

**MEETING DATE:** June 22, 2020

**COMMITTEE / BOARD NAME:** Traffic Advisory Committee

**PREPARED BY:** K. Wilkin, Engineering Project Manager

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## UPDATE

The Traffic Advisory Committee (TAC) met bi-monthly in 2019 to address traffic safety concerns and requests from the residents of Leduc. TAC agreed to increase meeting frequency from 2017 onward due to an increasing number of requests and involvement from the community. In addition to these resident concerns and requests, TAC discusses traffic safety improvements and initiatives the City of Leduc can undertake to make Leduc's transportation network as safe and functional as possible. Highlights from TAC in 2019 include:

1. Reviewed and addressed 49 resident concerns and requests. These requests resulted in several recommendations from TAC for transportation changes in Leduc. These recommendations were accepted by Administration and the following actions highlighted below were funded by the Safe Communities Reserve and undertaken in 2019 or scheduled for spring of 2020:
  - a. 9 crosswalk changes/additions within the City
    - i. Pedestrian flashing lights were recommended at Alton Drive and Windrose Drive.
    - ii. A crosswalk at Willow Park School was recommended to be relocated and flashing lights installed.
    - iii. Crosswalk lines were to be painted across accesses on 51 Avenue South of Willow Park School.
    - iv. Pedestrian flashing lights were recommended at the crosswalk on Corinthia Drive from LCHS to the commercial development.
    - v. Pedestrian flashing lights were recommended at the uncontrolled crosswalks on Black Gold Drive from 50 Street to Grant MacEwan Boulevard.
    - vi. Pedestrian flashing lights were recommended at the crosswalk at Father Leduc School.
    - vii. The two crosswalks at Ecole Corinthia Park School were recommended to be replaced with a signal crosswalk with flashing lights.
    - viii. A crosswalk on 38 Ave was recommended near Grant MacEwan Boulevard.
    - ix. Pedestrian flashing lights were recommended at the crosswalk at Southfork Drive and Stout Link.
  - b. 8 parking control changes
    - i. Handicap signage at Notre Dame School was recommended.
    - ii. A parking stall was recommended to be removed on 51 Ave near 47 St due to visibility concerns.
    - iii. Curbs were painted at Southfork Drive and Sheppard Boulevard.
    - iv. Temporary Police Only parking signs were recommended along 42 Avenue during construction on the Protective Services building.
    - v. No parking signs were recommended on the North side of 54 Avenue West of 49 Street.
    - vi. Curbs were painted near the hydrant at the Rushes of Southfork.
    - vii. Curbs were painted at crosswalks at Father Leduc School.
    - viii. Curbs were painted and no parking signs installed at Keyport Circle and West Haven Drive.
  - c. 9 traffic control modifications
    - i. A four-way stop was recommended at Southfork Drive and Sheppard Boulevard.

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- ii. A three-way stop was recommended at Athapaskan Drive and Cayuga Street.
  - iii. Permeant speed tables to be reinstalled on Alton Drive north of Black Gold Drive, more details below.
  - iv. Installation of 50km/hr signs on 38 Avenue.
  - v. The temporary four-way stop on Lede Park Road at the LRC to become permeant.
  - vi. Changes to the LRC west parking lot were recommended including 15km/hr signs, a one-way road, and directional arrows.
  - vii. A four-way stop was recommended at Deer Valley Drive and Ameena Drive.
  - viii. A yield sign on 46 St north of Black Gold Dr was recommended to be changed to a free flow sign.
  - ix. 50km/hr signs were recommended on 65 Avenue East of 39 Street.
- d. 4 Speed Awareness Sign Implementations
- i. Southfork Drive and Sheppard Boulevard.
  - ii. South on Athapaskan Drive.
  - iii. Near Willow Park School.
  - iv. 44 Street near the Rugby Club.

2. TAC reviewed, and implemented, a speed table pilot project along Alton Drive after receiving several concerns from residents regarding increased traffic and speeding concerns. This location was also recommended for traffic calming in the City of Leduc Transportation Master Plan. Speed awareness signs were installed in both directions along Alton Drive to measure traffic volumes and speeds throughout the day to validate the effects of the traffic calming. Data recorded during installation has shown two important trends:
- a. Average speed and volume of traffic along the north section of Alton Drive between Black Gold Drive and 50th Ave has decreased, successfully reducing short cutting.
  - b. Average speed and volume of traffic along the south section of Alton Drive between Black Gold Drive and Windrose Drive remained constant. This indicates no reduction in short cutting as most vehicles in the area have no choice but to take this route, likely due to the school destination.

Based on these finding, TAC has recommended that the speed tables only be permanently reinstalled along the north section of Alton Drive where they had a positive effect on the transportation network and safety. The installation of the permanent speed table is to take place following the Grant MacEwan road widening project in order to provide necessary detour routes during construction; the temporary surface mounted speed tables will be utilized until then.

3. In 2018 the residents of South Telford brought two concerns to the attention of TAC, the lack of pedestrian accommodation along 44 Street and traffic volume/shortcutting concerns through the South Telford neighbourhood to Lede Park. The construction of a sidewalk along 44 Street was completed in 2019 after being recommended by TAC. TAC also recommended the installation of a speed awareness sign along 48th Ave to collect traffic volume data through this area. An evaluation of the 2019 traffic data did not indicate a large volume of traffic accessing Lede Park from 44 Street and therefore closing this access was not recommended. The speed awareness signs are being repositioned in 2020 to verify the traffic data and community groups and contractors accessing Lede Park are being reminded to use Lede Road. Additional signage has also been installed to alert motorist that South Telford is local traffic only.

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4. TAC received a request to reduce the current speeds within residential neighbourhoods. TAC previously recommended using the next Census to gather community feedback on reducing traffic speeds. Since that time, St. Albert and Fort Saskatchewan are currently conducting a traffic speed analysis which includes a review of other communities in the region; when the reports are available they will be reviewed by TAC. Additionally, TAC will be closely reviewing the effects of changes in the City of Edmonton which has recently approved a recommendation to reduce all residential neighbourhood speeds, including single lane collectors and high pedestrian roadway such as Whyte Ave and Jasper Ave, to 40 Km/hr which is expected to be implemented in 2021.

### ATTACHMENTS

1. TAC Presentation 2019