

TRAFFIC ADVISORY COMMITTEE

A G E N D A

DATE: June 17, 2021

TIME: 1:00 p.m.

PLACE: GoToMeeting

ITEMS FOR DISCUSSION:

Public Commentary

Items carried forward from previous meeting

1. Residents of Southfork are inquiring about the possible summer installation of speed tables on Southfork Drive. As summer approaches and the neighborhood of Southfork expands, speed and safety on Southfork Drive has been a concern to many residents for at least the last five to ten years. The posted 50km/hr signs are not registering with some drivers and many residents are of the opinion that a couple speed tables installed on the long straight stretch of Southfork Drive would be a welcomed addition to slow down and reduce the speed of some drivers. Southfork Drive is a school bus route and has a number for posted pedestrian crossings that by adding a couple speed tables would help make this area safer.

We are aware that discussion of posting new signage and reducing the speed limits for residential is tabled for discussion. That is a welcomed possible addition as has bylaw enforcement over the last few years. We have seen people either slow down or being ticketed by law enforcement when they have monitored Southfork Drive over the years. The city has a digital speed sign on the east bound lane near the entrance that in all honesty should be installed a city block or two farther west on Southfork Drive to gather honest and pertinent data. We are also wondering if the city was open to look at the idea of looking at installing a couple speed tables on Southfork Drive as the City has done annually in Leduc Estates.

Possible suggestions for speed table locations along Southfork Drive:
Between Southfork Place and Southwick Blvd
Between Southwick Blvd and Sheppard Blvd
Between Sheppard Blvd and Southfork Blvd
(Shawn Olson)

April 15, 2021 - TAC recommend to Council – TAC were in agreement that reducing the speed in Southfork will slow traffic down. The speed data sign will be moved further west to see if there is a change in speed.

2. Resident has concerns on Grant MacEwan Drive, as there is no “left turn” signal light on this intersection, for those coming into the city from the west. (Kyle Van Steenoven)
April 15, 2021 - TAC recommend to Council – This intersection is scheduled to be modified in the future, but not at this time. Cameron will bring this intersections collision data to the June 17, 2021 meeting.

New Items

3. When the street lighting was redone by FORTIS to accommodate the Black Gold Drive project, they added these lights at all crosswalks as their new streetlight design required additional lighting at these locations. We have previously been advised by FORTIS that to meet IES (Illuminating Engineering Society) standard, the light needs to be placed between the pedestrian and the vehicle.

During install last year after we flagged a concern with FORTIS regarding potential conflict. We had them install the remaining light standards “behind” the crosswalk so as not to obscure the pedestrian flashers. Though this no longer meets the IES standard, the risk was mitigated by the illuminated pedestrian flashers at these locations. Unfortunately, the light standard on the North side of BGD at this location (and several others) was installed before this change was made. The difference between this location and other locations with this install configuration appears to be the specific model of the flashers at this location. The flashers at this crossing are an older model that were not replaced as part of the BGD project. This older model has a single circular flasher facing oncoming traffic and the pole can potentially fully obscure this flasher as vehicle traffic approaches. At other locations, the newer standard is a flasher bar that extends on either side of the pole as traffic approaches. I have attached a few images to contrast the two different types of install/models of flashers for reference. It should be noted that the photo approaching Fred Johns was taken from the center median and does not fully show the extent of actual conflict between the pole and light when travelling westbound on BGD. (Kyle Van Steenoven)

4. Gerry Kelly is looking to get no parking painted at the exit from the multiway to the Lions Park parking lot and at the cul-de-sac entrance to the multiway from north Telford. The reason is that in an emergency evacuation they want to make sure there is no obstruction for vehicles that have to drive down the path.

