of the Town of Crossfield.

ANALYSIS

The existing speed limit of 60 km/hr zone going over the top of the Highway 2/2A/72 interchange is set appropriately as there is limited stopping sight distance available when travelling over the interchange. Additionally, the 60km/hr zone accommodates traffic exiting Highway 2 to safely make a left turn onto Highway 2A/72.

The existing intersection of Highway 2A has previously been identified by Rocky View County Council and residents as an intersection that has a history of accidents. The proposed speed limit reduction may result in safer turning movements at this intersection. Administration would recommend further analysis at this intersection to determine if further upgrades may be necessary by Alberta Transportation and Economic Corridors.

COMMUNICATIONS / ENGAGEMENT

No communication or engagement is required, as Alberta Transportation and Economic Corridors will be responsible for the notifications and communications to the effected public through on-site signage. Rocky View will post the Alberta Transportation and Economic Corridors notification on the County's website under the Road Updates section under the Transportation heading.

IMPLICATIONS

Risks of no action include:

- Continued risk of non-compliance and enforcement of existing speed limits.
- Public disapproval.
- Increased risk of accidents at the Dickson Stevenson Road and Hwy 2A interchange.

Implementation risks:

- Public disapproval.
- Increased risk of non-compliance and enforcement of existing speed limits.

Financial

No budget implications are expected as the proposed speed changes and associated signage upgrades will be completed by Alberta Transportation and Economic Corridors.

Intermunicipal

The motion is consistent with the proposed speed limit changes requested by the Town of Crossfield and subsequently endorsed on April 4, 2024 by the Town of Crossfield Council. Original discussions at the Rocky View County office had initially included the 70km/hr speed zone within the Town of Crossfield Boundary consistent with the Alberta Transportation and Economic Corridors Assessment and recommendations.

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STRATEGIC ALIGNMENT

Key Performance Indicators		Strategic Alignment
Effective Service Delivery	SD2: Services are resourced and delivered to specific groups as intended, and citizens are satisfied with the outcomes	The County's service delivery model is designed to support the residential and non-residential (rural) experience our communities desire.
The Rocky View Lifestyle	RVL1: Providing programs and services that make Rocky View County a safe and attractive place to live for existing and potential residents.	Our residents come from all walks of life yet are bound by a shared desire to engage in what we call a 'country lifestyle'. We are responsible for preserving that lifestyle and managing how it evolves.
The Rocky View Lifestyle	Planning for and responding to the needs of the population's demographics to maximize quality of life for those who choose to live in Rocky View County.	Life is different in Rocky View County, and we have a responsibility to preserve the unique lifestyle our residents enjoy while attracting newcomers.

ALTERNATE DIRECTION

No alternative direction has been identified for Council's consideration.

ATTACHMENTS

Attachment A: Letter from Town of Crossfield dated April 3, 2024.
Attachment B: Letter from ATEC dated October 16, 2023.

APPROVALS

Manager:	Gord Rowland
Executive Director/Director:	Jeannette Lee, Acting
Chief Administrative Officer:	Byron Riemann, Interim