

TRAFFIC ADVISORY COMMITTEE

March 3, 2016

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Minutes of Traffic Advisory Committee Meeting held March 3, 2016 in the City of Leduc, Operations Building, Engineering Board Room.

Attendance Those in attendance:
Councillor Bob Young
Gerard Macneil, Manager, RCMP Administration and Enforcement
Michael Stadnyk, Community Peace Officer, Sergeant
Cst. Christopher Mosley, RCMP
Cst. Matt Easler, RCMP
George Clancy, Fire Chief
Shawn Olson, Director, Engineering
Rick Sereda, Director, Public Services
Gerry Lang, Manager, Infrastructure Maintenance
Kyle Van Steenoven, Engineering Project Manager
Mike Pieters, GM Infrastructure & Planning
Shirley Weslosky, Recording Secretary

Guests [REDACTED]
[REDACTED]
[REDACTED]

With Regrets Councillor, Terry Lazowski

Old Business

Background **1. Traffic volumes at Alton Drive (Kevin)** A letter was received from [REDACTED] Alton Drive, [REDACTED] concerned about speed, safety of the people using the sidewalks, noise pollution all due to the amount of traffic on Alton Drive. He would like to see more people using Grant McEwan Boulevard.

Decision **October 2, 2013** - The Traffic Advisory Committee discussed options such as putting a two way stop on Alton drive and removing signs on Black Gold Drive, this will redirect traffic to use Grant McEwan Boulevard.

February 6, 2014 – The entire area is being reviewed to understand trip generations and destinations.

May 8, 2014 Gerry will look at putting up a speed sign in this area. Alton Drive & area will be discussed with Traffic Solution Consulting.

August 28, 2014- Traffic Solution Consulting is still investigating.

November 6, 2014 - Kevin Cole is still looking into the changes in this area. Traffic Advisory Committee discussed the traffic calming program, which is putting in removable speed bumps in this area.

Other traffic calming areas where speed bumps could be used as a test pilot would be Caledonia and West Haven.

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March 5, 2015 – Three different styles of speed bumps for traffic calming were discussed. These speed bumps would reduce the speed to 25-40 km. These speed bumps are pinned in place on the road and removable through seasons. The traffic Advisory Committee would like to see a roll out program with three to four test areas such as the south end of Alton drive, Leduc Estates/St. Benedicts School. The traffic Advisory Committee would like to put up traffic calming test sites in three to four areas this spring or summer. A few different styles will be tested during this roll out program to see which styles are more effective. Signs would also be required for these speed bump locations. The areas where these speed bumps will be placed would have to meet a certain criteria. Administration will draft a placement criteria document and will send it out to Traffic Advisory Committee electronically for approval.

June 4, 2015 – No update

September 17, 2015 - Traffic calming is identified in the Transportation Master Plan.

For any local street to qualify for a traffic calming project review, the neighborhood must meet or pass at least one of the following criteria:

- 85th percentile speeds exceeding the posted speed limit by 10 kph
- Volumes exceeding 1,000 Vehicles Per Day (VPD) for local streets
- Volume of trucks, over 30 feet in length, exceeding one-half of one percent of the total traffic volume
- Curb parking occupancy exceeding 70% from 8 a.m. to 7 p.m.
- Traffic calming identified in the Transportation Master Plan

Rick Sereda has a budget for traffic calming, the plan is to do three pilot projects in 2016. Alton Drive will be one of the streets that will be considered for the traffic calming pilot project in 2016.

November 5, 2015 - There is no area in the City of Leduc that proceeds the 85th percentile speeds; based on this program it does not make sense to base the criteria on this percentile. The criteria for the location would be better if it was based on 15 percent over the speed limit. The Traffic Advisory Board were in agreement to have traffic calming in front of Leduc Estates & St. Benedict School on Alton Drive with removable speed bumps on this street. Traffic calming will be looked at on Alton Drive north of Black Gold Drive, the traffic needs to be redirected from Alton Drive. The last proposal will be to Council in March to amend the speed bylaw.

The Committee would like to see speed data placed on the website as well as speed signs should be put up right away in the areas with concerns.

Action

March 3, 2016 – Traffic calming pilot project will be on Alton Drive from 50 Avenue to Windrose Drive. Traffic Advisory Committee (TAC) recommends speed bumps all along Alton Drive with speed bump signage. TAC also recommends the speed limit along Alton Drive to be changed to 30 km. A request to change the speed bylaw will be going to Council.

Bring back to next meeting

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Background **2. Delineators in front of Petro Canada gas station** on 50th Avenue should be considered, as traffic gets backed up due to people turning into the Petro Canada.

