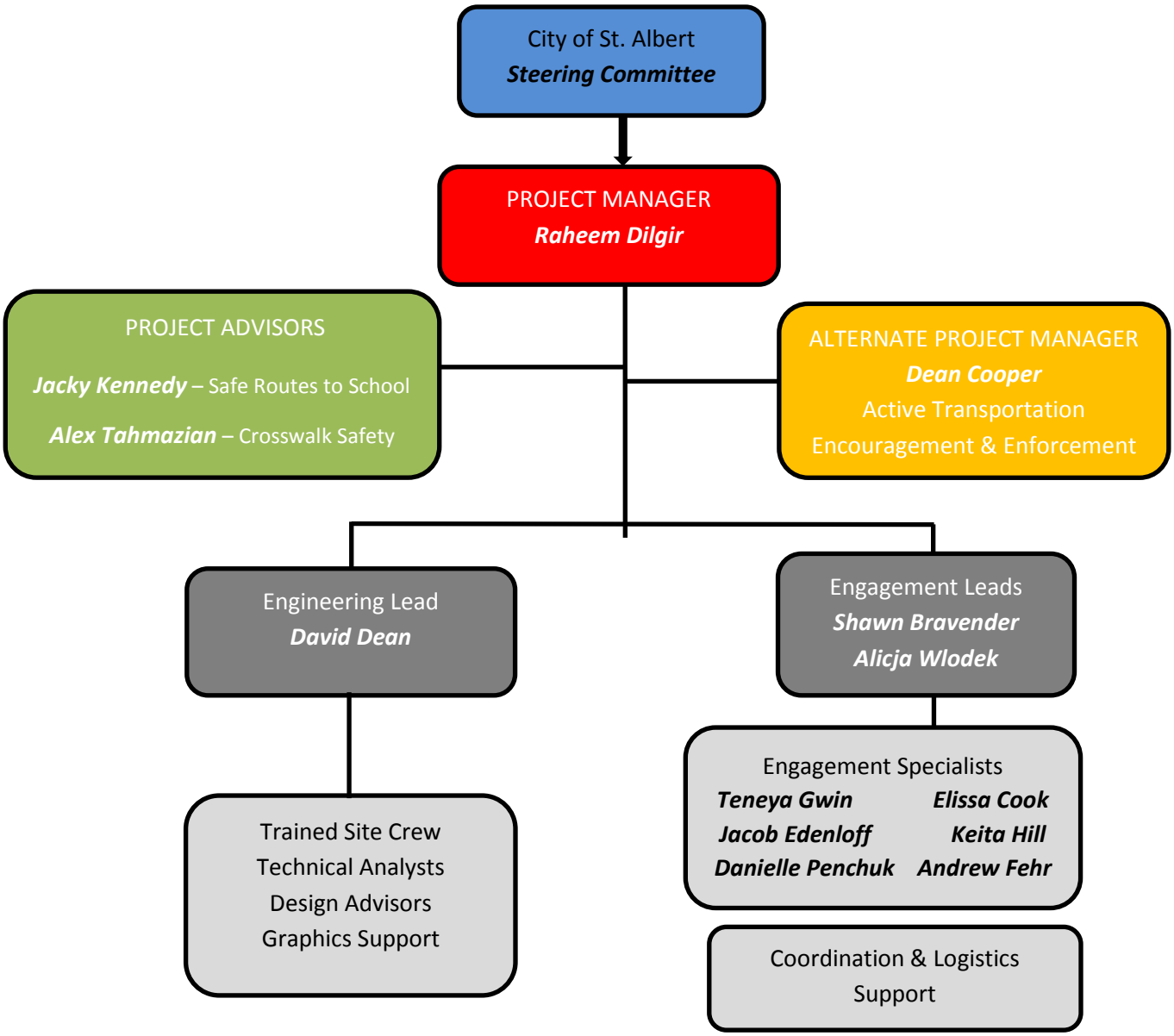
APPENDIX A

TEAM ORGANIZATIONAL CHART



TEAM ORGANIZATIONAL CHART

APPENDIX B

COMMUNITY ENGAGEMENT WORKPLAN

City of St. Albert
Safe Journeys to School
Community Engagement and Communication Plan

TranSafe

Stantec

Updated June 2, 2014

The TranSafe / Stantec Community Engagement Team will use a multi-faceted approach to engage the St. Albert community in shaping the measures and strategies the City will implement to enhance student travel safety. The Safe Journeys to School community engagement and communication work plan will consist if seven main activities, depicted in the diagram below. Each main activity is described in greater detail in the sections that follow.

