

Present: Mayor B. Young, Councillors B. Beckett, G. Finstad, B. Hamilton, L. Hansen, T. Lazowski and L. Tillack

Also Present P. Benedetto, City Manager, and M. Hormazabal, Deputy City Clerk

Mayor B. Young called the meeting to order at 7:01 pm.

I. ADOPTION OF AGENDA

MOVED by Councillor B. Beckett that the agenda be adopted as presented.

Motion Carried Unanimously

II. ITEMS FOR DISCUSSION AND RELATED BUSINESS

A. Selected Items for Debate

The following items were selected for debate:

VIII. BUSINESS

- A. Council, Committee-of-the-Whole and Strategic Planning Committee Meeting Schedule for November 2018 to October 2019
- B. Council Appointments for November 2018 – October 2019
- D. 2018 Transportation Master Plan

XI. IN-CAMERA ITEMS

- A. Council Appointment of a Public Member to the Edmonton Regional Airports Authority Board of Directors

B. Vote on Items not Selected for Debate

Votes recorded under item headings.

III. ADOPTION OF PREVIOUS MINUTES

A. Approval of Minutes of the Regular Council Meeting held Tuesday, October 9, 2018

MOVED by Councillor B. Beckett that the minutes of the Regular Council Meeting held Tuesday, October 9, 2018, be approved as presented.

Motion Carried Unanimously

IV. RECOGNITION ITEMS

There were no recognition items.

V. PUBLIC COMMENTARY

D. Braun, resident from Calmar, would like to see more opportunities and options in Leduc to entertain children, especially in the winter months.

VI. PUBLIC HEARING

There were no Public Hearings for the Agenda.

VII. PRESENTATIONS**A. Royal Canadian Legion Leduc Branch No. 108 Poppy Presentation**

J. Trenholm, Branch President and L. Cuppens, Branch Vice President, Royal Canadian Legion Leduc Branch No. 108, thanked the City of Leduc for their support and presented the Mayor and Council with poppies.

B. Presentation to Council of Book on Leduc's History

T. Dirsra, Author of the book entitled *Leduc's History*, presented a copy of the book to the Mayor and Council on behalf the Leduc Public Library and himself.

VIII. BUSINESS**A. Council, Committee-of-the-Whole and Strategic Planning Committee Meeting Schedule for November 2018 to October 2019.**

Council proposed to amend the meeting schedule, moving meetings in 2019 that would occur on a Tuesday after a holiday Monday to a Monday.

MOVED by Councillor G. Finstad that Council approve the attached Council, Committee-of-the-Whole and Strategic Planning Committee Meeting Scheduled for November 2018 to October 2019 with the following amendments.

That in 2019 meetings that would have occurred on the Tuesday after a holiday Monday be moved to a Monday so regularly scheduled meetings occur on Mondays by:

- a) amending February 19 to February 4;
- b) amending April 23 to April 29;
- c) amending May 21 to May 6; and
- d) October 15 to October 7.

Motion Carried Unanimously

MOVED by Councillor L. Tillack that Council approve the Council, Committee-of-the-Whole and Strategic Planning Committee Meeting Schedule for November 2018 to October 2019, as amended.

Motion Carried Unanimously

B. Council Appointments for November 2018 – October 2019

Councillor Tillack proposed to amend the Council Appointments for November 2018 – October 2019 to have her as the Alternate representative for the following groups:

Family & Community Support Services Advisory Board
Councillor B. Hamilton
Councillor L. Tillack (Alternate)

Community Safety Advisory Committee
Councillor B. Beckett
Councillor L. Tillack (Alternate)

MOVED by Councillor L. Tillack that the Council Appointments for November 2018 – October 2019 be amended as presented.

MOVED by Councillor Finstad that Council approve the:

1. Deputy Mayor Appointments set out in Attachment 1 – Council Appointments for November 2018 – October 2019.
2. List of Appointments set out in Attachment 1 – Council Appointments for November 2018 – October 2019, as amended.

Motion Carried Unanimously

C. Municipal Grant – Right Relations Event

MOVED by Councillor B. Beckett that Council approves the grant to the Leduc St. David's United Church for an amount not to exceed \$4,000 which is to be funded from Council Community Grants to help offset expenses related to hosting the "Right Relations through the Seasons" event series from September 21, 2018 through to June 21, 2019, in Leduc, Alberta.

Motion Carried Unanimously

D. 2018 Transportation Master Plan

S. Olson, Director, Engineering and A. Gordon, Principal, Castleglenn Consultants Inc., made a PowerPoint presentation (Attached) to Council and answered Council's questions.

MOVED by Councillor B. Beckett that Council accept the 2018 City of Leduc Transportation Master Plan as presented.

Motion Carried Unanimously

IX. BYLAWS

A. Bylaw No. 1000-2018 – Eaton and Emery Area Structure Plan (1st Reading)

Administration recommends that Bylaw No. 1000-2018 receive first reading.

MOVED by Councillor B. Beckett that Council give Bylaw No. 1000-2018 First Reading.

Motion Carried Unanimously

X. PUBLIC COMMENTARY

T. Flynn, a resident of Leduc, stated that, at the recent Real-Estate Investment Network Conference, the City of Leduc was rated third in Alberta for investing in. There are many out-of-province investors in the area that like the close proximity of Leduc to the Edmonton International Airport. T. Flynn stated that live-streaming the Council meetings would be beneficial to all investors to learn more about what Leduc has to offer. T. Flynn mentioned that, at the conference, transportation needs for millennials and seniors was addressed and she was glad to hear more on the Transportation Master Plan that was presented this evening.

XI. IN-CAMERA ITEMS

MOVED by Councillor G. Finstad that Council move In-Camera at 8:18 pm to discuss:

- A. Council Appointment of a Public Member to the Edmonton Regional Airports Authority Board of Directors**
FOIP s. 24 & 29

Motion Carried Unanimously

MOVED by Councillor G. Finstad that Council move In-Public at 8:19 p.m.

Motion Carried Unanimously

XII. RISE AND REPORT FROM IN-CAMERA ITEMS

- A. Council Appointment of a Public Member to the Edmonton Regional Airports Authority Board of Directors**
FOIP s. 24 & 29

Mayor B. Young, made a presentation and answered Council's questions.

MOVED by Councillor L. Hansen that Council reappoint M. Hales as the City of Leduc public member on the Edmonton Regional Airports Authority Board of Directors for a second four (4) year term from January 1, 2019 – December 31, 2022.

Motion Carried Unanimously

XIII. INFORMATION REPORTS

A. Mayor's Report

There was no discussion.

XIV. ADJOURNMENT

The Council meeting adjourned at 8:20 pm.

"Original Signed"

B. YOUNG
Mayor

"Original Signed"

M. HORMAZABAL
Deputy City Clerk



Council, Committee-of-the-Whole and Strategic Planning
Committee Meeting Schedule
November 2018 – October 2019


Committee-of-the-Whole and Strategic Planning Committee meetings are held in the Lede Room
City Council Meetings and Committee-of-the-Whole Budget Deliberations are held in Council Chambers
City of Leduc Civic Centre, #1 Alexandra Park, Leduc

Date	Committee-of-the-Whole	Regular Council	Strategic Planning Com.
2018			
Monday, November 5	5 pm		
Tuesday, November 13	5 pm	7 pm	
▪ Thursday, November 15 (Budget)	1 pm		
▪ Friday, November 16 (Budget)	8:30 am		
▪ Saturday, November 17 (Budget)	8:30 am		
Monday, November 19	5 pm	7 pm	
Monday, December 3	5 pm	7 pm	
Monday, December 10	5 pm		
2019			
Monday, January 14	5 pm	7 pm	
Monday, January 21	5 pm		
Monday, January 28	5 pm	7 pm	
Monday, February 4	5 pm		
Monday, February 11	5 pm	7 pm	
➤ Thursday, February 21			8 am
Monday, February 25	5 pm	7 pm	
Monday, March 11	5 pm	7 pm	
Monday, March 18	5 pm		
Monday, March 25	5 pm	7 pm	
Monday, April 8	5 pm	7 pm	
Monday, April 15	5 pm		
Monday, April 29	5 pm	7 pm	
Monday, May 6	5 pm		
Monday, May 13	5 pm	7 pm	
Monday, May 27	5 pm	7 pm	
Monday, June 10	5 pm	7 pm	
Monday, June 17	5 pm		
Monday, June 24	5 pm	7 pm	
Monday, July 8	5 pm	7 pm	
Monday, August 19	5 pm	7 pm	
Monday, September 9	5 pm	7 pm	
Monday, September 16	5 pm		
Monday, September 23	5 pm	7 pm	
Monday, October 7	5 pm	7 pm	
Monday, October 21	5 pm		
Monday, October 28 ❖ Regular Council Meeting with organizational business	5 pm	7 pm	

▪ Committee-of-the-Whole Budget Deliberations *Deliberations may not require all allotted time.


