

Minutes  
Veterans Memorial Highway Association  
Central Zone Meeting  
Held Friday, December 2, 2016  
Royal Canadian Legion Branch #25  
244 – 2<sup>nd</sup> Avenue W.  
Hanna, Alberta

Call to Order: The meeting was called to order at 11:10 a.m. by Chairman Arnold Hanson.

In Attendance: The List of Attendees is attached and forms part of these minutes.

Welcome and Introductions: All attendants provided their names and which jurisdictions they represented.

Central Zone Issues: The main problems continue to be pull outs, passing lanes and lack of proper training for pilot car operators. The loads are so wide that in some cases, people have to pull over the shoulders of the highway. With pilot cars people do not understand what the pilot car wants them to do or just keeps driving giving no direction at all.

Russell Watts, Stuart Richardson and Azhar Bangash from Alberta Transportation came into the meeting.

Alberta Transportation: Chairman Hanson welcomed them and asked them to provide the Attendants with updates on what is happening on Highway 36. Mr. Watts stated that Alberta Transportation is in the middle of their current program. The Chin Coulee Project is completed. There is an overlay project scheduled for Highway 36 north of the Red Deer River. There has been some discussions about pull out/rest areas such as Vauxhall, Special Areas, Viking and Two Hills.

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Sonny Rajoo thanked Mr. Watts for the work done at the Highway 36 and 45 intersection. Robert Preston asked about paving overlay south of Highway 9 to the Sheerness Power Generating Station. Mr. Watts stated that priorities are hard to define and the department is always under budget constraints. It was noted that a planned overlay is schedule for Highway 36 7 km. south of Highway 577 from Highway 9 for 20 kilometres. A new listing of projects is coming out in March after budget is complete. Robert Preston asked about the Pilot Car Training and where it stood. Mr. Watt said as far as he knew there was some hold ups with trying to get a program which would be recognized in Saskatchewan and B.C., so that there would be less problems moving east/west into different provinces. Mr. Watt said that it is very important for stakeholders to provide input into the Highway High/load corridor study. The Province has been looking into a program called "On Route" which are private operated facilities on Provincial Government land. This program is to get people on and off major corridor highways safely and without confusion. These type of operations are working well in other provinces. Ben Elfring asked if the Association should meet with Regional Directors about our issues more frequently. Mr. Watt stated it's important that the Association keeps bringing the issues forward. Regional Directors have input into developing the priorities for future projects on Highways. Some small projects can sometimes be put into an existing project budget such as a pull out and this way it makes it more cost effective. Robert Preston told Mr. Watt that Highway 36 is in dire need of passing or overtaking lanes with the amount of high/wide loads using the highway. People get frustrated following these large loads and then take chances they shouldn't. Mr. Watts said that these passing/overtaking lanes have to be identified in the High/load Corridor Study. Michael Simpson asked Mr. Watts if the department could place "High Collision Area" signs at the intersection of Highway 36 and Highway 16 just to warn drivers that it is an intersection to be aware of.

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Gerald Keuffler asked if passing lanes could be developed every 30 to 40 kilometres. Robert Preston stated that as far as he knew there were no mandated regulations for passing lanes. Darcy Eskra feels that turn outs would be more manageable and would help traffic get around the wide loads. Ben Elfring informed Mr. Watt that each of our zones are unique in that they have different opinions of what would work. Mr. Watt said that is one of the problems when they develop the priorities list for yearly projects and said that by the Association bringing those priorities to them it keeps the Department knowledgeable about the issues.

Wayne Hammergren asked if there is any plan in the near future for a Highway 1 and 36 intersection overpass or interchange. Mr. Watt said that overpasses and interchanges are so expensive and require a lot of land, but there are no plans for such work for that intersection.

Trisha Sewell had an issues with signage for the proposed Dinosaur Trail. She feels like she's getting the run a round in her requests. Mr. Watt stated he would look into the matter. Darcy Eskra feels that even with pilot car training there has to be more public awareness for it to be successful.

There being no further questions, Chairman Hanson thanked Mr. Watt, Mr. Richardson and Mr. Bangash for attending the meeting to discuss the issues the Association feels are important for the highways.

Lunch was held from 12:15 to 1:00 p.m.

Chairman Hanson reiterated that our priorities care passing lanes and pull outs. It seems that regional meetings with Alberta Transportation will meet our needs to keep these issues in front of Transportation than trying to discuss them with the Minister. Wayne Hammergren said that the Association should collaborate more with organizations who would share our priorities such as the Eastern Alberta Trade Corridor so we have a common message and hopefully more lobbying leverage.

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Michael Simpson is looking at communication development to expand the membership and adding new scope to the Association. Looking at developing new print material and web development so we can mesh the information.

Chairman Hanson stated we need to go further in taking our message forward. Gerald Kueffler said he didn't have any issues with that, however he wanted to make sure we keep with our core focus of safety and highway improvements for Highway 36 and 881.

Michael Simpson said that the Yellowhead Highway Association had developed material for communication and our Association can see if this would work for our highways. Richard Preston would like to see if we can get better identification that Highway 36 is a High Load Corridor which are identified provincially and web sites.

There being no further discussions the meeting was adjourned at 1:24 p.m.

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Secretary-Treasurer