Figure 1: Main Community Engagement and Communication Activities for the Safe Journeys to School Initiative



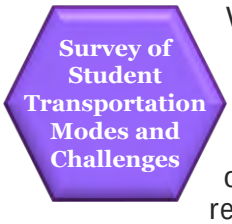


At the outset of this initiative, we will work with the City Project Manager to confirm the most fitting community engagement and communication plan for Safe Journeys to School project. We will choose the most appropriate combination of activities to incorporate into our engagement plan, given project timelines and schools' availability to participate in the project. We will consider using all available communication channels for sharing project information with the St. Albert community, including the City website, community newsletters, newspapers, radio and street signage. Additionally, we will reach out to Principals at each school and ask for the each school's assistance in communicating project information to students and their parents. School websites, bulletin boards and notices distributed to parents will help us reach the key audiences we will seek to engage in this project. We will ask the Joint Public Steeting Committee to inform and validate the community engagement and communication plan at the project kick-off meeting.

Community engagement planning activities are taking place right now and consist of:

- Conducting a project kick-off meeting with the Joint Public Steering Committee;
- Confirming project timelines, scope and activities;
- Developing initial project communication materials;
- Reaching out to all schools to announce the commencement of the project;
- Scheduling open house public workshops and school staff and volunteer focus groups at each school;
- Developing MindMixer online engagement content; and

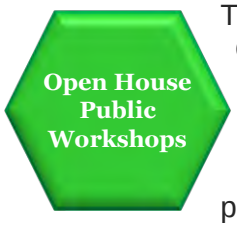
- Documenting the project work plan in this Community Engagement and Communication Work Plan.



We will begin the community engagement effort by surveying the families of students at all St. Albert schools regarding the transportation modes that students currently use and the challenges they currently encounter in getting to and from school. We will design a brief survey that is quick and easy to complete, but also investigates the reasons why families choose different modes of transportation for their children and the safety concerns they may have in regards to active transportation modes and their children's current routes to school. The outcomes of this survey will help inform the engineering reviews for each school and familiarize the community engagement team with local issues prior to the open house public workshops.

The Survey of Student Transportation Modes and Challenges will be administered electronically using the MindMixer online engagement platform. Paper copies of the survey will be made available to each school to accommodate families who are unable to complete the survey online. The survey will be conducted in English, from June 9th to June 27th, 2014. The Francophone school district will provide translation assistance to translate the survey into French, and to translate survey responses into English, if the district chooses to offer the survey in French. A collective survey summary report for all St. Albert schools, and individual survey summary reports will be developed in July 2014.

Deliverables: *Student Transportation Modes Survey; Individual School Survey Summaries; Collective Survey Summary*



The largest part of our community engagement effort will be devoted to conducting open house public workshops at each of the 27 schools in St. Albert. These workshops will allow parents, teachers, students and residents interested in this initiative to discuss student safety concerns and brainstorm ways to improve student safety with members of their community in a safe, attentive face-to-face environment. The open house public workshops will follow a highly participatory modified World Café format. A World Café is a meeting process that features simultaneous conversations in response to a series of pre-determined questions. Each station in the room features a question or topic of discussion and participants rotate through the stations, reviewing and building upon responses provided by other participants. World Cafés provide an effective means to share information, integrate varying perspectives, and obtain valuable input on pre-determined questions or topics in a short period of time.

The open house public workshops feature five stations to accommodate six areas of discussion:

1. Current challenges with active student transportation in St. Albert. Sub-topics at this discussion station may include:
    a. Challenges with active modes of student transportation (walking, biking, etc.),
    b. Challenges with bussing,
    c. Challenges with parent drop-offs / pick-ups,
    d. Challenges with infrastructure;
    e. Challenges with behavior; and
    f. Challenges with compliance and enforcement.