Dates to Note:

- Future Committee-of-the-Whole Budget Deliberations Dates: November 14, 15 & 16, 2019
- Future Strategic Planning Meeting Dates: February 20, 2020 and February 18, 2021




Transportation Master Plan

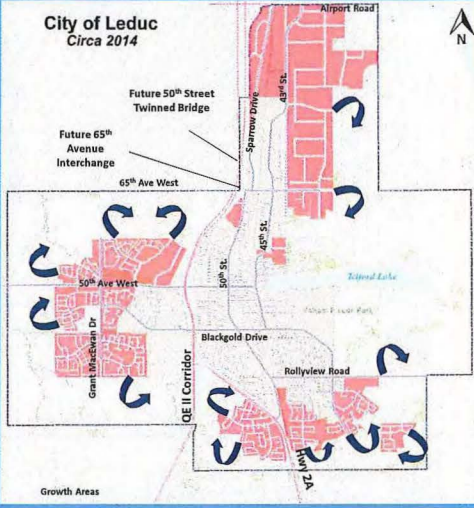
A Consulting Alliance



Castleglenn Consultants
Engineers, Project Managers & Planners



PARSONS





Date: Monday October 22nd 2018, 7:00 pm

Place: City of Leduc Civic Centre
Council Chambers
1 Alexandra Park
Leduc, Alberta, T9E 4C4


TMP Topics

1. TMP Function and Objectives
2. Background - We Are Growing!
3. Existing and Proposed Land Uses and Development
4. Transit - Existing and Proposed Future Extension
5. Multi-Way Pathway System - Existing and Proposed Implementation
6. Heavy Vehicle Routes - Existing and Proposed
7. Traffic - Travel Demand, Roadway Network
8. The Implementation Plan
9. Functional Design of Corridors
10. Policy Statements
11. Public Involvement





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1. TMP Function and Objectives

The Transportation Master Plan...

- Functions as an implementation tool that supports the overall Municipal Development Plan's goals, objectives and high-level policies;
- Examined various transportation corridors to ensure effective development of transportation infrastructure to support Leduc's future growth;
- Establishes roadway planning initiatives, provide for contingencies and establish targets for roadway improvements; and
- Guides and coordinates future urban growth decisions and infrastructure investment.

2018 TMP

TRANSPORTATION MASTER PLAN

- Land Use
- Transportation Modeling
- Transit
- Heavy Vehicle Routes
- Multiway

FUNCTIONAL CORRIDOR ANALYSIS

- Functional Corridor Planning
- Transit

This Transportation Master Plan...



- Update the City's 2013 TMP
- Plan for the City's future growth & infrastructure.



- Develop a blueprint for the future transportation network.
- Develop strategic transportation policy statements.



- Identify and improve the
 - transportation network;
 - multi-way system;
 - heavy vehicle routes; &
 - rapid transit corridors.



- Enhance the City's
 - Pedestrian connectivity;
 - Roadway connectivity; &
 - Inter-regional transportation network.



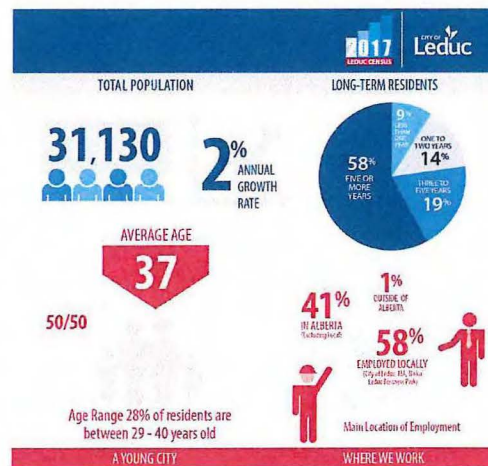
2. Background: We Are Growing!

The City of Leduc has experienced sustained growth.

- Approximate number of residential permits:
 - 460 units in 2012;
 - 500 units in 2013 (10% increase);
 - 640 units in 2014 (26% increase);
 - 350 units in 2015 (45% decrease);
 - 220 units in 2016 (36% decrease); and
 - 330 units in 2017 (46% increase).

CONCLUSION: The pace of development has slowed over the last 3-years but we continue to grow.

- Energy sector decline has affected the pace of development, but provides the opportunity to:
 - update, develop & refine the City's TMP;
 - develop a proactive approach to the internal transportation planning process; and
 - guide infrastructure objectives of the municipality.



Source: Municipal Census Infographic (2017) - City of Leduc website.



3. Existing and Proposed Land Uses

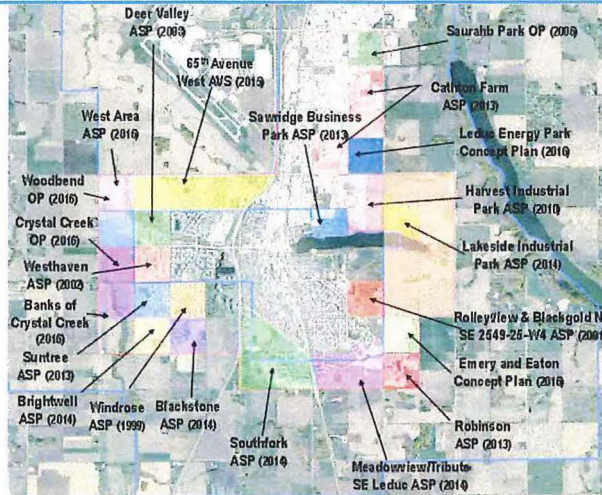
- The study has incorporated all planned developments within the City.

South and West:

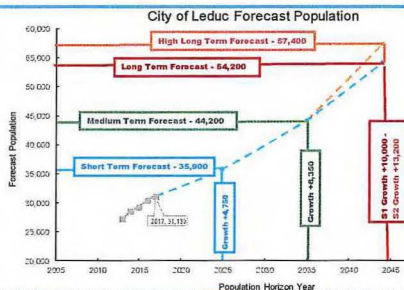
- Mostly residential developments.

North and East:

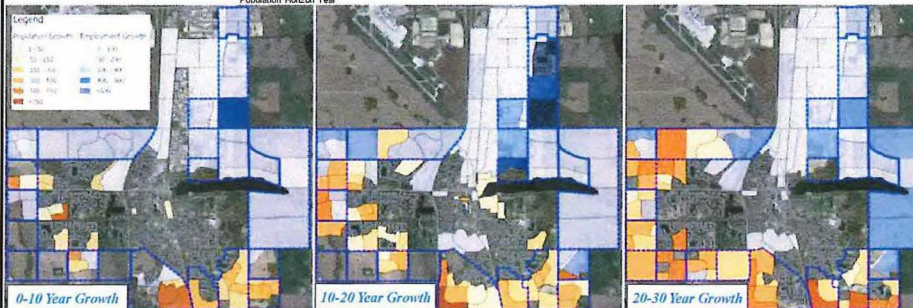
- Mostly business and industrial developments.
- A phasing strategy was developed for each growth area.
- Consultation was undertaken with development proponents and City staff.



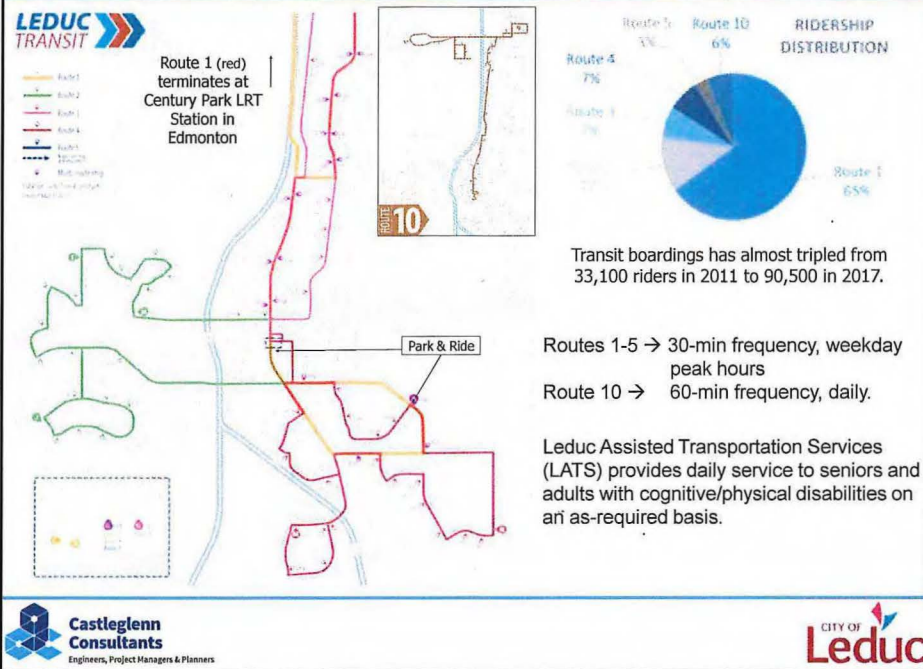
3. Long Term Growth Forecast



	Short-Term	Medium-Term	Long-Term
Residential Dwellings	13,400 (+2,100)	16,700 (+3,300)	20,500-to-21,800 (+3,850-to-5,100)
Retail Employment	6,600 (+1,000)	8,000 (+1,400)	9,300-to-9,900 (+1,300-to-1,900)
Non-Retail Employment	14,000 (+3,100)	20,000 (+6,000)	25,300-to-33,000 (+5,300-to-13,000)
Population	35,900 (+4,750)	44,200 (+8,350)	54,200-to-57,400 (+10,000-to-13,200)



4. Existing Transit Routes and Ridership



4. Future Transit Initiatives

Goal: Explore the possible development of a Transit Corridor (TC) to/from Leduc's west side and identify potential alignments.