Decision **November 5, 2015 - Kyle** will look into the need for the delineators on 50th Avenue and bring more information back to the next meeting.

Action **March 3, 2016** – At this time there is no need for delineators. When the Leduc Downtown Revitalization Project is completed in 2016 there will be bulb outs placed near the intersection on 50 Avenue and 50 Street going east bound. This will move traffic flow into one lane, and may require additional review.

Take off Agenda

New Items

Background **3. School Zone Designation on Black Gold Drive between 50th Street and 46 Street.**
(Rick)

████████████████████ attended the meeting at 1:25 p.m.

██████████ received a ticket around 4 p.m. in the fall of 2015 on Black Gold Drive between 50 street and 46 Street. He would like to see the speed limit of the school zone raised to 50 km due to this road being a four lane arterial road, and his analysis based on the Provincial School Zone Guideline Matrix. Vehicles drive beyond the speed limit along Black Gold Drive receiving tickets. ██████████ mentioned that the sun could have played a role on not seeing the flashing lights in front of the school, in this case the flashing lights could be raised just a bit to be seen well by drivers. ██████████ expressed that school zones should be avoided on arterial roads. Arterial roads with school zones can appear to motorists as contradicting the roadway function and may be unexpected and not followed.

Decision Black Gold Drive was discussed at length by the Traffic Advisory Committee. With the combination of the drivers already speeding over 30 km on this road, children jaywalking and the Canadian Pacific Railway going through this arterial road they do not feel that raising the speed limit at this time is warranted.

Action **Bob Young** will check with the Ecole Leduc Junior High School Principal to get the schools opinion on the school zone.

Bring back to next meeting

Background **4. ██████████ would like to see the left turn put back in place on 50 Avenue and 47 Street going north.** This will allow traffic easier access traveling to his business, at the ██████████ ██████████ at 57 ██████████ 47 Street, Leduc. (Shawn)

████████████████████ attended the meeting at 1:55 p.m.

Decision There is no possibility of changing the traffic lights on 50 Avenue and 47 Street, due to the timing of the lights. This would reduce the traffic efficiency by 30%. The Traffic Advisory Board were in favor of placing wayfinding signs on 50 Avenue approaching 50 Street to help direct traffic to 47 Street business area as well as 48A Street. There will also be a sign placed on 54 Avenue to help direct traffic to 47 Street.

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Engineering will work with wayfinding and Public Services to place required signage.

Action *Take off Agenda*

Background **5. School Zones:** (Chris)

- a) Propose a simplification of the school zone rules/hours with TAC - putting all school zone speeds in effect from 8:00 a.m. to 4:30 p.m., not broken up into multiple times of on and off like they are now. If this change is considered; one small sign on each school zone access would be required.
- b) Proposal to make Blackgold Drive along the Ecole Leduc Junior High School a 50 km zone and no longer 30 km zone.

Decision a) With the arterial school zones staying at 30 km/h traffic would be negatively impacted by this change therefore the school zone speed will stay as is at all school locations. (See item 3)

b) (See item 3)

Action *Take off agenda*

Background **6. Two hour parking downtown** the new parking spots on the far east part of the downtown area, parallel to the train tracks, are designated as 2 hour limits, to be consistent with all the other parking in the downtown core. (Shawn)

Decision The Traffic Advisory Committee would like to see unrestricted parking in some areas downtown for staff. This will be taken to the Downtown Business Association (DBA) for discussion.

Kyle will discuss with DBA Members.

Action *Bring back to next meeting*

Background **7. [REDACTED] is requesting no parking signs along the train tracks on 48 Street by the condo property at [REDACTED] 48 Street.** The condo is having waste collection issues; the waste trucks can't collect the waste bins when cars are parked along the tracks because there is not enough clearance. (Kyle)

Decision **Gerry** will have Public Services put up no parking signs along a section of 48 Street.

Action *Take off Agenda*

Background **8. Signs at high collision locations** (Shawn/Chris)

- a) The first consideration for high collision sign is that there is an abundance of signs out there. There needs to be something special about the sign.
- b) The second consideration for high collision sign is that the sign needs to be strategically located. The location of the sign needs to be picked to have the largest effect on the driving population.

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- c) Chris Mosley is proposing a combination of the standard "HIGH COLLISION LOCATION" sign. That the signs have LED lighting to draw driver's attention to it. The locations for these signs to consider would be 50 Avenue. and Highway 2 and/or 50 Avenue. and Discovery Way, with the LED's flashing during the peak times.

Decision This request was withdrawn due to agenda item number nine resolution.