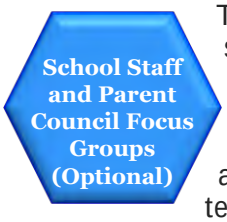
2. The outcomes we want to achieve: what will success look like? Sub-topics at this discussion station may include:
    a. Success from the perspective of students and families;
    b. Success from the perspective of schools and school districts; and
    c. Success from the perspective of the City and the St. Albert community.
3. Potential solutions: engineering measures. Sub-topics at this discussion station may include:
    a. Active transportation infrastructure;
    b. Street crossings;
    c. School zones; and
    d. School drop-off / pick-up areas.
4. Potential solutions: education strategies. Sub-topics at this discussion station may include:
    a. Student education strategies;
    b. Parent / driver education strategies;
    c. School transportation education strategies; and
    d. Implementation considerations: timing, roles, etc.
5. Potential solutions: encouragement and enforcement strategies. Sub-topics at this discussion station may include:
    a. Encouragement and enforcement strategies at the school level;
    b. Encouragement and enforcement strategies at the school district level;
    c. Encouragement and enforcement strategies at the City level;
    d. Strategies targeting students;
    e. Strategies targeting parents / drivers; and
    f. Strategies targeting school transportation services.

In certain cases, the workshop discussions may be modified to reflect the work that schools have already conducted in identifying student transportation safety challenges and solutions.

Workshop participants will be able to rotate through the stations at their own pace, and discuss these topics with other participants at each station. Members of the community engagement team will greet participants at the door, explain the format and obnjectives of the workshop, and distribute any relevant project materials. Visual displays will be placed by each station to help focus and support each discussion. Displays for the current challenges and engineering measures stations will feature large, easily-recognizable aerial maps on which workshop participants will be able to place their comments. We recognize that workshop participants will be discussing sensitive topics that they feel very strongly about. Members of the community engagement team will circulate amont the stations, looking for any signs of emotional distress. They will be ready to step in and redirect the discussion if a conversation gets out of hand.

An open house public workshop will be scheduled for each school in June, or in September 2014. A combined open house public workshop for two or more schools may be scheduled upon the schools' mutual request. Up to two workshops will be scheduled for any one evening. The open house public workshops will be conducted on a drop-in basis, and will be scheduled for three hours at a convenient time for each school. Two Stantec facilitators will facilitate each open house public workshop. In addition to Stantec staff, the participation of one of more City staff, members of the Joint Public Steering Committee, and representatives of the RCMP will be strongly encouraged.

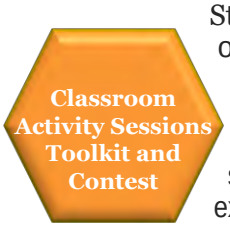
The community engagement team will prepare and provide a workshop summary report within one week of each workshop to help inform the engineering review for the given school. Following the completion of community engagement activities, the community engagement team will provide a summary of community engagement themes and recommendations for education, encouragement and enforcement strategies to enhance student safety to be included in the final project report.



To gain an in-depth understanding of student transportation challenges and safety concerns of each St. Albert school, we will offer schools the opportunity to conduct a focus group discussion with a representative group of teachers, school administrators and members of Parent Council. The school staff and parent council focus groups will be offered to all schools, but not required for all schools. Each school will choose whether or not the community engagement team will conduct a focus group with their staff and volunteers. Whenever possible, the focus groups will be scheduled on the day as the open house public workshop at each school to simplify scheduling and to save travel time. The focus groups will allow us to discuss student safety concerns and potential solutions from a collective, system-wide perspective, as school staff and volunteers are likely to identify patterns in student behavior and recurring safety issues. Also, as they are familiar with the school system, school staff and volunteers will be able to comment on the appeal of various education, encouragement and enforecement strategies, and on the best way to deliver each strategy. If there is perceived value in viewing locations where student safety is a particular concern, the focus groups may include a walk-about on, or near school grounds to view these locations. The community engagement team will develop a discussion summary of each focus group to accompany the workshop summary for each school.



In addition to the school staff and parent council focus groups, we will conduct focus groups with specialized stakeholder groups. These specialized stakeholder groups may include transportation providers, crossing guards and the RCMP. We will conduct two specialized stakeholder focus groups for each of the three school divisions (Catholic, public and francophone) for a total of 6 additional focus groups.



