

TRAFFIC ADVISORY COMMITTEE

AGENDA

DATE: February 24, 2022

TIME: 1:00 p.m. – 3:00 p.m.

LOCATION: City of Leduc Operations Building, Second Floor Boardroom

ITEMS FOR DISCUSSION:

Public Commentary

Previous Business Items

1. Traffic Sign Art Submissions – Sign Locations (Cameron Chisholm)

Cameron Chisholm was approached by an Art teacher and commissioned their class to submit drawings. They then picked four pieces and made them into traffic signs. Cameron Chisholm sponsored the event and in return, hosted a pizza party. The winners also had a traffic sign given to them. Cameron is unsure about deviating from normal traffic signs. The “art” piece would be something that would make Leduc different. We could have the standard “High Collision Area” sign with an art sign below. Cameron recommends installing signs at the 50 Avenue and 50 Street, and 50 Avenue and Highway 2 intersections. We would probably need four signs at 50 Avenue and 50 Street and then depending upon how we sign 50 Avenue at Highway 2, maybe 3 more. Cameron suggests picking a couple of winners to get a good variety. This was a hit when we put up the railroad traffic art signs with some of the Council; they really liked the art concept. Cameron suggests we have to do something to address our issues at these intersections.

September 16, 2021 Meeting: Cameron Chisholm will present signs at the next TAC meeting. There will be 4 signs chosen, one for each intersection.

December 2, 2021 Meeting: *Bring back to the next meeting for discussion.*

2. Speeding on Grant MacEwan (Kyle van Steenoven)

This concern was brought forward during Council Orientation. Speed awareness signs are currently installed south of Black Gold Drive on Grant MacEwan. The average speed is 52 km/hour in the North end, and 57 km/hour South of 50 Avenue.

December 2, 2021 Meeting: A speed awareness sign will be moved further North on Grant MacEwan to gather data for the new portion of the road. TAC also suggested speed signs South of the train tracks and in the new area North of Black Gold Drive. *Kyle Wilkin will bring the speed awareness sign data back to the next meeting.*

3. Highway 2 through Leduc (Mayor Young)

TAC suggested that there should be a light installed for the merging lane onto Highway 2, and suggested that the speed should be reduced to 80 km/hour due to the many accidents and traffic violations and in consideration of many resident complaints.

December 2, 2021 Meeting: TAC agreed to draft a letter to MLA Rutherford addressed from Mayor Young, providing recommendations to install a flashing light indicating “Merging Traffic” and to consider reducing traffic speed to 80 km/hour. This letter was distributed on February 14, 2022.

4. Traffic Speed on 45 Avenue and 52 Street (Shawn Olson)

A resident has brought forward concerns regarding regular speeds in excess of 50 km/hour North and South bound on 52 Street north of 45 Avenue. This request was previously brought forward to TAC in 2016 and Enforcement Services found no speeding concerns in this area. However, in the years that have followed the resident believes that the speeds have increased and at that time it may have just been temporarily slow due to weather conditions. It was suggested to consider installing a speed awareness sign to verify whether conditions have changed in the last 5 years, especially given the new housing development in Linsford.

December 2, 2021 Meeting: A speed awareness sign will be installed North of 45 Avenue catching Southbound traffic, which will be in convert mode. *Kyle Wilkin will bring the speed awareness sign data back to the next meeting.*

New Business Items

5. TAC Conference (Shawn Olson)

The 2022 TAC Conference will be held at the Edmonton Convention Centre from October 2 - 5, 2022. The conference will be a hybrid event, held both in person and remotely.

6. Parking Concerns on Meadowview Way (Kyle van Steenoven)

No Parking signs were recently installed on Meadowview Way in late December 2021, which impacts street parking for 8 homes. This road was never designed for parking and was constructed as a drive lane adjacent to homes; however, the Developer previously missed installing the No Parking signage. Multiple residents have approached the City upset as they were led to believe that on street parking was available in front of their homes, as their realtor or homebuilder did not advise them of these parking restrictions. The City advised residents that this concern would be brought forward to TAC to have a look at to determine whether alternative parking solutions can be found. Shawn Olson advised that unfortunately nothing can be done about the parking here and we would not give parking temporarily and then take it away later (the developer being late on installing the signs has already caused grief as evidenced by these complaints).