Benefits: Develop a stronger synergy between transit and land use by encouraging Transit Oriented Developments (TOD's).



Potential rapid transit alignments into west Leduc.

Background: Relevant Studies & Plans

- Edmonton International Airport Master Plan 2010-2035 (2010)
- Aerotropolis Integrated Land Use Compatibility Plan (2011)
- City of Leduc Municipal Plan (2012)
- City of Leduc Transportation Master Plan (2013)
- Alberta Aerotropolis Viability Study (2015)
- Queen Elisabeth II and 65th Avenue [Leduc] Interchange Functional Planning Study (2016)

Proposed Potential Options: 4 corridors were assessed

- "A": Grand MacEwan Boulevard
- "B": West periphery (Deer Valley, West Haven and Suntree Estates)
- "C": Central (integrated within NW 33, Crystal Creek, Woodbend and SW28, NW21 communities)
- "D": 74th Street



4. Transit Corridor Alternatives



Transit Corridor (RTC) Extension Options PROs & CONs based on:

- Existing and Future Conditions
- City of Edmonton Transit Oriented Development Guidelines (2012)

A: Grand MacEwan Boulevard

- Optimum catchment area for RTC, equidistant from the western city limit and the QEII Corridor.
- Existing development (single family residential dwellings along curvilinear cul-de-sac neighborhood street and backyards or side yards facing the corridor) does not support the ridership required.
- Significant redevelopment would be required to support increased transit ridership.
- Parking Management Plan would be required.

B: West periphery (Deer Valley, West Haven and Suntree Estates)

- Opportunities to develop compact mixed-use TOD at strategic locations.
- Amendments to ASPs would be required for future developments to the east side of the corridor.
- Re-development along this alignment is very unlikely as these communities are relatively new.
- Parking management may be required.

C: Central (Integrated within NW 33, Crystal Creek, Woodbend and SW28, NW21 communities)

- The area is next to be developed.
- Limited opportunity to amend the existing ASPs and outline plans.
- The RTC would serve the entire west community.
- Consistent with the conceptual landuse as presented in the Aerotropolis integrated land use compatibility plan.
- Opportunity to consider park'n'ride stations to increase ridership.

D: 74 Street - PREFERRED -

- These lands are currently underdeveloped.
- Opportunity to amend the existing MDP and ASPs to conform with and support the establishment of a future RPT.
- Planned urban uses on the west side of the corridor (County land). Urban/Rural interface remains to be determined.
- Current ASPs propose primary residential.
- Opportunities for significant intermunicipal planning and development coordination.

A 74th Street Functional Planning Study is recommended.

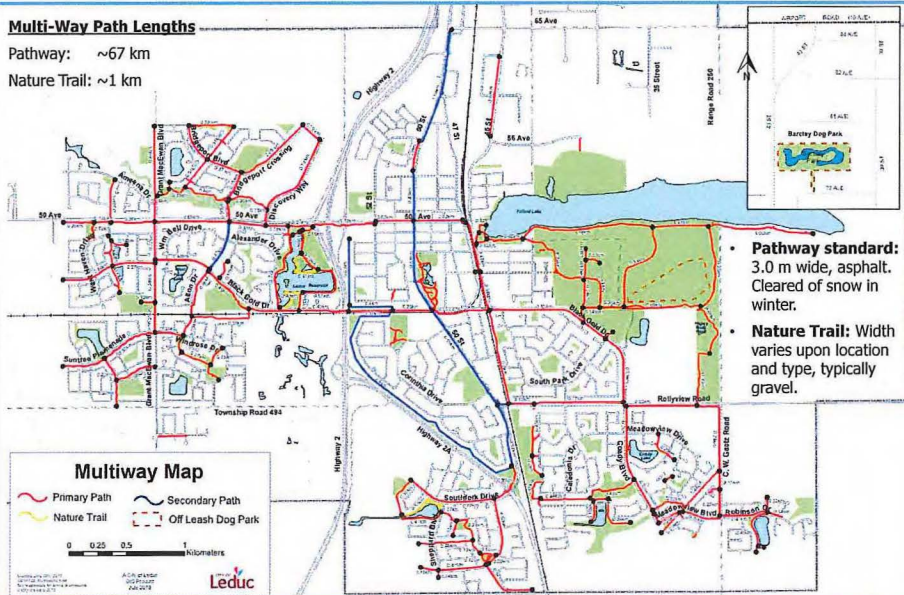


5. Multi-Way Pathway System

Multi-Way Path Lengths

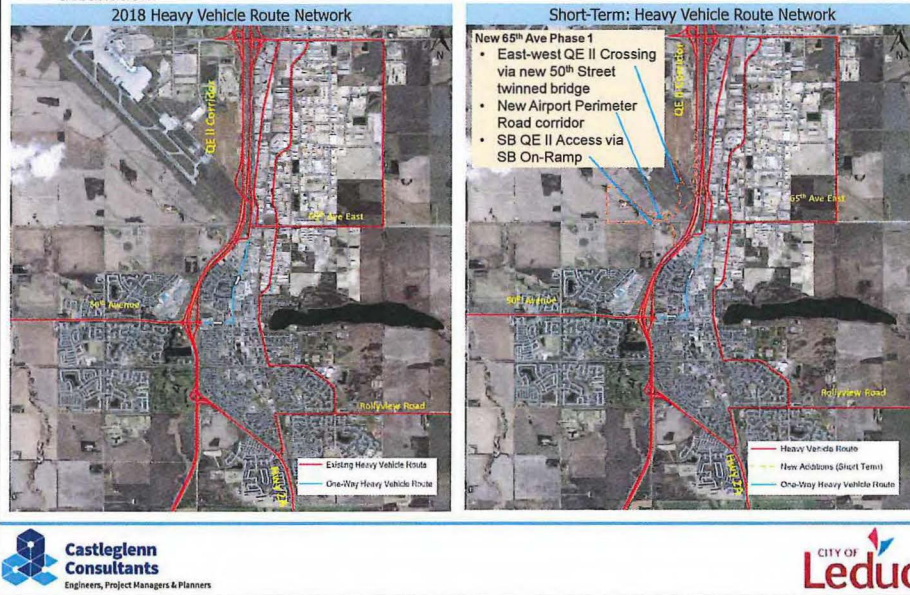
Pathway: ~67 km

Nature Trail: ~1 km



6. Heavy Vehicle Routes

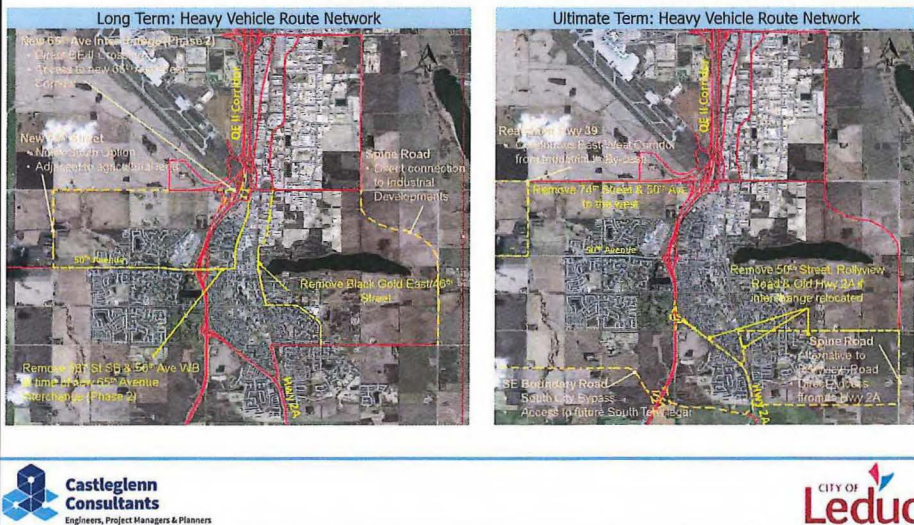
- Heavy vehicle truck routes are designated by the City of Leduc
- Heavy vehicles must follow the most direct and practical way from the nearest truck route to their destination.