St. Albert's children and youth are directly impacted by the presence or absence of measures and strategies that make their journey to school safe, they know what parts of their journey they find most challenging, and they may be able to suggest solutions that best appeal to their age group. We will offer an opportunity for all St. Albert schools to engage students in a transportation safety classroom activity session. We will work with our subject matter experts to design a classroom activity tool kit that provides a selection of transportation safety discussions and activities that teachers can hold in their classrooms, at the elementary, junior high, and high school level. We will then work with schools to encourage them to conduct one or more of these activities in their classrooms, in a way that meets each classroom's needs. The classroom activity sessions will emphasize the importance of paying attention to safety, allow students to express their thought and feelings on safety matters, and give students an opportunity to communicate their ideas in writing or through art. A student contest may be organized in conjunction with these activities for the best student work that reflects transportation safety challenges and solutions. Contest categories may include art and writing at the elementary level, and art, writing and short video at the junior high and high school levels. Each school will manage its contest submissions and will be asked to submit their

top three entries per category to the JPSC for judging. Video submissions may be gathered through MindMixer, and the community may be asked to vote on the submissions. The classroom activity sessions and the student contest will be conducted over a period of four weeks in the new school year, from September 2nd to 26th, 2014.



We are aware that only a percentage of parents, students and residents of the St. Albert community will be able to attend the open house public workshops, while many people are interested in this initiative and would like to express their thoughts and ideas for improving student travel safety. For this reason, we will offer an opportunity for anyone and everyone in the St. Albert community to contribute to the conversation using the MindMixer online consultation platform.

MindMixer is an online engagement tool that complements the traditional design and planning engagement process by encouraging conversation from project stakeholders through a safe, easy-to-use interface via the Internet. MindMixer functions as a virtual town hall, where stakeholders can generate ideas, help others evolve their ideas, and ultimately vote on and prioritize the best ideas for a project or community from anywhere in the language of their choice. In addition, stakeholders can use social media networks (i.e., Facebook, Twitter, Google+, LinkedIn) to share their ideas and comments from a MindMixer website.

Community members will be engaged in a variety of ways, including voting in polls, completing surveys, submitting their own ideas, sharing photos or videos, and commenting on or supporting other participants' ideas in active dialogues. With the help of MindMixer, St. Albert residents will be able to contribute to online discussions on the current challenges with active student transportation in St. Albert, the engineering measures that could improve student safety, the education, encouragement and enforcement strategies that could increase compliance with safety rules, and the desired outcomes they would like the City to achieve. MindMixer will give members of City Council and the Joint Public Steering Committee an opportunity to communicate with the community in an online format. The community engagement team will provide reports on feedback and input received through MindMixer. Themes communicated through MindMixer will be summarized in the Community Engagement Themes and Safety Enhancement Recommendations Report.



Throughout the project, the community engagement team will make sure that project communications are developed and delivered in the community communication plan. We will draft communication materials and work with the City Project Manager, the City Communications Advisor, the school boards and the schools to deliver the messages using the appropriate channel. Our communication activities will include responding to public inquiries and tracking stakeholder correspondence in a stakeholder database. Summary reports will be developed for each community engagement event we will conduct for this project. The Community Engagement Themes and Safety Enhancement Recommendations Report will summarize community engagement findings and outline recommended strategies for enhancing student safety.

Specific communication channels that will be used to raise public awareness of, and encourage public participation in, the Safe Journeys to School Initiative include:

- Media releases at the outset of the project, at the beginning of the 2014-2015 school year, and at the conclusion of the project.
- The City of St. Albert Safe Journeys web page.
- The City of St. Albert Facebook and Twitter social media channels.
- The MindMixer online engagement platform.
- School newsletters, bulletin boards and outdoor announcement boards.
- Street advertising, where appropriate

APPENDIX C

ENGINEERING REVIEW WORKPLAN

City of St. Albert
Safe Journeys to School
Engineering Review Plan

TranSafe

dcdean associates

Updated June 2, 2014

Site Visit Team

The site reviews of the St. Albert schools will be undertaken by three road safety specialists trained to identify safety issues related to the journeys to and from schools. Each school will be reviewed by at least one specialist; therefore a consistent site review methodology is important to obtain optimal results. This will be achieved through the use of a Site Review Template and joint reviews of the first couple schools. The project site review team consists of:

- Raheem Dilgir, P.Eng., PTOE, MBA
- David Dean, P.Eng.
- Ryan Martinson, M.Eng., P.Eng.