7. Capri Road & Camelot Avenue – Back Lane Sightline Concerns (Shawn Olson)

A resident has brought forward a concern regarding a dangerous intersection on the North West side back lane of Capri Road and Camelot Avenue. When exiting from the back lane, it is absolutely impossible to see vehicles. Ever since the Canada Post mailboxes have been changed it has added to the lack of sight, along with a residence that has a yard full of old vehicles and materials that obscure traffic coming from the south on Camelot. The resident can only exit their garage one way, forcing them to use this intersection. Something needs to be done here, as there have been too many close calls. This is unavoidable accident waiting to happen until the visibility is corrected.

8. Snow Removal Vehicle Conflicts (Rick Sereda & Cameron Chisholm)

Public Services is experiencing continued issues with parked vehicles impeding snow removal, despite deploying signage in advance requesting residents to remove their vehicles from the street. Public Services and Enforcement Services would like to discuss potential solutions that could be implemented, such as ticketing and towing vehicles.

9. 48 Street Parking Concerns by Leduc Hospital (Shawn Olson)

A resident living on 48 Street across from the Leduc Hospital experiences ongoing parking issues, where vehicles often park blocking their driveway despite it being visible. Vehicles also park very close to the Stop sign on 48 Street and 42 Avenue and are not respecting the appropriate set back distance, causing sightline issues when the resident is exiting their driveway. Parking issues on 48 Street are ongoing and the resident repeatedly contacts Bylaw to assist with having owners move their vehicles, or fining offenders. A Bylaw Officer recently suggested that the resident bring this forward to TAC to

determine whether a permanent solution can be found, as the resident is becoming frustrated with constantly needing to contact Bylaw for assistance.

10. 2022 Traffic Advisory Committee Meeting Dates (Shawn Olson)

Sgt. Dimopoulos, the new appointed RCMP TAC member, has advised that the RCMP attend a meeting the last Thursday afternoon of each month, which will conflict with the TAC 2022 meeting schedule. As such, it is recommended to amend the 2022 meeting schedule to ensure that TAC has representation from the RCMP. It is suggested that TAC adopt the following amended meeting dates:

- Thursday, April 14, 2022
- Thursday, June 9, 2022
- Thursday, September 8 or 15, 2022
- Thursday, November 10, 2022

Information Items

Next Meeting – Tentatively April 14, 2022 at 1:00 p.m.
City of Leduc Operations Building, Second Floor Boardroom

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Minutes of the Traffic Advisory Committee Meeting held on February 24, 2022 in the City of Leduc Operations Building, Second Floor Boardroom, as well as virtually via Zoom.

Attendance

Those in Attendance in Person:

Mayor Bob Young
Shawn Olson, Director, Engineering
Rick Sereda, Director, Public Services
Kyle Wilkin, Manager, Infrastructure Maintenance
John Prokopiw, Community Peace Officer I, Enforcement Services
Cameron Chisholm, Manager, RCMP Administration and Leduc Enforcement Services
Blair Martin, Engineering Project Manager
Shannon Bremner, Recording Secretary

Those in Attendance Virtually:

Councillor Laura Tillack
Kevin Wenzel, Manager, Public Transportation
Brian Oliver, Fire Prevention Officer

With Regrets

Mike Pieters, General Manager, Infrastructure & Planning
Michael Stadnyk, Community Peace Officer, Sergeant
Kyle van Steenoven, Manager, Capital Projects and Development
Gerry Kelly, Deputy Fire Chief
Chad Pushie, RCMP

Public
Commentary

No Public Commentary

CALL TO ORDER

Shawn Olson called the meeting to order at 1:02 p.m.

APPROVAL OF AGENDA

The following emergent items were added to the agenda.

Under Previous Business Items:

5. Pedestrian Crosswalk Lights at Southfork Drive and Southfork Blvd. (Kyle Wilkin)

Under New Business Items:

12. Sound Attenuation (Mayor Young)

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PREVIOUS BUSINESS ITEMS

Background

1. Traffic Sign Art Submissions – Sign Locations (Cameron Chisholm)

Cameron Chisholm was approached by an Art teacher and commissioned their class to submit drawings. They then picked four pieces and made them into traffic signs. Cameron Chisholm sponsored the event and in return, hosted a pizza party. The winners also had a traffic sign given to them. Cameron is unsure about deviating from normal traffic signs. The “art” piece would be something that would make Leduc different. We could have the standard “High Collision Area” sign with an art sign below. Cameron recommends installing signs at the 50 Avenue and 50 Street, and 50 Avenue and Highway 2 intersections. We would probably need four signs at 50 Avenue and 50 Street and then depending upon how we sign 50 Avenue at Highway 2, maybe 3 more. Cameron suggests picking a couple of winners to get a good variety. This was a hit when we put up the railroad traffic art signs with some of the Council; they really liked the art concept. Cameron suggests we have to do something to address our issues at these intersections.

