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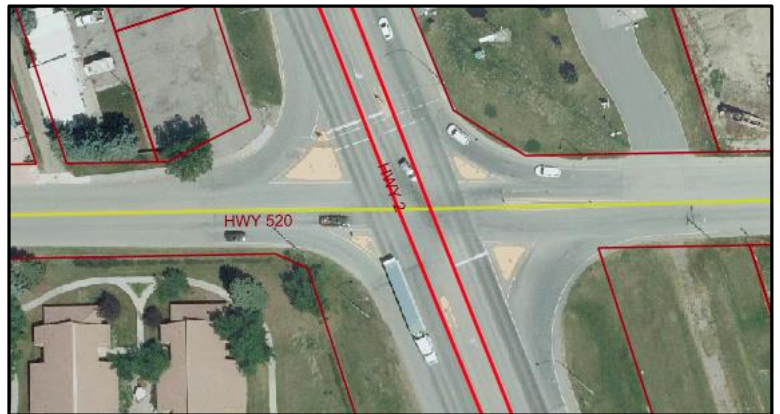
## HIGHWAY 520 & HIGHWAY 2 SIGNALIZATION INQUIRY

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### **BACKGROUND:**

At the regularly scheduled Council meeting held September 23, 2024, Council reviewed an email request for a letter in support of signalization at the intersection of Highway 520 and Highway 2.

Town Administration has been in discussion with Alberta Transportation for many years in regards to this intersection, safety, crossing, and potential signalization. Both highways, even though they do cross within the Town's boundary are still under the authority of Alberta Transportation and it would be for that provincial body to approve/decide/install any warranted signalization.



Administration has reviewed a Traffic Impact Analysis that was part of the McDonald's Development Permit process and has participated in over a dozen meetings with Alberta Transportation to ensure the successful implementation of the permit process and mitigate as much as possible the impact to traffic. The analysis tracked numbers, and made recommendations on when signalization may be required. It has been noted within the plan that potential signalization may be required within the next 10-15 years. Alberta Transportation (AT) is aware of the study and both them and the Town can begin discussions regarding implementation, however it will be AT that drives the process as it is their major highway intersection (along with the Town). Additionally, the Town may be responsible for the cost of signalization, especially if it is something that the Town pushes for before it is required by AT. With every new Area Structure Plan (Evolution and Starline) traffic impact studies have also been completed.

Another point noted within discussions are unintended consequences of signalization (ie: running red lights when the other traffic or pedestrians presume traffic has stopped). When you think it will solve one problem other problems may occur. A red light causes surges of traffic and backs up traffic to block entrances, exits, then there are surges of traffic or traffic waiting for pedestrians that actually can decrease flow. Again, all of these factors, etc. have been studied within the Traffic Impact Analysis and conversations with AT. Of course, no one wants an incident to occur and moving forward any impacts will continue to be discussed.

**RECOMMENDATION:** Administration will require direction from Council if any action is desired. At this time Administration would recommend continued conversations with AT as more development, or higher traffic volume occurs.

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APPROVED BY: Abe Tinney

DATE: October 11, 2024

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