Site Visit Scheduling

Each of the three specialists has the ability to undertake two site reviews per day. Input from the engagement process is required for the site reviews, so the actual scheduling is dependent on the open house schedules. Based on feedback from the project steering committee it is unlikely that all open houses will be able to be scheduled prior to the end of this school year. Site reviews will be undertaken in June for those schools that do have open houses, with the remainder following open houses in September and/or October. Care will be taken to schedule the site visits on normal school travel days – avoiding days with school trips, track days or other events affecting travel patterns.

Site Review Template

Attached is a template that will be used for each school review. Prior to the site visit, the school's template will be prepared with background aerial photographs of the site and surrounding area in order to note infrastructure items. Issues that were previously identified through the engagement process and/or the collision review will also be input in order for the site review to add clarification of the issue. Prompts are provided on the site review template in order to assist in identifying new issues at the school and its feeder routes.

Site Review Tasks

Site reviews will be undertake during one peak drop-off or pick-up period for each school. During the peak, the specialist will concentrate on the activities close to the school, watching for conflicts caused by the lack of infrastructure and/or travel behaviours. Outside of the peak, the specialist will complete a detailed inventory of the infrastructure and key functional requirements. Routes to and from the school will be travelled to review pedestrian and cycling infrastructure and road crossing facilities. All intersection controls and pedestrian crossing facilities that appear close to needing upgrades will be flagged for the City to undertake future warrant analyses. Documentation of identified road safety issues will be made on the site review template.

A photo log will be kept, including referencing photos to the issues that are identified.

dcdean associates **TranSafe**

St. Albert Safe Journeys to School
Engineering Review Forms

School: _____	Principal: _____
School District: _____	Phone Number: _____
Address: _____	# of Staff: ____ # of Students: ____

ADJACENT SCHOOL

(orthophoto of school site and surrounding streets)

Legend

- No Stopping
- No Parking
- Pick-up / Drop-off
- Sidewalk
- Crossing Guards
- Crosswalk
- School Zone
- School Bus Area

ON-SITE

(orthophoto of school site)

Legend

- School Entrance
- Bike Racks
- Pick-up / Drop-off
- Visitor Parking
- Staff Parking
- Pathway
- School Bus Area

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?		
	Is there sufficient visitor parking?		
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?		
	Is there an on-site pick-up / drop-off facility?		
	Is the pick-up / drop-off facility large enough for the demand?		
Conflict Areas	Are there pedestrian-vehicle conflict areas between the street sidewalk and the school entrance?		
	Are there bike-vehicle conflict areas between the street and the bike racks?		
	Are there pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance?		
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		
Lighting	Is there adequate lighting in the parking lots?		
	Is there adequate lighting on the pedestrian pathways?		

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?		
	Are reduced speed school zones placed an appropriate distance from the school?		
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		
	Is adequate space provided for school bus loading / unloading?		
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?		
	Do signs adequately identify the intended street space usage?		
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?		
	Are sidewalks continuous along the major routes to the school?		
	Are the sidewalks clear of obstructions?		
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?		
	Are pedestrian crossing facilities provided on the major routes to the school?		
	Are the existing pedestrian crossing facilities adequate for the crossing activity?		
	Are crossing facilities appropriately signed?		

Prompt		Yes	No
Bike Paths	Are bicycle facilities provided in the vicinity of the school?		
	Do cyclists ride on the sidewalks in the vicinity of the school?		
Street Lighting	Is adequate corridor lighting provided?		
	Is adequate lighting provided at crossing facilities?		
Behaviour			
Vehicles	Was speeding observed?		
	Were unsafe maneuvres observed?		
	Did unsafe loading / unloading occur?		
	Did motorists leave unattended vehicles in pick-up / drop-off areas?		
	Were pedestrian-vehicle conflicts observed?		
Bicycles	Were unsafe crossings by cyclists observed?		
	Did cyclists ride inappropriately on sidewalks?		
Peds	Did pedestrians jaywalk in the vicinity of the school?		
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		
	Did pedestrians use crossing facilities appropriately?		
Maintenance			
Roadways	Were roadways adequately maintained?		
	Was signage adequately maintained?		
	Were road markings adequately maintained?		
	Was drainage adequately maintained?		
Sidewalks	Were sidewalks adequately maintained?		
	Were pedestrian shoulders adequately maintained?		
Bike Paths	Were bike paths adequately maintained?		
Sight Lines	Is street furniture adequately placed to maintain sight lines?		
	Is on-street and private property landscaping adequately maintained for sight lines?		