6. Heavy Vehicle Routes (cont'd)

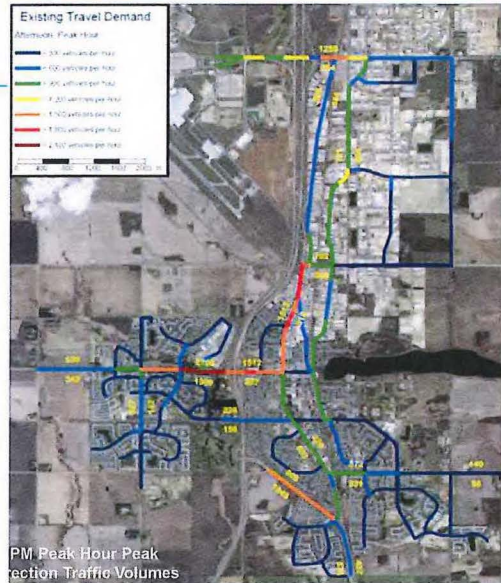
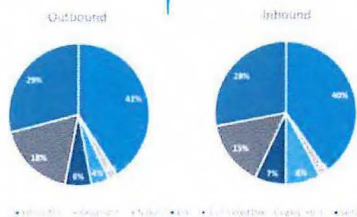
Heavy Vehicle Route Design Goals:

- Remove Trucks from CBD and Residential Neighborhoods;
- Provide congestion-free, continuous, and direct Heavy Vehicle Routes; and
- Connect industrial areas and activity centers with Hwy 2 / future Terwillegar South Extension



7. Traffic Data Collection

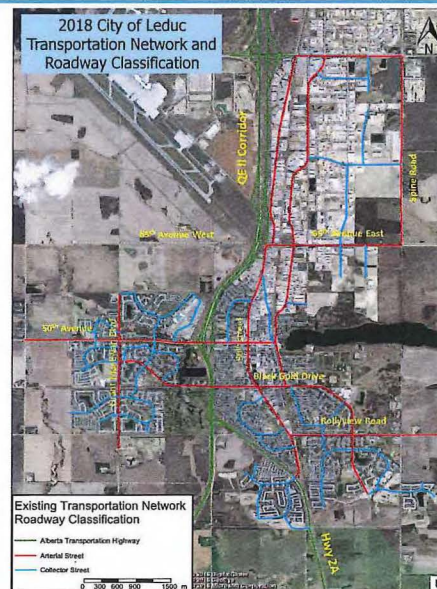
- Traffic counts were undertaken at 68 intersections within the City in June (prior to school ending) and September (after school commencement) 2016.
- Morning and afternoon peak hour volumes were determined.
- An origin-destination survey was undertaken by anonymously georeferencing active devices of Rogers Wireless phone subscribers travelling between defined cellular zones over a three month period (September to December 2016).



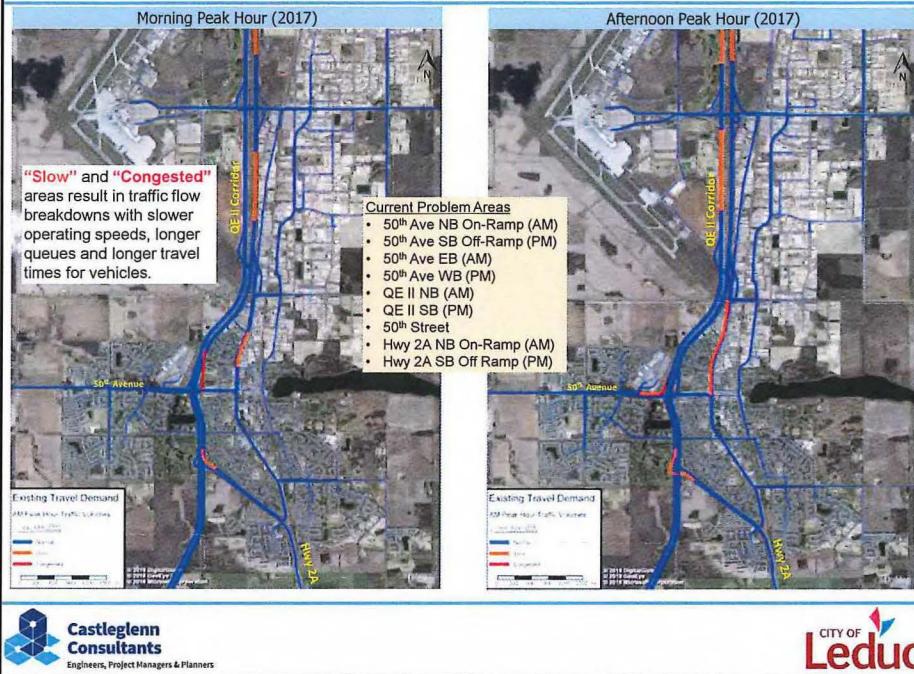
7. Roadway Classification

The "Existing" City of Leduc Network is comprised of:

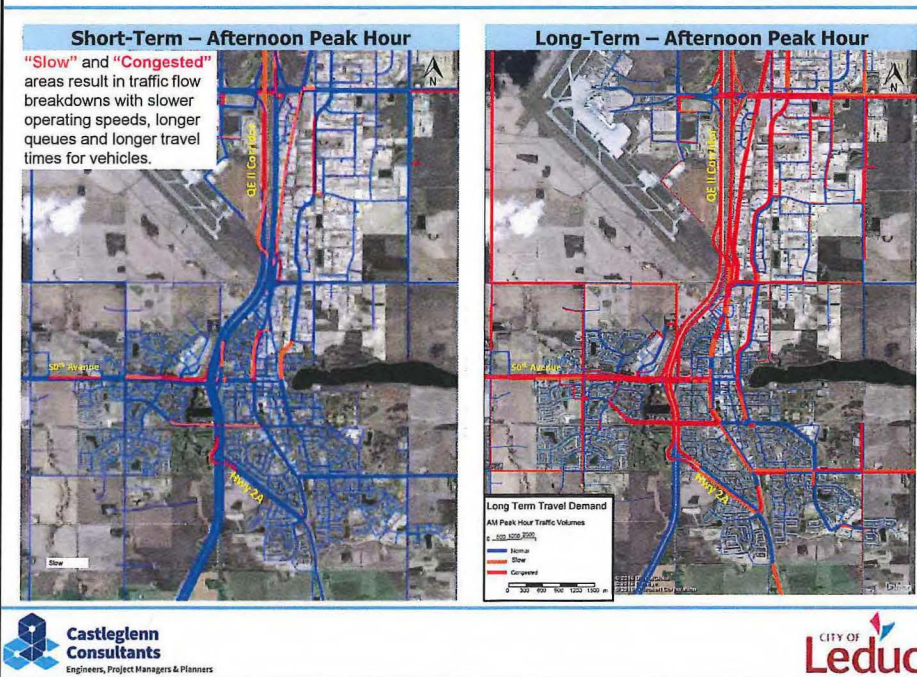
- 55 lane-km of *Collector Roadways*
 - lower speed corridors
 - connect neighbourhoods with higher capacity arterials
 - Connections to local streets and other collectors;
- 120 lane-km of *Arterial Roadways*
 - accommodate higher traffic volumes
 - connects neighborhoods
 - connects to major Highway corridors
 - limited access is provided from private lots onto arterials



7. Existing (2017) Travel Demand



7. What if Nothing is Done to the Road Network?



7. Long Term: Future Roadway Network

The Long Term Network would see:

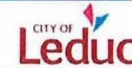
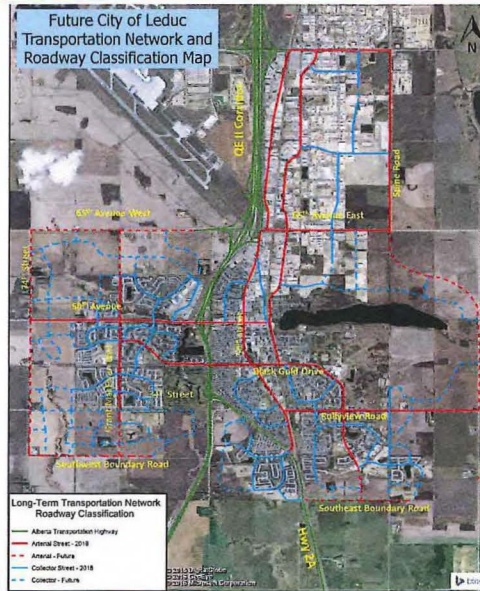
- + 75 lane-km of New Arterial Roadways
- + 70 lane-km of New Collector Roadways
- + 15 Traffic Signals

Municipal projects include:

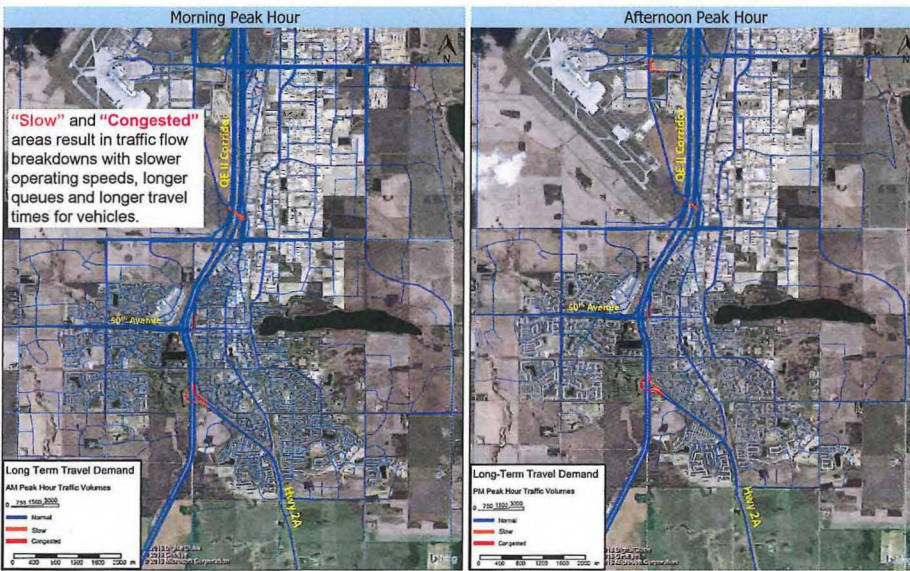
- New 65th Avenue West Corridor
- 65th Avenue East Widening
- Grant MacEwan North and South Extension
- 43rd Street Widening
- New Southwest Boundary Road
- New Southeast Boundary Road (to Robinson)
- 74th Street Corridor (within City limits)

