

To: Councillor Ross;
Council

Reference: 11/154/2019-132

From: Matthew Goudy, CAO

Date: February 15, 2019

RE: Council Query – Train Intersection Hwy 12/2A Timing Complaint

Thank you for passing on the complaint from [17 (1)] with Canadian Pacific Railway (CP) in regards to the signal timing at the Hwy 12/2A traffic lights.

To provide a little background information, the annual joint authority inspection and pre-emption testing of interconnected traffic control signals and grade crossing warning systems was completed at the intersection of Hwy 12/2A on November 21, 2018. No deficiencies were observed/noted at that time. The following individuals were present:

- CP's Manger of Signals/Controls Maintenance
- CP Operations employee from Lacombe
- City of Lacombe Roads Manager
- Highline Electrical Constructors Ltd (HighLine)

Watt Consulting Group also started its CP Rail Crossing Safety Assessments within the City of Lacombe in late November 2018, and the final report is expected in Q1 2019. One of the locations included the intersection of Hwy 12/2A. The objectives of the safety assessment are:

- to identify any improvements required to comply with the new Transport Canada *Grade Crossing Regulations*,
- to provide construction cost estimates and proposed timelines – in coordination with CP and in consultation with the City of Lacombe – to meet the November 2021 deadline for compliance.

The City's Roads Manager spoke to [17 (1)] with CP on January 31, 2019 in regards to the signal timing concern. [17 (1)] stated that the signal timing plan is doing exactly what it is programmed to do when the tracks go into pre-emption mode:

- If the westbound traffic light is red and vehicles are detected by the Autoscope within the clearance zone, then the traffic light controller overrides the system and turns it to green to clear the tracks (the other three directions turn to red during this process). Afterwards, it cycles back to red after a programmed length of time.

[17 (1)] continues to receive the following type of complaints:

- If tractor-trailer units are starting from a dead stop, then they may end up going through the intersection on red to clear the tracks before the crossing arms come down.

- Tractor-trailer units potentially sit on the tracks when the westbound light turns red as the crossing arms are coming down (he cited the incident where the back end of a tractor-trailer unit was “bumped” by a CP locomotive at this intersection 1-2 years ago).
- Passenger vehicles start to proceed on green, oblivious to the activated grade crossing warning systems, then pile up on the tracks when the westbound traffic light turns to red and the lead vehicle stops between the tracks and main intersection.
- The 15m section of Hwy 12 between the tracks and main intersection of Hwy 12/2A amplifies the issues listed above.

HighLine was contacted by the City Roads Manager on January 31, 2019 in regards to this matter. HighLine followed up with **17 (1)** at CP, and also conducted a site visit to the Hwy 12/2A intersection on February 4, 2019 to verify the concerns. HighLine contacted CP’s Manager of Signals/Controls Maintenance to discuss further, with the following outcomes:

- CP Police will be on-site for a couple days to monitor and increase enforcement at this intersection.
- HighLine proposed an option for installation of additional infrastructure, to mitigate CP’s concerns. The proposal will be reviewed by Administration and brought to Council for budget consideration if it has merit.

I hope this satisfies this query. Please let me know if you would like to discuss this matter further, or require any additional information.

Sincerely,

FOIP Act section 17(1)

Matthew Goudy, P.Eng
Chief Administrative Officer