

COUNCIL REQUEST FOR DECISION

MEETING DATE: June 26, 2023

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PREPARED BY: B. Martin, Engineering Project Manager

REPORT TITLE: Traffic Advisory Committee (TAC) 2023 Annual Update

EXECUTIVE SUMMARY

The Traffic Advisory Committee (TAC) is a board made up of representatives of Council and various areas of Administration which makes recommendations to Council on matters of public safety as it relates to the transportation network. This report is a review of the actions of the last year as well a number of recommendations for Council to consider. The first is a recommendation to formally close 44th street into Lede Park due to the overwhelming support from the effected residents on 44th street. This recommendation comes with a request to consider upgrades on 48th Avenue from Lede Park Road to 44th Street as this is now the primary route to the boat club and rugby club areas. The last recommendation is to consider the installation of multiway along Grant MacEwan, from Windrose Drive to 38th avenue, due to safety concerns brought forward to TAC.

RECOMMENDATION

That Council directs Administration to bring back Grant MacEwan multiway construction in the 2024 budget for consideration.

That Council directs Administration to bring forward a road closure bylaw for 44th street for consideration.

That Council directs Administration to bring back the upgrade of 48th Avenue (from Lede Park Road to 44th Street) during the 2024 budget for consideration, if the 44th street road closure bylaw is approved.

TAC UPDATE

The Traffic Advisory Committee (TAC) met quarterly in 2022 to address traffic safety concerns and requests from the public. In considering these concerns and requests, TAC analyses collision data brought forward by the RCMP and data collected by Administration so that recommendations can be made to make Leduc's transportation network as safe and functional as possible. Highlights from TAC in 2022 include:

1. Reviewed and addressed 53 resident concerns and requests; an increase of 6 from 2021. The recommendations from TAC in response to the concerns brought forward (which are or will be implemented) include:
 - a. 8 crosswalk changes/additions within the City
 - i. New crosswalk was added on 57th Avenue near Willow Park Estates.
 - ii. New crosswalk was added on Corinthia Drive at Capri Road.
 - iii. New solar powered pedestrian flashers were added to the existing crossing at Southfork Drive and Stout Link.
 - iv. New solar powered pedestrian flashers were added to the existing crossing at Southfork Drive and Southfork Road
 - v. New solar powered pedestrian flashers were added to the existing crossing at Southfork Drive and Southwick Street.

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- vi. New solar powered pedestrian flashers were added to the existing crossing at Southfork Drive and Simmons Way.
 - vii. New solar powered pedestrian flashers were added to the existing crossing on 51st Street by Willow Park School
 - viii. New solar powered pedestrian flashers were added to the existing crossing on Blackstone Boulevard at the Pirate Park.
- b. 5 parking control changes
- i. No Parking signs were installed next to the lane at Capri Road and Camelot Avenue
 - ii. No Parking signs were installed in the lane adjacent to Blackstone Boulevard
 - iii. No Parking signs were installed on 48A Street just off Blackgold Drive.
 - iv. No Parking signs were installed alongside the Animal Hospital at 5710 47th Street.
- c. 5 traffic control modifications
- i. A new lane designation sign was installed at the Highway 2A and 50th Street intersection.
 - ii. A new speed limit sign was installed on Meadowview Way just off Pioneer Road
 - iii. The 4-way stop on the east side of the LRC was converted to a 2 way stop.
 - iv. Intersection light timing was modified at 50th Street and Blackgold Drive
 - v. Intersection light timing was modified at 50th Street and 57th Avenue
- d. 7 Speed Awareness Sign Implementations (most temporary installations have since been moved to other locations)
- i. Speed awareness sign placed on Grant MacEwan Boulevard south of 50th Avenue.
 - ii. Temporary speed awareness signs placed on Corinthia Drive.
 - iii. Temporary speed awareness signs placed on Bridgeport Boulevard.
 - iv. Speed awareness signs placed on Bella Coola Drive by Campbell Park.
 - v. Speed awareness signs placed on Coady Boulevard by Caledonia Park School
 - vi. Temporary speed awareness signs placed on Schubert Street at Knie Park.
 - vii. Temporary speed awareness signs placed on 45th Avenue and 52nd Street.
 - viii. Temporary speed awareness signs placed on 50th Street north of 57th Avenue.
2. TAC proceeded with the pilot project where the speed limit in Southfork was reduced to 40km/hr. Based on data reviewed over the two years of the pilot program, 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.
- A Bylaw Amendment is in progress to change the residential speeds throughout Leduc to 40km/hr, with 2nd and 3rd Readings on June 26, 2023.
3. 44th Street Gate Closure: The implementation of a gate on 44th Street to limit traffic into Lede Park via South Telford was brought forward to Council by Engineering on behalf of the Traffic Advisory Committee on November 8, 2021. The recommendation to install the gate on 44th Street was intended to increase pedestrian safety by lowering traffic volumes and preventing large vehicles from shortcutting through South Telford to access Lede Park

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amenities (boat trailers, haul trucks). Since this installation, there has been public feedback, including an online petition (which has not been officially presented to Council or Administration), which indicates that some residents believe the inconvenience to travel to Lede Park Road is unjust.

In October, 2022 Administration was directed to survey the residents of 47th Avenue to determine if they perceive the 44th street gate to have increased pedestrian safety in the area. Council would then consider that feedback when determining whether to leave the gate normally closed.

Results of the survey were compiled, and a resounding majority were in favour of leaving the gates closed.

- 82.86 percent agree that the temporary closure has made the street feel safer.
- 85.29 percent disagree that the gate should be permanently re-opened.

The overall sentiment is that people are very happy with the closure because it improves safety for the children playing, reduces unnecessary noise, and has improved the quality of life for the residents on 47th Avenue. The feedback indicates that prior to the closure the residents frequently dealt with large vehicles traveling to the compost facility and excess speeding throughout the day, as well as increased amounts of litter. Most respondents felt the slight detour for motorists to get to the Leduc Recreation Centre, Rugby Club, and the boat launch is worth the added safety and peace of mind for families with small children, and older residents in the neighbourhood.

As a result of this closure, 48th avenue between 44th street and Lede Park Road, becomes a more important roadway as it is the only route to the amenities in the northwest corner of Lede Park. This includes the boat club/boat launch, the rugby club, and the community gardens. Due to this, TAC recommends that Council consider upgrading this road to current standards, similar to Lede Park Road, to better handle the increased traffic. Initial estimates are that this project will cost \$2 million to construct in 2025 after design is completed in 2024.

4. A safety concern was brought forward to TAC by a member of Council, regarding the lack of trail along Grant MacEwan Boulevard, from 38th Avenue to Windrose Drive. This trail is part of the future Grant MacEwan Widening project funded by offsite levies however Administration estimates that the widening project will not be required for 20+ years. In the interim period, TAC is recommending that Council direct Administration to bring forward the construction of this trail to mitigate the safety concerns of children walking alongside that road in that section. Initial estimates are that this project will cost \$500,000 if built in 2024.

STRATEGIC / RELEVANT PLANS ALIGNMENT

1.1.7 Enhance community safety and well-being

ORGANIZATIONAL IMPLICATIONS

IMPLEMENTATION / COMMUNICATIONS:

Whether the gates remain closed or not, communications will be made on the City's website and social media channels.

LEGAL / FINANCIAL:

Permanent road closures must be authorized by bylaw, with residents having the opportunity to participate in a public hearing.



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ALTERNATIVES:

That Council directs administration to open the gates on 44th Street.

ATTACHMENTS

1. TAC Presentation 2022
2. What We Heard Report