Inter-municipal/other agency projects include:

- QE II Realignment, widened collector-new core lanes.
- New 65th Avenue Interchange (Phase 1 and 2)
- New 50th Avenue Interchange
- Widened Airport Road and Interchange Improvements
- Perimeter Road to 65th Ave
- Spine Road South Extension (to Rollyview Road)



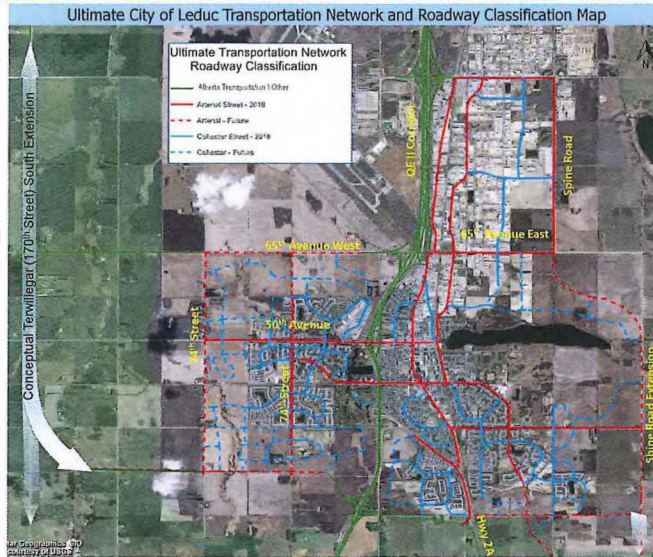
7. Long Term: Improvements In-Place



7. Ultimate Roadway Network

The following new infrastructure is envisioned:

- Black Gold Dr Widening
- SE Boundary Rd (to Spine Rd)
- Hwy 2 Widening
- Direct Access Ramps at Airport Road Interchange
- New Hwy 2A Interchange
- Terwillegar South Extension
- Spine Road South Extension (to SE Boundary Road)
- Transit corridor



8. Implementation Plan

- The implementation plan is **dependent upon growth within the City.**
- Proposed improvements are important to maintain adequate traffic operations for each time horizon.
- It is recommended that the City of Leduc monitor:
 - their transportation system performance; and
 - update their transportation network model as:
 - projects are completed;
 - development occurs; and/or
 - changes in development plans arise.

The projects presented are intended as a prioritization list of how the City of Leduc will respond to growth.

The need for municipal infrastructure improvements is a reaction to growth within the City of Leduc.



8. Short-Term Implementation Plan

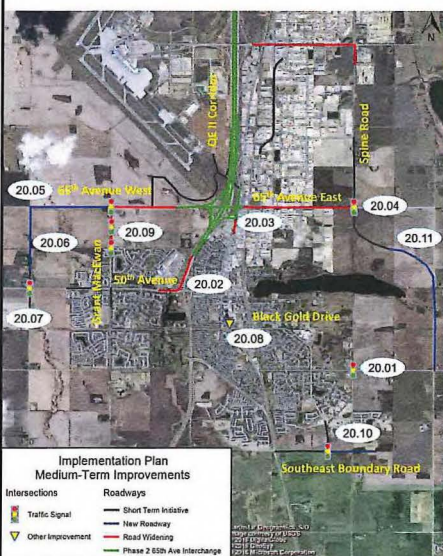


Short Term Improvements (<10 years)

Project No.	Roadway/Intersection	From/To Limits	Project Description
10.01	50th Street & Bella Coola	Intersection	New traffic signal
10.02	Grant MacEwan & Suntree	Intersection	New traffic signal
10.03	45th/43rd Street	175m north of 70th Ave to 82nd Avenue	Widen to 4-lane undivided arterial and new traffic signal at 42nd Street
10.04	50th Avenue	Deer Valley Drive to west of fire hall	Widen to 4-lane divided arterial
10.05	65th Avenue East	35th Street to Spine Road	Pave 2-lane arterial
10.06	74th Street	800m north of 50th Avenue to 400 m south	New 2-lane arterial
10.07	Coady Blvd	Meadowview Blvd to SE Boundary Road	New 4-lane undivided arterial
10.08	Grant MacEwan	50th Ave to Black Gold Drive	Widen to 4-lane divided arterial
10.09	Highway 2A & 50th Street	Intersection	New southbound right-turn lane
10.10	SE Boundary Road	Highway 2A to Coady Blvd	New traffic signal at Hwy 2A, New 4-lane divided arterial (to Caledonia) and New 2-lane arterial (to Coady)
10.11	Spine Road	Allard Avenue to Lakeside Access	Pave 2-lane arterial (to 65th Avenue East) and New 2-lane arterial (to Lakeside Access)
10.12	Spine Road & Airport Road	Intersection	New traffic signal



8. Medium-Term Implementation Plan



Medium Term Improvements (10-20 years)

Project No.	Roadway/Intersection	From/To Limits	Project Description
20.01	Rollyview Rd & CW Gaetz Rd	Intersection	New traffic signal
20.02	50th Avenue	QE II West RT to Discovery Way	Widen to 4 WB lanes
20.03	50th Street	61st Ave to 64th Ave	Widen to 6-lane undivided arterial
20.04	65th Avenue East	East of CP Rail to Spine Road	Widen to 6-lane divided arterial (to 45th Street); Widen to 4-lane undivided arterial (to Spine Road) and a new traffic signal at Spine Road
20.05	65th Avenue West	74th Street to Discovery Way	Pave 2-lane arterial (to Grant MacEwan) and Widen to 4-lane divided arterial (to Discovery Way)
20.06	74th Street	65th Ave West to 800m south	New 2-lane arterial
20.07	74th Street & 50th Avenue	Intersection	New traffic signal
20.08	Black Gold Dr & 50th Street	Intersection	New auxiliary lanes and widen to the south
20.09	Grant MacEwan	65th Ave West to Bridgeport Gate	Widen to 4-lane divided arterial and new traffic signals at Bridgeport Gate, 400m north of Bridgeport and 65th Avenue East
20.10	SE Boundary Road	Coady Blvd to Robinson Access	New 2-lane arterial and traffic signal at Coady Blvd
20.11	Spine Road	Airport Road to 82nd Avenue Lakeside Drive to Rollyview Road	Widen to 4-lane divided arterial New 2-lane arterial



8. Long-Term Implementation Plan

Implementation Plan Long-Term Improvements

Intersections

- Traffic Signal
- Other Improvement

Roadways

- Short or Medium Term Initiative
- New Roadway
- Road Widening
- 50th Ave Interchange Improvements

Long Term Improvements (20-30 years)

Project No.	Roadway or Intersection	From/To Limits	Project Description
30.01	65th Ave West & Grayson Access	Intersection	New traffic signal
30.02	Rollyview Road	C.W. Gaetz to Spine Rd	Widen to 4-lane divided arterial
30.03	SE Boundary Rd & Caledonia	Intersection	New traffic signal
30.04	50th Avenue	74th Street to 550m east Bridgeport Crossing to Deer Valley Dr	Widen to 4-lane divided Widen to 6-lane divided
30.05	50th Street	Bella Coola to Hwy 2A	Widen to 4-lane undivided
30.06	74th Street	400m south of 50th Ave to SW Boundary Road	New 2-lane arterial
30.07	Grant MacEwan Blvd	Bridgeport to 50th Ave Black Gold to Spruce Blackstone Blvd to SW Boundary Rd	Widen to 4-lane divided Widen to 4-lane divided and traffic signal at Spruce Blvd Pave 2-lane
30.08	SW Boundary Road	74th Street to Blackstone Access	New 2-lane undivided arterial
30.09	Spine Road	Airport Road to 65th Avenue East	Widen to 6-lane divided (to 82nd Avenue) and widen to 4-lane divided (to 65th Avenue East)

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9. Functional Design of Corridors

Objectives

- Define ultimate requirements for each required corridor.
- Avoid expensive future retrofits.
- Provide for sequential staging of the corridors.
- Residents and stakeholders will have the opportunity to familiarize and comment on the TMP.