September 16, 2021 Meeting: Cameron Chisholm will present signs at the next TAC meeting. There will be 4 signs chosen, one for each intersection.

December 2, 2021 Meeting: Bring back to the next meeting for discussion.

Decision

This was deferred to the next TAC meeting.

Action

Cameron Chisholm will present the signs at the next TAC meeting.

CARRIED. *Bring back to the next meeting.*

Background

2. Speeding on Grant MacEwan (Kyle van Steenoven)

This concern was brought forward during Council Orientation. Speed awareness signs are currently installed south of Black Gold Drive on Grant MacEwan. The average speed is 52 km/hour in the North end, and 57 km/hour South of 50 Avenue.

December 2, 2021 Meeting: A speed awareness sign will be moved further North on Grant MacEwan to gather data for the new portion of the road. TAC also suggested speed signs South of the train tracks and in the new area North of Black Gold Drive. Kyle Wilkin will bring the speed awareness sign data back to the next meeting.

February 24, 2022 Meeting: Public Services has been extremely busy with snow removal, so the speed awareness signs have not been deployed yet. The speed awareness signs will be installed as soon as crews are available.

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Decision Speed awareness signs will be moved further North on Grant MacEwan to gather data for the new portion of the road, as well as South of the train tracks and in the new area North of Black Gold Drive.

Action **Kyle Wilkin** will install the speed awareness signs on Grant MacEwan and will bring the speed awareness sign data back to the next meeting.

CARRIED. *Bring back to the next meeting.*

Background **3. Highway 2 through Leduc (Mayor Young)**

TAC suggested that there should be a light installed for the merging lane onto Highway 2, and suggested that the speed should be reduced to 80 km/hour due to the many accidents and traffic violations and in consideration of many resident complaints.

December 2, 2021 Meeting: TAC agreed to draft a letter to MLA Rutherford addressed from Mayor Young, providing recommendations to install a flashing light indicating “Merging Traffic” and to consider reducing traffic speed to 80 km/hour.

February 24, 2022 Meeting: The letter signed by Mayor Young was sent to MLA Rutherford on February 15, 2022. Mayor Young noted that he also spoke with the Minister regarding poor road conditions on the section of Highway 39 that is underneath the Highway 2 overpass, which requires attention. It was suggested that the City could manage this repair work, and invoice the Province afterwards for the work undertaken.

Decision **TAC recommend to Council** – It was suggested that the City could manage the repair work on Highway 39 under the Highway 2 overpass, and invoice the Province afterwards for the work undertaken.

Action **Kyle Wilkin** and **Rick Sereda** will draft a letter to Alberta Transportation in regards to this necessary repair work, to be signed by Mayor Young.

CARRIED. *Remove from the agenda.*

Background **4. Traffic Speed on 45 Avenue and 52 Street (Shawn Olson)**

A resident has brought forward concerns regarding regular speeds in excess of 50 km/hour North and South bound on 52 Street north of 45 Avenue. This request was previously brought forward to TAC in 2016 and Enforcement Services found no speeding concerns in this area. However, in the years that have followed the resident believes that the speeds have increased and at that time it may have just been temporarily slow due to weather conditions. It was suggested to consider installing a speed awareness sign to verify whether conditions have changed in the last 5 years, especially given the new housing development in Linsford.

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December 2, 2021 Meeting: A speed awareness sign will be installed North of 45 Avenue catching Southbound traffic, which will be in convert mode. Kyle Wilkin will bring the speed awareness sign data back to the next meeting.

February 24, 2022 Meeting: Public Services has been extremely busy with snow removal, so the speed awareness sign has not yet been deployed. The speed awareness sign will be installed as soon as crews are available.

Decision A speed awareness sign will be installed North of 45 Avenue catching Southbound traffic, which will be in convert mode.

Action **Kyle Wilkin** will install a speed awareness sign at this location and will bring the speed awareness sign data back to the next meeting.

CARRIED. *Bring back to the next meeting.*

Background **5. Pedestrian Crosswalk Lights at Southfork Drive and Southfork Blvd. (Kyle Wilkin)**

This item was brought forward at the previous TAC meeting on December 2, 2021 (agenda item #10), where TAC approved installing flashing pedestrian lights on the west side of this intersection.

February 24, 2022 Meeting: Kyle Wilkin clarified that this request was actually in reference to the Southfork Drive and Southwick Street / Blvd. intersection. TAC also approved installing flashing pedestrian crosswalk lights at the Southfork Drive and Southwick Street / Blvd. intersection on December 2, 2021 (agenda item #25). Therefore, it was clarified that flashing pedestrian lights are not required at the Southfork Drive and Southfork Blvd. intersection.