Action *Take off agenda*

Background **9. Protected left turns (only left turn on flashing arrow, and not on solid green)** at the intersections of 50 Avenue at Highway 2 Northbound, and 50 Avenue at Discovery Way. (Chris)

Decision Protected turns will be implemented at both locations.

Action **Kyle** will look into changing the lights on 50 Avenue and Discovery Way and at 50 Avenue and Highway 2.

Bring back to next meeting

Background **10. Re-Activation of photo laser location on Highway 2A.** The community has a safety concern of children crossing Highway 2A at Southfork Drive. (Chris)

Decision The Traffic Advisory Committee are in favor of Automated Traffic Enforcement (ATE) watching this intersection for the safety of pedestrians and other drivers.

Action *Take off Agenda*

Background **11. Yield Sign when turning north bound off Black Gold Drive onto 46 Street (Kyle)**
The Goldage apartments driveway is too close to the corner on Black Gold Drive and 46 Street. Traffic turning left onto 46 Street off of Black Gold Drive wanting to turn into the Goldage apartments driveway are finding that drivers in the right lane are not yielding to them, even though the yield sign is there.

Decision The Traffic Advisory Committee would like the yield sign to stay in place for cars to yield to the traffic on the left. They would also like to see if there is a possibility of getting rid of the driveway at Goldage apartments and having the one driveway at Salem Manor for both locations. Having one driveway for Salem Manor and Goldage apartments would solve the merging of traffic issue off of Black Gold Drive.

Kyle will discuss with Leduc Foundation the possibility of one driveway and putting in a road on their property to join Salem Manor and Goldage apartments.

Action *Bring back to next meeting*

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Background 12. Parking at the top of the hill on 53 Avenue and 43 Street. (Gerry)

██████████ would like to see signage placed at the top of the hill that says “No parking for park access please use the parking lot to the North access via 56 Avenue.”

Decision In the near future a turnaround will be put in by Public Services at the end of 43 Street. The Traffic Advisory Committee would like to have signs in this area redirecting traffic to park at the parking lot off of 43 Street. “No parking” signs are not required on this street.

Gerry will put up signs in this area to redirect traffic.

Action *Take off Agenda*

Background 13. Intersection (cross walk) at 50 Street and 47 Avenue (Shawn)

- a) ██████████ sent an email requesting enforcement for both pedestrian and drivers at this crossing. He would also like to see signalized lights at this location.
- b) ██████████ sent an email requesting enforcement at this intersection/crosswalk. She also requests moving the cross walk signal to the other side of the intersection so that pedestrians only cross once.

Decision It was discussed that ATE could watch this intersection for vehicles not stopping for pedestrians.

Gerard will look into ATE helping patrol this intersection.

Kyle will look into a bus pull in along 50 Street near 47 Avenue to help with traffic congestion.

Gerry will mark cross walk across 47 Avenue.

Action *Bring back to next meeting*

Background 14. Alton Drive and Wakefield Place resident ██████████ is concerned about vehicles speeding south on Alton Drive. (Gerard)

Decision Traffic calming pilot project has been recommended on Alton Drive from 50 Avenue to Windrose Drive. There will be speed bumps all along Alton Drive and a speed reduction to 30km/h.

Action **Gerard** will advise ██████████ of the outcome of the meeting.

Take off Agenda

Background 15. Traffic Advisory Draft Committee of Council Update – (Kyle)

Decision The Council update was reviewed, Shawn and Gerard will present the update to Council on April 11, 2016.

Action *Take off Agenda*

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Background **16. Willow Park School Crosswalk - (Gerry)**
There was a concern from residents that traffic is not stopping for students at the crosswalk in front of Willow Park School. Cars are parking too close to the crosswalk causing poor visibility for drivers to see children crossing.

Decision It was decided by the Traffic Advisory Committee to paint the curb yellow a distance of 5m.

Action **Gerry** will have Public Services paint the curb in the spring 2016.

Take off Agenda

Background **17. Automated Traffic Enforcement on Highway 2. (Chris)**

Fire Chief, George Clancy arrived at 3:00 p.m.

RCMP presented data showing high level of excessive speeding on highway 2 within the city boundaries. This creates a large safety risk to the travelling public and emergency services.

Decision The Traffic Advisory Committee is in favor of ATE along this stretch of highway 2.

Gerard will seek Council approval for ATE on Highway 2.

Action *Bring back to next meeting*

Meeting was adjourned at 3:40 p.m.

Next meeting – June 2, 2016 at 1:00 p.m. – OPS Building, 2nd Floor, Engineering Board Room.