Solution Criteria

Transportation Service

- Assure that the transportation network can safely and efficiently move both people and goods
- Assure that the transportation network provides enhanced connectivity within the City and to/from surrounding areas
- Assure that the transportation system promote a variety of travel choices

Natural Environment

- Minimize impacts to natural environment areas, i.e. local streams and aquatic resources
- Minimize noise and air quality impacts

Policy Environment

- Assure compatibility with Provincial plans
- Assure compatibility with County plans
- Assure compatibility with Municipal growth plans

Socio-Economic Environment

- Minimize property requirements
- Supports the existing and potential business community
- Maximize land development potential
- Provide opportunities for planned future growth

Financial Implications

- Minimize capital and maintenance costs
- Minimize effect to the municipal tax base

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CITY OF Leduc

9. Access Management

Access Management on Arterial and Collector Roadways

Access onto Arterials

- Arterials can be described as follows:
 - traffic flow should be uninterrupted except at traffic signals and cross-walks;
 - transit service accommodation by way of express and local buses being permitted;
 - cyclists accommodation may be provided by lane widening or desirably by way of separate facilities; and
 - pedestrians accommodation may be provided by way of sidewalks.
- Spacing between signalized intersections should be a minimum of 400m (assuming a progression speed of 50km/h). Right-in/right-out accesses can be provided between traffic signals.

Access onto Collectors

- The City disallows private residential driveways onto collector roadways.
- Access to collector roadways should be limited to local roadways and large activity centers (multi-family residential buildings, schools, retail developments, etc.).
- Where residential homes front a collector roadway, a separate laneway should be provided to allow for individual driveway connections, where possible.



9. Benefits of Raised Medians

Table 4.5.2: Effect of Median Type on Collision Rates by Number of Access Points

Total Access Points Per Kilometre ^A	Collisions Per Million Vehicle Kilometres Per Year		
	Undivided	Two-Way Left Turn Lane	Raised Median
≤ 12	2.4	2.1	1.8
12 - 24	4.5	3.7	3.2
24 - 37	5.8	4.9	4.2
> 37	6.8	5.7	5.1
All	5.6	4.3	3.5

Note: A: Includes both signalized and un-signalized access points

Raised Medians

- Raised medians represent the design standard for urban divided arterials.
- Medians are used to:
 - restrict turning movements;
 - restrict access points; and
 - decrease collision rates.

Table 4.5.3: Estimated Total Collisions/ Kilometre/ Year

ADT	Collisions Per Kilometre Per Year		
	Undivided	Two-Way Left Turn Lane	Raised Median
10,000	30	24	20
20,000	78	37	34
30,000	118	57	48
40,000	157	70	53

Raised medians can reduce collisions by up to 66% →

Source: Geometric Design Guide for Canadian Roads, Transportation Association of Canada, June 2017



9. 43rd Street

Allard Avenue to 82nd Avenue

Current Configuration

- 2-way, 2-lane, rural cross-section

Future Improvement

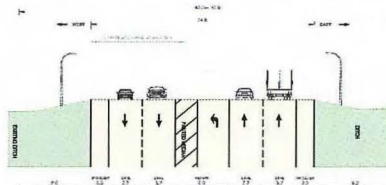
- 2-way, 4-lane, rural cross-section
- 6m painted median
- 2 traffic signal controlled intersections (Allard Avenue and 43rd Street)

Staging

- Study area length: 1.7Km
- Single stage, with widening of the existing corridor to the east side

Triggers

- City of Leduc East Industrial Growth (Saurabh Park, Cathton Farms, Leduc Energy Park)
- Leduc County Industrial Growth (Saunders lake)
- North-South demand adjacent to QE II



Construction Estimate: \$ 6.4M



9. Grant MacEwan Blvd

65th Avenue West to Black Gold Drive

Current Configuration

- 2-way, 2-lane Roadway
- rural configuration south of 50th Ave., urban configuration north of 50th Ave.

Future Improvement

- 2-way, 4-lane divided roadway
- 6m raised median
- urban configuration
- Traffic signal controlled intersections (50th Ave., Black Gold Dr.)

Triggers

- 65th Ave Interchange;
- 65th Ave West developments (Aerotropolis, West Area)

Staging

- widening of the existing corridor to both sides



Construction Estimate: \$ 17.4M



9. Grant MacEwan Blvd

Black Gold Drive to SW Boundary Road



Current Configuration

- 2-way, 2-lane Roadway
- rural configuration south of 50th Ave.

Future Improvement

- 2-way, 4-lane undivided roadway
- urban cross-section
- Traffic signal control (Suntree Blvd, Spruce Blvd, 38th Ave, SW Boundary Road)

Staging

Widening of the existing corridor west side

Triggers

- Residential developments to the south (Blackstone, Brightwell)



9. Black Gold Dr

Grant MacEwan to 50th Street

Current Configuration

- 2-way, 2-lane Street

Future Improvement

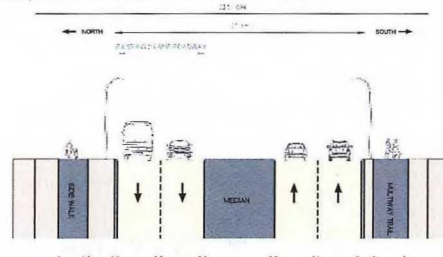
- 2-way, 4-lane Street
- 6m raised median
- Urban cross-section
- Traffic signal control (Grant MacEwan (Completed), Alton Drive (Completed), and 50th Street Modifications)

Staging

- Roadway widened on south side

Triggers

- East-West Leduc traffic growth
- Development of West Residential lands



Construction Estimate: \$ 8.6M



9. SE Boundary Rd

Hwy 2A to 290 m East of Robinson

Current Configuration

- No existing roadway

Future Improvement

- 2-way, 4-lane Arterial Rd
- Urban divided, 6m raised median
- 3m Multi-Use Trail on the north side
- Provision for noise protection (berm/wall)
- Traffic signal controlled intersections (HWY 2A, Caledonia Dr, Coady Blvd and CW Gaetz Rd)

Potential Staging

- Hwy 2A to Caledonia
- Caledonia to Coady Blvd
- Coady to CW. Gaetz and beyond

Triggers

- Southeast Residential Developments (Meadowview/Tribute, Robinson, Eaton & Emery)
- Ultimate Truck Route to connect to Spine Road South Extension

Construction Estimate: \$ 17.1M



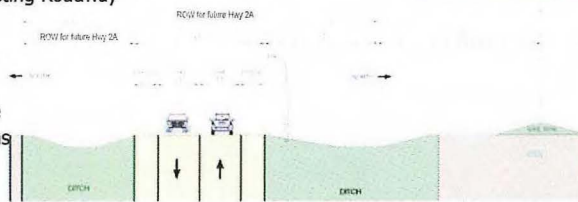
9. SW Boundary Rd

74th Street to Grant MacEwan

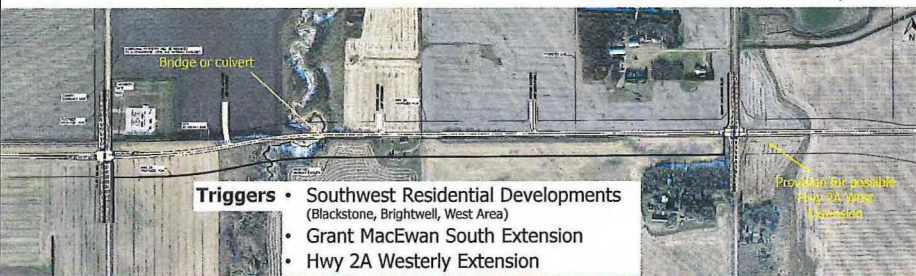
Current Configuration - No existing Roadway

Future Improvement

- 2-way, 2-lane undivided local road
- Rural configuration
- 3m Multi-Use Trail along South side
- Includes two signalized intersections (Grant MacEwan & 74th Street)
- Includes Bridge or culvert



Construction Estimate: \$ 12.9M



- Triggers**
- Southwest Residential Developments (Blackstone, Brightwell, West Area)
 - Grant MacEwan South Extension
 - Hwy 2A Westerly Extension



9. 65th Avenue East

45th Street to Spine Road

Current Configuration

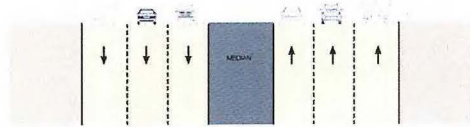
- 2-way, 4-lane west of 45th Street
- 2-way, 2-lane east of 45th St to 39th St
- 2-way, 2-lane gravel from 39th St to Spine Rd

Staging

- Stage I: 2-lane from 39th to Spine Rd
- Stage II: 2-lane to 4-lane R/UD
- Stage III : 4-lane R/UD to 6-lane R/D

Triggers

- Major Industrial Developments (Telford Lake, Saunders Lake)
- Phase 1 & Phase 2 of 65th Avenue Interchange
- Spine Road South Extension from Airport Road to SE Boundary Rd



Construction Estimate: \$ 17.8M



9. 65th Avenue West

200m E of Discover Way to 120m E of 74th Street

Current Configuration

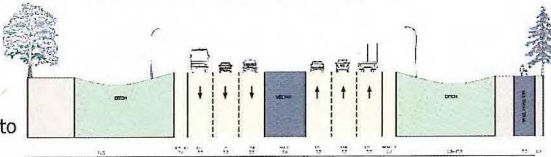
- 2-way, 2-lane Gravel Roadway

Future Improvement

- 2-way, 6-lane Rural Arterial Roadway
- 6m raised median
- 3m Multi-Use Trail along the south side
- Traffic Signal Control at Discovery Way and Grant MacEwan

Possible Staging

- 2-Lane R/D (N) from Grant MacEwan to 54th St.
- 2-Lane R/D (S) from 74th St. to Grant MacEwan.
- 4-Lane R/D (N) from Grant MacEwan to 54th St.
- 4-Lane R/D (N) from 74th St. to Grant MacEwan.
- 6-lane U/D from Grant MacEwan to 54th St.
- 6-lane U/D from 74th St. to Grant MacEwan.