Additionally, they are asking next time there is major maintenance to that multiway area to have the bollards extended out a little for ease of transportation, more as a reminder than an immediate action item. (Shawn Olson)

5. We live in Leduc at the south end of 42 Street south of Rolleyview Road. For years we have had to put up with people winding up their vehicles as they round the corner off Campbell Road onto 42 Street northbound. Countless times we have seen children almost hit, a dog killed and talking with Peace officers they say there is nothing that can be done. Friends have moved off this street because of no action from Police to make sure their kids were safe. Last weekend my grandson almost got hit just going to his dad’s car, (not playing on the street) that was the last straw. I would like to know what your RCMP officers can do to maybe set up the odd radar trap to detract drivers from speeding, or possibly a speed bump, or possibly a three way stop on Campbell Road. (Cameron Chisholm)

6. Requesting cycle dismount signage and zebra stripes or flashers on 50 Avenue at Alton and Grant MacEwan. Increased visibility and pedestrian dismount signage where our active transportation network intersects with non-lit crossings adjacent to major highways/roadways (50 Avenue, HWY 2A, etc where cars are looking at hitting a gap in the traffic flow and are less concerned with pedestrians crossing the wrong way). (Shawn Olson)
7. Collision Analysis results 2020 (Cameron Chisholm)
8. With regards to the speed awareness sign on 38 Avenue, this was brought to TAC by back in November 2020 and we determined at that time that speeding did not appear to be a problem however the resident requested that we move the speed awareness sign closer to where the speeding was actually occurring which is east, further away from the 4-way stop. That sign was relocated in February and since its installation it has registered one speed of 92km/hr and an 85% average of 63km/hr. This has been brought back to TAC for speed awareness data review. (Shawn Olson)

Information Item

Any other items

Next Meeting – September 16, 2021 – TBD

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Minutes of the Traffic Advisory Committee Meeting held June 17, 2021 in the City of Leduc, GoToMeeting.

Attendance Those in attendance:
Councillor Laura Tillack
Cameron Chisholm, Manager, RCMP Administration and Leduc Enforcement Services
Rick Sereda, Director, Public Services
Shawn Olson, Director, Engineering
Kyle Van Steenoven, Manager, Capital Projects and Development
Kevin Wenzel, Manager, Public Transportation
Sgt. Shane Himmelman, RCMP
Kylie Wilkin, Manager, Infrastructure Maintenance
Shirley Weslosky, Recording Secretary
Mike Pieters, General Manager, Infrastructure & Planning
John Prokopiw, Community Peace Officer I, Enforcement Services

With Regrets Mayor Bob Young
Michael Stadnyk, Community Peace Officer, Sergeant

Public
Commentary No Public Commentary

CALL TO ORDER

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

APPROVAL OF AGENDA

Additions to the agenda

- 9. Resident has concerns in Southfork
- 10. South Telford Road Closure
- 11. Development at the corner of 50 Avenue and HWY 2

Items Carried Forward From Previous Meeting

Background 1. Residents of Southfork are inquiring about the possible summer installation of speed tables on Southfork Drive. As summer approaches and the neighborhood of Southfork expands, speed and safety on Southfork Drive has been a concern to many residents for at least the last five to ten years. The posted 50km/hr signs are not registering with some drivers and many residents are of the opinion that a couple speed tables installed on the long straight stretch of Southfork Drive would be a welcomed addition to slow down and reduce the speed of some drivers. Southfork Drive is a school bus route and has a number for posted pedestrian crossings that by adding a couple speed tables would help make this area safer.

We are aware that discussion of posting new signage and reducing the speed limits for residential is tabled for discussion. That is a welcomed possible addition as has bylaw enforcement over the last few years. We have seen people either slow down or

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being ticketed by law enforcement when they have monitored Southfork Drive over the years. The city has a digital speed sign on the east bound lane near the entrance that in all honesty should be installed a city block or two farther west on Southfork Drive to gather honest and pertinent data. We are also wondering if the city was open to look at the idea of looking at installing a couple speed tables on Southfork Drive as the City has done annually in Leduc Estates.

Possible suggestions for speed table locations along Southfork Drive:
Between Southfork Place and Southwick Blvd
Between Southwick Blvd and Sheppard Blvd
Between Sheppard Blvd and Southfork Blvd
(Shawn Olson)

April 15, 2021 - TAC recommend to Council – TAC were in agreement that reducing the speed in Southfork will slow traffic down. The speed data sign will be moved further west to see if there is a change in speed.