Decision **TAC recommend to Council** – TAC agreed that flashing pedestrian crosswalk lights are not required at the intersection of Southfork Drive and Southfork Blvd. Pedestrian lights will only be installed at the Southfork Drive and Southwick Street/ Blvd. intersection.

Action No action is required due to this clarification.

CARRIED. *Remove from the agenda.*

NEW BUSINESS ITEMS

Background **6. TAC Conference (Shawn Olson)**

The 2022 TAC Conference will be held at the Edmonton Convention Centre from October 2 - 5, 2022. The conference will be a hybrid event, held both in person and

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remotely. This was a notice for awareness and TAC members are encouraged to attend, as it is a valuable learning opportunity.

Decision Further information regarding the 2022 TAC Conference will be brought forward once available.

Action **Shannon Bremner** will bring further conference information forward, once available.

CARRIED. *Bring back to the next meeting.*

Background **7. Parking Concerns on Meadowview Way (Kyle van Steenoven)**

No Parking signs were recently installed on Meadowview Way in late December 2021, which impacts street parking for 8 homes. This road was never designed for parking and was constructed as a drive lane adjacent to homes; however, the Developer previously missed installing the No Parking signage. Multiple residents have approached the City upset as they were led to believe that on street parking was available in front of their homes, as their realtor or homebuilder did not advise them of these parking restrictions. The City advised residents that this concern would be brought forward to TAC to have a look at to determine whether alternative parking solutions can be found. Shawn Olson advised that unfortunately nothing can be done about the parking here and we would not provide parking temporarily and then take it away later (the developer being late on installing the signs has already caused grief as evidenced by these complaints).

These homes are located along the corner of a busy intersection, where Pioneer Road intersects with Meadowview Way. In the future, Pioneer Road will be a 4 lane road which will have a considerable amount of traffic. As such, these properties were designed to have parking in the rear. Additionally, a main concern is that parking on the front street will not allow sufficient space for emergency response vehicles, as the concrete median cannot be removed considering power is installed underneath.

Decision **TAC recommend to Council** – No action will be taken in regards to parking accommodations, as these lots were designed to have rear parking.

Action **Blair Martin** will follow up with the residents to advise of TAC's decision.

CARRIED. *Remove from the agenda.*

Background **8. Capri Road & Camelot Avenue – Back Lane Sightline Concerns (Shawn Olson)**

A resident has brought forward a concern regarding a dangerous intersection on the North West side back lane of Capri Road and Camelot Avenue. When exiting from the back lane, it is absolutely impossible to see vehicles. Ever since the

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Canada Post mailboxes have been changed it has added to the lack of sight, along with a residence that has a yard full of old vehicles and materials that obscure traffic coming from the south on Camelot. The resident can only exit their garage one way, forcing them to use this intersection. Something needs to be done here, as there have been too many close calls. This is unavoidable accident waiting to happen until the visibility is corrected.

It was confirmed that this is a blind turn that requires attention. Enforcement Services has addressed the private property concerns that were contributing to the sightline issue. It was recommended to install no parking signs at the left corner of the alley exit, on Capri Road and Camelot Avenue. The Canada Post mailbox is not believed to contribute to the sightline concern, as vehicles can see past the mailbox when slowly approaching the alley exit.

Decision **TAC recommend to Council** – No parking signage will be installed at the left corner of the alley exit on Capri Road and Camelot Avenue, to improve sightline when exiting this alley.

Action **Kyle Wilkin** will install no parking signage at the left corner of the alley exit on Capri Road and Camelot Avenue.

Shannon Bremner will follow up with the resident to advise of TAC's decision.

CARRIED. *Remove from the agenda.*

Background **9. Snow Removal Vehicle Conflicts (Rick Sereda & Cameron Chisholm)**

Public Services is experiencing continued issues with parked vehicles impeding snow removal, despite deploying signage in advance requesting residents to remove their vehicles from the street. Public Services and Enforcement Services discussed potential solutions that could be implemented, such as ticketing and towing vehicles. Considering that snow removal efficiency is decreased by 30% - 40% when vehicles are parked on the roadway, TAC agreed that parking bans are required, which is consistent with other communities such as Strathcona County.