Construction Estimate: \$ 19.8M



10. TMP Policy Statements

- Strategic Policy Statements are intended to be used as guidelines for municipal planning and work in concert with the Municipal Development Plan Policy.
- Sections of the proposed policy statements are provided as examples below.

Environmental Sustainability

The City should:

- Provide environmentally sustainable modes of transportation within a multi-modal transportation system that would include provision for high quality active transportation facilities, and transit services;
- Provide opportunities, in partnership with community organization, for meaningful public participation regarding the City's guiding principles and indicators for environmental sustainability as it concerns transportation and transit planning, infrastructure and services.

Local Economic Development

The City should foster "local" economic development initiatives through:

- Undertaking initiatives that ensure that all areas are accessible by all modes of transportation;
- Assuring that new developments having access to municipal roadways are well-planned in terms of adequate on-site parking, loading/unloading facilities and on-site circulation routes; and
- Assuring that an adequate supply of on-street parking is provided for those areas where off-street parking cannot be provided such as the downtown core.

High Quality, Safe and Accessible Public Open Spaces

The City, in concert with its "High Quality, Safe and Accessible Public Open Spaces" policies, should:

- Ensure that all modes of transport, including roadways, the Multiway network, pedestrian and cycling facilities (including links to transit routes) are treated as an integral part of Leduc's transportation system, with high priority given to visibility, accessibility, safety, maintenance, snow clearing / ice control and lighting.



11. Public Involvement

- A public involvement process was developed to inform citizens, businesses and adjacent jurisdictions of the TMP plans and provide the community the opportunity to exchange ideas and provide feedback.
- Two public open houses were held (April 2017 and May 2018);
- Two meetings were held with each of the Urban Development Institute, Leduc County, the Edmonton International Airport and Alberta Transportation (January 2017 and May 2018);
- The RCMP, Leduc Chamber of Commerce and CP Rail were informed of the public open houses; and
- The Edmonton Metropolitan Region Board was circulated the TMP document for comment.



Thank you!



Contacts:

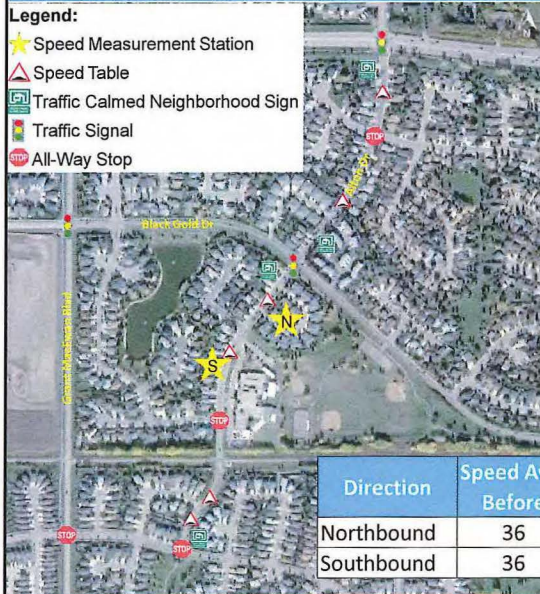
- Arthur Gordon, Principal, 403-252-9303, agordon@castleglenn.ca
- Jake Berube, Transportation Specialist, 403-252-9303, jberube@castleglenn.ca
- Josiane Gervais, Transportation Planning Engineer, 403-252-9303, jgervais@castleglenn.ca



Traffic Calming along Alton Drive

Legend:

- ★ Speed Measurement Station
- △ Speed Table
- Ⓜ Traffic Calmed Neighborhood Sign
- 🚦 Traffic Signal
- 🛑 All-Way Stop



- Traffic calming measures were implemented on Alton Drive in August, 2018;
- Traffic volumes and speeds were measured before and after the traffic calming measures were put into place;
- Preliminary results show that average and 85th percentile speeds have gone down significantly since the traffic calming measures have been put into place.

Direction	Speed Average (km/hr)		85% Speed (km/hr)	
	Before	After	Before	After
Northbound	36	26	44	33
Southbound	36	28	43	34



8. Short-Term Implementation Plan



Short Term Improvements (<10 years)

Project No.	Roadway / Intersection	From/To Limits	Project Description	Project Cost Estimate
10.01	50th Street & Bella Coola	Intersection	New traffic signal	\$290,000
10.02	Grant MacEwan & Suntree	Intersection	New traffic signal	\$290,000
10.03	45th/43rd Street	175m north of 70th Ave to 82nd Avenue	Widen to 4-lane undivided arterial and new traffic signal at 42nd Street	\$6,400,000
10.04	50th Avenue	Deer Valley Drive to west of fire hall	Widen to 4-lane divided arterial	\$525,000
10.05	65th Avenue East	35th Street to Spine Road	Pave 2-lane arterial	\$900,000
10.06	74th Street	800m north of 50th Avenue to 400 m south	New 2-lane arterial	\$2,860,000
10.07	Coady Blvd	Meadowview Blvd to SE Boundary Road	New 4-lane undivided arterial	\$3,000,000
10.08	Grant MacEwan	50th Ave to Black Gold Drive	Widen to 4-lane divided arterial	\$1,600,000
10.09	Highway 2A & 50th Street	Intersection	New southbound right-turn lane	\$150,000
10.10	SE Boundary Road	Highway 2A to Coady Blvd	New traffic signal at Hwy 2A, New 4-lane divided arterial (to Caledonia) and New 2-lane arterial (to Coady)	\$6,150,000
10.11	Spine Road	Allard Avenue to Lakeside Access	Pave 2-lane arterial (to 65th Avenue East) and New 2-lane arterial (to Lakeside Access)	\$5,450,000
10.12	Spine Road & Airport Road	Intersection	New traffic signal	\$330,000



8. Medium-Term Implementation Plan

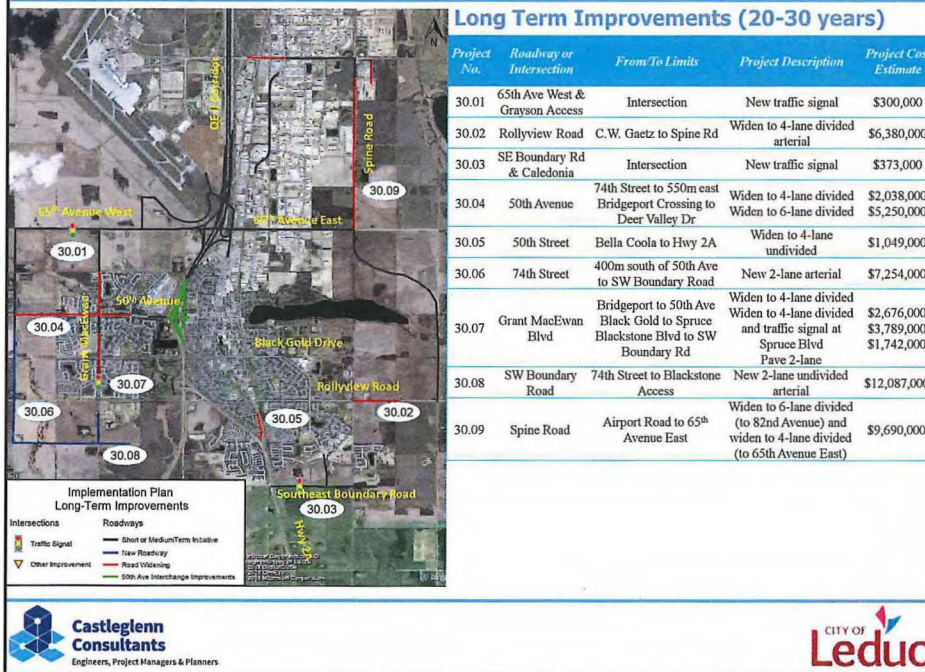


Medium Term Improvements (10-20 years)