Decision **TAC recommend to Council** – The speed data sign is just east of Southfork Court and there is no change to the speeds, the data shows the average highest speed is 37km.

Action: Shirley will keep track of good or bad complaints from Southfork residents concerning the new speed limit in Southfork.

Action **CARRIED**
Take off agenda

Background 2. Resident has concerns on Grant MacEwan Drive, as there is no “left turn” signal light on this intersection, for those coming into the city from the west. (Kyle Van Steenoven)
April 15, 2021 - TAC recommend to Council – This intersection is scheduled to be modified in the future, but not at this time. Cameron will bring this intersections collision data to the June 17, 2021 meeting.

Decision **TAC recommend to Council** – Collision data shows that there were no injury collisions at 50 Avenue and Grant MacEwan in 2020.

Action **Kyle Van Steenoven** will contact the resident and let them know the outcome of the meeting.
CARRIED
Take off agenda

New Items

Background 3. When the street lighting was redone by FORTIS to accommodate the Black Gold Drive project, they added these lights at all crosswalks as their new streetlight design required additional lighting at these locations. We have previously been advised by FORTIS that to meet IES (Illuminating Engineering Society) standard, the light needs to be placed between the pedestrian and the vehicle.

During install last year after we flagged a concern with FORTIS regarding potential conflict. We had them install the remaining light standards “behind” the crosswalk so

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as not to obscure the pedestrian flashers. Though this no longer meets the IES standard, the risk was mitigated by the illuminated pedestrian flashers at these locations. Unfortunately, the light standard on the North side of BGD at this location (and several others) was installed before this change was made. The difference between this location and other locations with this install configuration appears to be the specific model of the flashers at this location. The flashers at this crossing are an older model that were not replaced as part of the BGD project. This older model has a single circular flasher facing oncoming traffic and the pole can potentially fully obscure this flasher as vehicle traffic approaches. At other locations, the newer standard is a flasher bar that extends on either side of the pole as traffic approaches. I have attached a few images to contrast the two different types of install/models of flashers for reference. It should be noted that the photo approaching Fred Johns was taken from the center median and does not fully show the extent of actual conflict between the pole and light when travelling westbound on BGD. (Kyle Van Steenoven)

Decision **TAC recommend to Council** – These flashers will be replaced in the fall of 2021.
Kyle Wilkin – will have new flashers installed later this year.

Action **CARRIED**
Take off agenda

Background 4. Gerry Kelly is looking to get no parking painted at the exit from the multiway to the Lions Park parking lot and at the cul-de-sac entrance to the multiway from north Telford. The reason is that in an emergency evacuation they want to make sure there is no obstruction for vehicles that have to drive down the path.

Additionally, they are asking next time there is major maintenance to that multiway area to have the bollards extended out a little for ease of transportation, more as a reminder than an immediate action item. (Shawn Olson)

Decision **TAC recommend to Council** – At the end of both exists there will be No Parking painted on the road, and the bollards will be pushed out.

Action **Kyle Wilkin** – Will put up a sign and paint the ground in the bulb in North Telford and in the Lions Park parking lot. Kyle will also push out the bollards.

Shawn Olson will call the resident and let them know the outcome of the meeting.

CARRIED
Take off agenda

Background 5. We live in Leduc at the south end of 42 Street south of Rolleyview Road. For years we have had to put up with people winding up their vehicles as they round the corner off Campbell Road onto 42 Street northbound.
Countless times we have seen children almost hit, a dog killed and talking with Peace officers they say there is nothing that can be done. Friends have moved off this street because of no action from Police to make sure their kids were safe.

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Last weekend my grandson almost got hit just going to his dad's car, (not playing on the street) that was the last straw.