Similar to Strathcona County, it was suggested to implement 3 day parking ban timeframes in subdivisions to allow Public Services to work 24 hours a day in severe snow events, in an effort to complete each subdivision as quickly as possible. This is expected to impact residents who live in subdivisions once or twice a season, whereas residents living on arterial roads will be impacted more frequently. Public Services plans to utilize road signage, social media, the SeeClickFix app and other tools to communicate road bans to residents in advance, advising of snow removal dates. Public Services may also proactively distribute an annual letter to residents who live on arterial roads, reminding them of seasonal parking bans when snow removal is occurring. Prior to snow removal equipment arriving on site, Community Peace Officers (CPO's) will assist Public

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Services by contacting vehicle owners to request that they remove their vehicles from the road, whenever possible (e.g. door knock, phone call). If the CPO's are unable to contact the vehicle owner and a tow is necessary, vehicles will be towed to a near location whenever possible, to keep tow costs to a minimum. Based on feedback from other municipalities, it is believed that this will be the most effective process to improve snow removal efficiency. There will be costs involved to move forward with implementation, including road signage, additional labour costs, cell phones dedicated for snow removal and communication resources. However, these costs will be recovered through improved snow removal efficiency.

Before proceeding, the Traffic Bylaw must be amended to provide authority for the City Manager to conduct courtesy tows, which will also be useful for emergency road work situations. Cameron Chisholm is preparing a Council report regarding the proposed Traffic Bylaw amendments, to include provision for towing vehicles, and to gain Council's approval of the financial implications.

Decision **TAC recommend to Council** – TAC supports the snow ban recommendations and supports amending the Traffic Bylaw to legally allow the City to tow vehicles.

Action **Cameron Chisholm** will bring the necessary Traffic Bylaw amendments forward to Council.

CARRIED. *Remove from the agenda.*

Background **10. 48 Street Parking Concerns by Leduc Hospital (Shawn Olson)**

A resident living on 48 Street across from the Leduc Hospital experiences ongoing parking issues, where vehicles often park blocking their driveway despite it being visible. Vehicles also park very close to the Stop sign on 48 Street and 42 Avenue and are not respecting the appropriate set back distance, causing sightline issues when the resident is exiting their driveway. Parking issues on 48 Street are ongoing and the resident repeatedly contacts Bylaw to assist with having owners move their vehicles, or fining offenders. A Bylaw Officer recently suggested that the resident bring this forward to TAC to determine whether a permanent solution can be found, as the resident is becoming frustrated with constantly needing to contact Bylaw for assistance.

The Engineering department is reconstructing roads around the hospital in 2022, so this is a good opportunity to consider parking concerns on this road. It is recommended to install small poles adjacent to each resident's driveway to indicate the appropriate set back distance, along with signs advising of no parking. These measures will aid in improving the visibility of driveways on this street.

Decision **TAC recommend to Council** – TAC supports installing small poles adjacent to each residents driveway along 48 Street to aid with visibility, along with no parking signs.

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Action **Kyle van Steenoven** will ensure that poles are installed adjacent to driveways along 48 Street during construction in 2022, along with no parking signs.

Shannon Bremner will follow up with the resident to advise of TAC's decision.

CARRIED. *Remove from the agenda.*

Background **11. 2022 Traffic Advisory Committee Meeting Dates (Shawn Olson)**

Sgt. Dimopoulos, the new appointed RCMP TAC member, has advised that the RCMP attend a meeting the last Thursday afternoon of each month, which will conflict with the current TAC 2022 meeting schedule. As such, it is recommended to amend the 2022 meeting schedule to ensure that TAC has representation from the RCMP. TAC adopted the following amended meeting dates:

- Thursday, April 14, 2022
- Thursday, June 9, 2022
- Thursday, September 8, 2022
- Thursday, November 10, 2022

Decision **TAC recommend to Council** – The amended 2022 meeting dates were approved.

Action **Shannon Bremner** will circulate meeting invitations for these dates.

CARRIED. *Remove from the agenda.*

Background **12. Sound Attenuation (Mayor Young)**

Council has recommended that TAC be responsible to receive and investigate sound attenuation concerns. Going forward, TAC will be responsible to investigate sound concerns and bring recommendations forward to Council, in accordance with existing TAC processes.

Decision **TAC recommend to Council** – TAC will receive and investigate sound attenuation concerns going forward, and will bring recommendations forward to Council.

Action No action is required.

CARRIED. *Remove from the agenda.*

INFORMATION ITEMS

No further items were brought forward for discussion.

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ADJOURNMENT

The meeting was adjourned at 2:04 p.m.

NEXT MEETING

April 14, 2022 at 1:00 p.m.
City of Leduc Operations Building, Second Floor Boardroom