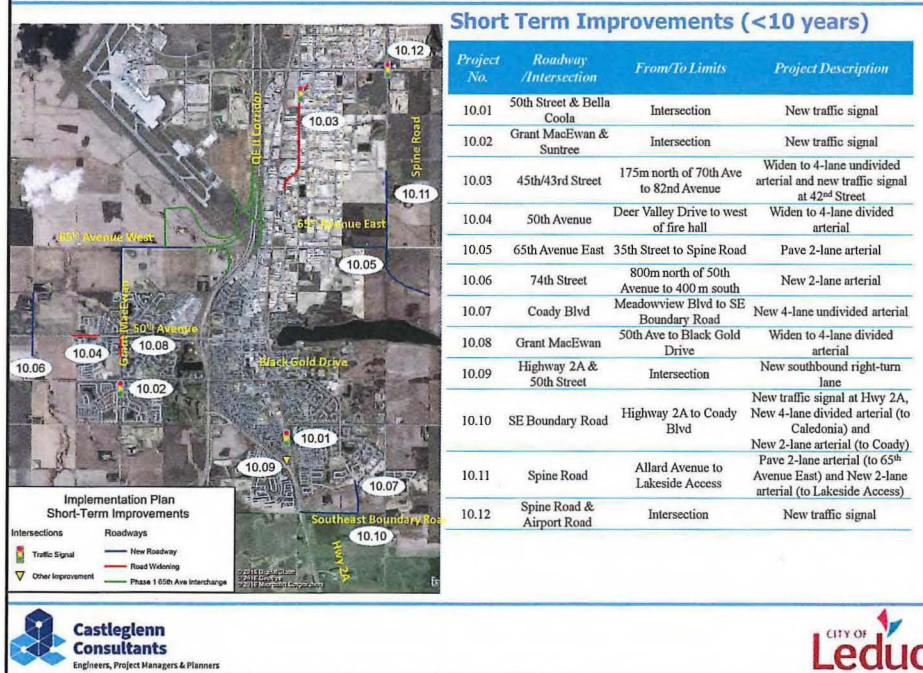
Project No.	Roadway / Intersection	From/To Limits	Project Description	Project Cost Estimate
20.01	Rollyview Rd & CW Gaetz Rd	Intersection	New traffic signal	\$360,000
20.02	50th Avenue	QE II West RT to Discovery Way	Widen to 4 WB lanes	\$975,000
20.03	50th Street	61st Ave to 64th Ave	Widen to 6-lane undivided arterial	\$752,000
20.04	65th Avenue East	East of CP Rail to Spine Road	Widen to 6-lane divided arterial (to 45th Street), Widen to 4-lane undivided arterial (to Spine Road) and a new traffic signal at Spine Road	\$8,284,000
20.05	65th Avenue West	74th Street to Discovery Way	Pave 2-lane arterial (to Grant MacEwan) and Widen to 4-lane divided arterial (to Discovery Way)	\$7,675,000
20.06	74th Street	65th Ave West to 800m south	New 2-lane arterial	\$2,658,000
20.07	74th Street & 50th Avenue	Intersection	New traffic signal	\$360,000
20.08	Black Gold Dr & 50th Street	Intersection	New auxiliary lanes and widen to the south	\$846,000
20.09	Grant MacEwan	65th Ave West to Bridgeport Gate	Widen to 4-lane divided arterial and new traffic signals at Bridgeport Gate, 400m north of Bridgeport and 65th Avenue East	\$3,432,000
20.10	SE Boundary Road	Coady Blvd to Robinson Access	New 2-lane arterial and traffic signal at Coady Blvd	\$4,968,000
20.11	Spine Road	Airport Road to 82nd Avenue Lakeside Drive to Rollyview Road	Widen to 4-lane divided arterial New 2-lane arterial	\$1,209,000 \$12,083,000



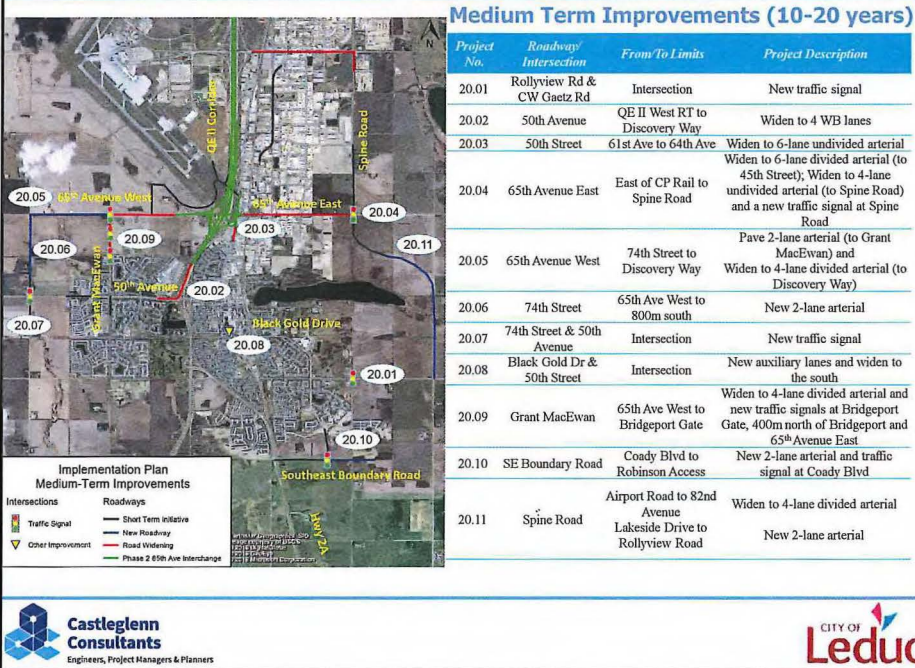
8. Long-Term Implementation Plan



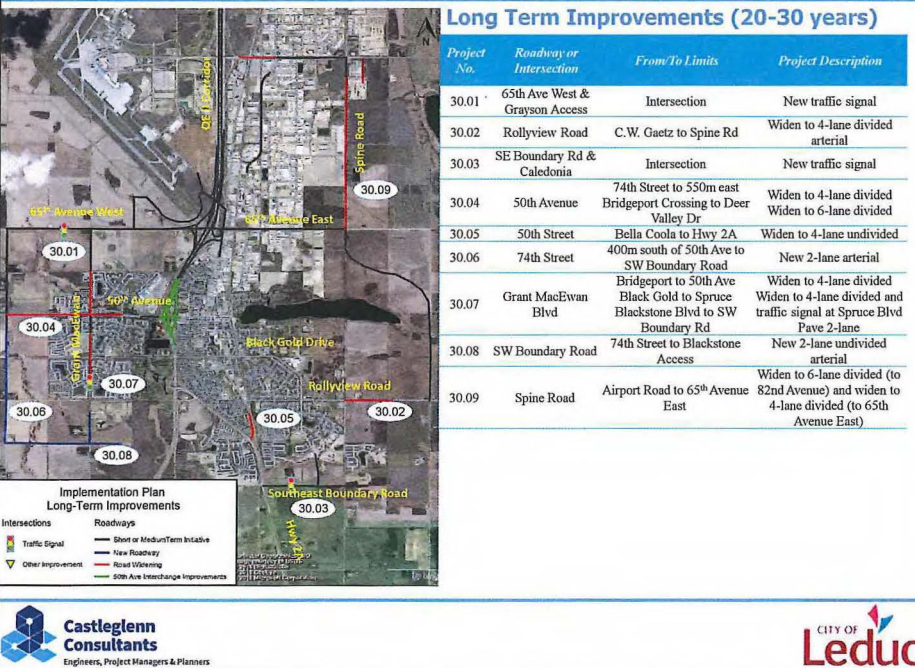
8. Short-Term Implementation Plan



8. Medium-Term Implementation Plan



8. Long-Term Implementation Plan



Black Gold Dr/50th Street Interim Improvements

Overall Intersection:

Current: LOS B-to-C and 13-to-19 sec delay

→

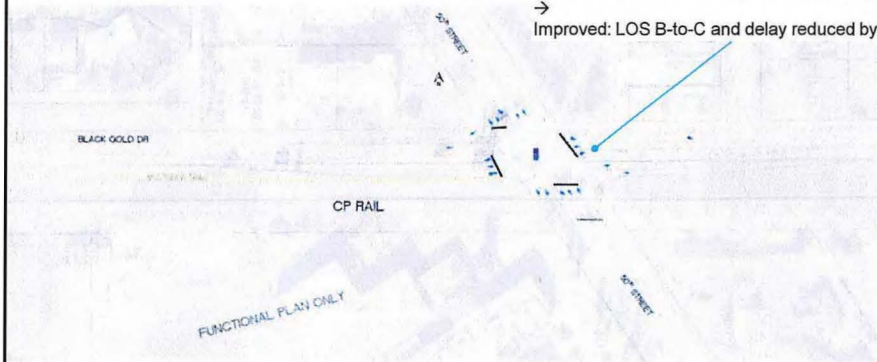
Improved: LOS A-to-B and delay reduced by up to 20%

WB-Th/LT:

Current: LOS C-to-D and 35-to-42 sec delay

→

Improved: LOS B-to-C and delay reduced by 25%



9. Black Gold Dr

Provision for Widening Under QE II

- 4-lane urban cross-section (Stage 1 – detailed survey req'd)
- QE II ultimate realignment and new bridges 4-lane urban cross-section (Stage 2)

50th Avenue Intersection Improvement

- 2-way, 4-lane street
- 6m raised median
- urban cross-section
- Widening to south requiring CP Rail lands

Black Gold Dr./ 50th Ave Intersection Improvements



First Stage: UNDER Existing QEII Corridor
(a detailed survey is required to choose the best configuration)



Second Stage: UNDER New QE II Corridor

- QE II realignment will require new Black Gold Drive bridges. An upgrade to a 4-lane urban divided configuration is possible.