I would like to know what your RCMP officers can do to maybe set up the odd radar trap to detract drivers from speeding, or possibly a speed bump, or possibly a three way stop on Campbell Road. (Cameron Chisholm)

Decision **TAC recommend to Council** – Speed awareness sign was placed on 42nd and 37 Avenue, the data shows an average speed of 34 km. TAC feel that once construction is complete this summer that the traffic will slow down in this area.

Action **Kyle Wilkin** - will put the speed awareness sign in stealth and give data to Cameron to follow up with resident.

Cameron Chisholm will call the residents back and let them know the outcome of the meeting.

CARRIED

Take off agenda

Background 6. Requesting cycle dismount signage and zebra stripes or flashers on 50 Avenue at Alton and Grant MacEwan. Increased visibility and pedestrian dismount signage where our active transportation network intersects with non-lit crossings adjacent to major highways/roadways (50 Avenue, HWY 2A, etc where cars are looking at hitting a gap in the traffic flow and are less concerned with pedestrians crossing the wrong way). (Shawn Olson)

Decision **TAC recommend to Council** – Were in agreement to put in a bicycle dismount sign in these areas. More education such as putting a red paint line markings on the bike parks. They are also in agreement for placing a zebra crosswalk in these areas.

Action **Kyle Wilkin** will put place bicycle dismount and red paint line markings on the multiway to educate cyclists before crossing the street.

Kyle Wilkin will check if the tree is in the way to see oncoming traffic at the intersection on Grant MacEwan.

Shawn Olson will call the resident back and let them know the outcome of the meeting.

CARRIED

Take off agenda

Background 7. Collision Analysis results 2020 (Cameron Chisholm)

Decision **TAC recommend to Council** – The traffic collision data shows that there was injury collisions at the following locations, most are due to not paying attention and cell phone usage.

- 50 Street and 50 Avenue intersection
- 50 Avenue and HWY 2 intersection
- HWY 2A and 50 Street
- By the hospital on 50 Street there have been collisions including pedestrians.

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Shirley Weslosky will send out the collision data to TAC.

Action

CARRIED

Take off agenda

Background

8. With regards to the speed awareness sign on 38 Avenue, this was brought to TAC by back in November 2020 and we determined at that time that speeding did not appear to be a problem however the resident requested that we move the speed awareness sign closer to where the speeding was actually occurring which is east, further away from the 4-way stop. That sign was relocated in February and since its installation it has registered one speed of 92km/hr and an 85% average of 63km/hr. This has been brought back to TAC for speed awareness data review. (Shawn Olson)

Decision

TAC recommend to Council – The speed awareness data show that there is no speeding issue along 38 Avenue.

Action

Shawn Olson will call the resident back and let them know the outcome of the meeting.

CARRIED

Take off agenda

Background

9. The crosswalk crossing Southfork Drive (directly after HWY 2A, across to the Husky) is very unsafe to walk across. I have seen TERRIFYING things, and gives me anxiety to walk across as an adult there (perhaps a 4 way stop or a set of lights could be considered).

Also pulling out of my alley onto Southfork drive (the intersection of Southfork drive/Simmonds Way) is usually a game of chance as I can't see oncoming traffic due to parked vehicles (even in my SUV), we have yellow school busses stopping to drop off/pick up kids and that is especially scary as a fellow parent, I have seen very questionable things happen in terms of traffic.

Decision

TAC recommend to Council – Change the crosswalk to the west side of the street and reshape the curvature to force residents to use the new sidewalk. There will also be a chain that will be placed at the old crosswalk so residents do not cross on this side of the street.

TAC were in agreement to see how the lower speed in Southfork will help with the alleyway at the intersection of Southfork Drive and Simmonds Way. This will be monitored in the future to see if the speed reduction helps.

Action

Shirley Weslosky will call the resident back and let them know the outcome of the meeting.

CARRIED

Take off agenda

Background

10. South Telford road closure at 48 Avenue and 44 Street.

Decision

TAC recommend to Council – TAC want to ensure that all resident in South Telford want this road closed. Residents may have to vote to find out whether it will be closed or not.

