

COMMITTEE OF COUNCIL UPDATE

MEETING DATE: June 20, 2022

COMMITTEE / BOARD NAME: Traffic Advisory Committee

SUBMITTED BY: S. Olson, Director, Engineering and Environment, and C. Chisholm, Manager RCMP Administration and Enforcement Services

PREPARED BY: B. Martin, Engineering Project Manager

UPDATE

The Traffic Advisory Committee (TAC) met quarterly in 2021 to address traffic safety concerns and requests from the public. In considering these concerns and requests, the TAC analyses collision data brought forward by the RCMP and data collected by Administration so that the recommendations can be made to make Leduc's transportation network as safe and functional as possible. Highlights from TAC in 2021 include:

1. Reviewed and addressed 47 resident concerns and requests; an increase of 11 from 2020 (and a decrease of 2 from 2019). The recommendations from TAC in response to the concerns brought forward (which are or will be implemented) include:
 - a. 11 crosswalk changes/additions within the City
 - i. New crosswalk was added with para ramps and approved solar powered pedestrian flashers on the west side of the golf course entrance on Black Gold Drive.
 - ii. New solar powered pedestrian flashers were added to the existing crossing at Sheridan Way and Suntree Promenade.
 - iii. New solar powered pedestrian flashers were added to the existing crossing at Black Gold Drive and King Street.
 - iv. New solar powered pedestrian flashers were added to the existing crossing by mailbox on Meadowview Drive (leading to the rear side of Christ the King High School).
 - v. New solar powered pedestrian flashers were added to the existing crossing along Sheppard Boulevard.
 - vi. New solar powered pedestrian flashers were added to the existing crossing along Caledonia Drive, just south of Campbell Road.
 - vii. New solar powered pedestrian flashers were added to the existing crossing in front of West Haven School.
 - viii. New zebra crosswalk was added at Kirpatrick Way and Kirpatrick Court.
 - ix. New solar powered pedestrian flashers were added to the adjusted crossing along Southfork Drive near 2A.
 - x. Reflective tape was added to pedestrian crossing across from McKinley Park.
 - xi. New solar powered pedestrian flashers were added to the existing crossing on Suntree Promenade and Snowdrop Court.
 - b. 5 parking control changes
 - i. Accessible parking was designated in front of 4602-53 Street.
 - ii. The curbs were painted yellow on both sides of the alleyway at Keystone Way and West Haven Drive next to the Canada Post Mailbox.

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- iii. A new 'Loading Zone' sign was installed in front of 5104-54 Avenue.
 - iv. 'No Parking' painted on the road at the multiway exit to the Lions Park parking lot.
 - v. A 'Loading Zone' was installed in front of 4711-52 Avenue.
- c. 5 traffic control modifications
- i. A Center line was painted around a corner on McLean Bend.
 - ii. An existing 50 km/h sign on Coady Boulevard, south of school parking, was relocated to the other side of the crosswalk.
 - iii. A new hidden driveway sign was installed on Discovery Way, leading to westbound 50th Avenue.
 - iv. 44th Street was closed by the Leduc Boat Club.
 - v. Trees were removed by the Southfork sign to aid in visibility.
- d. 8 Speed Awareness Sign Implementations (most temporary installations have since been moved to other locations)
- i. Temporary speed awareness signs placed on 38th Avenue, east of Grant MacEwan Boulevard.
 - ii. Temporary speed awareness signs placed on Southwick Blvd by McKinley Park.
 - iii. Temporary speed awareness signs placed on Birchmont Drive by Birchglen Crescent.
 - iv. Speed awareness signs placed on Blackgold Drive.
 - v. Temporary speed awareness signs placed on 49th Street between 52nd and 54th Avenue.
 - vi. Temporary speed awareness signs placed on 1 Keep Crescent along King Street.
 - vii. Temporary speed awareness signs placed on West Haven Drive and Kirkpatrick Crescent.
 - viii. Temporary speed awareness signs placed on Birchmont Drive.
2. TAC proceeded with the pilot project where the speed limit in Southfork was reduced to 40km/hr. Based on data reviewed over the first year of the pilots implementation, the average speeds are essentially unchanged, which was expected. Speeding on average was not a concern in Southfork, but the most significant change with the implementation of the Speed Pilot was the reduction of the excessive speeds recorded. The previous high speeds were between 55-58km/hr, whereas the high speeds recorded since the change have been 44-49km/hr. This shows that the general public is largely unaffected by the speed limit change, but those that were exceeding the speed limit are slowing down to stay within an approximate 9km/hr threshold to the posted speed limit.

Does Council want TAC to explore the idea of expanding the 40km/hr speed limit to all residential areas?

ATTACHMENTS

- 1. TAC Presentation 2021