PREVIOUSLY IDENTIFIED ISSUES

Source	Description	Photo #s	Notes
(where issue was identified)	(previously identified issue – to be filled out prior to site visit)	(ref to field photos)	(field notes used to clarify the issue)

NEW ISSUES

Location	Description	Photo #s	Notes
(identify issue location)	(to be filled out at site visit)	(ref to field photos)	(field notes used to clarify the issue)

PHOTO LOG

Photo #	Location	Description

APPENDIX D

SCHEDULE OF OPEN HOUSE PUBLIC WORKSHOPS

BACKGROUNDER

Safe Journeys to School
List of Open Houses

St. Albert's Safe Journeys to School initiative is underway and residents are encouraged to get involved in one of the many public engagement activities occurring between June and September.

Parents, teachers, students and residents are invited to participate in an open house public workshop at a school in each neighbourhood. Workshops will be scheduled in June and September. Upcoming workshops include:

Date and Time	School	Location
Thursday, June 12 6 p.m. to 9 p.m.	Richard S. Fowler Catholic Junior High School	65 Sir Winston Churchill Avenue
Monday, June 16 4 p.m. to 7 p.m.	Keenooshayo Elementary School	40 Woodlands Road
Tuesday, June 17 4 p.m. to 7 p.m.	Sturgeon Heights School	50 Hogan Road
Wednesday, June 18 5 p.m. to 8 p.m.	École Marie Poburan	100 Sir Winston Churchill Ave.
Thursday, June 19 6 p.m. to 9 p.m.	Vital Grandin Catholic School	39 Sunset Blvd.
Thursday, August 28 5:30 p.m. to 8:30 p.m.	J.J. Nearing Catholic School	196 Deer Ridge Drive
Thursday, September 4 5 p.m. to 8 p.m.	École La Mission	46 Heritage Drive
Thursday, September 4 5 p.m. to 8 p.m.	Wild Rose Elementary School	58 Grenfell Ave.
Tuesday, September 9 5 p.m. to 8 p.m.	Vincent J. Maloney Catholic Junior High School	20 Mont Clare Place
Wednesday, September 10 5 p.m. to 8 p.m.	École Alexandre-Taché	9B St. Vital Ave.

Thursday, September 11 4:30 p.m. to 7:30 p.m.	Albert Lacombe Elementary School	50 Gainsborough Ave.
Thursday, September 11 5:30 p.m. to 8:30 p.m.	Neil M. Ross Catholic School	60 Woodlands Road
Tuesday, September 16 4 p.m. to 7 p.m.	Sir Alexander Mackenzie School	61 Sir Winston Churchill Ave.
Tuesday, September 16 5 p.m. to 8 p.m.	École Father Jan	15 Mission Avenue
Wednesday, September 17 6 p.m. to 9 p.m.	William D. Cuts Junior High School	149 Larose Drive
Thursday, September 18 5 p.m. to 8 p.m.	Combined Public Workshop: Lorne Akins Junior High School and Paul Kane High School	Held at Paul Kane High School – 12 Cunningham Rd.
Monday, September 22 6 p.m. to 9 p.m.	Muriel Martin Elementary School	110 Deer Ridge Drive
Tuesday, September 23 4:30 p.m. to 7:30 p.m.	Combined Public Workshop: Robert Rundle Elementary School and Sir George Simpson Junior High School	Held at Sir George Simpson School – 50 Grosvenor Blvd.
Tuesday, September 23 6 p.m. to 9 p.m.	St. Albert Catholic High School	33 Malmo Ave.
Wednesday, September 24 5 p.m. to 8 p.m.	Leo Nickerson Elementary School	10 Sycamore Ave.
Thursday, September 25 5 p.m. to 8 p.m.	Elmer S. Gish Elementary & Junior High School	75 Akins Drive

The remaining St. Albert schools will host an open house public workshop in September 2014. Please watch the school's website, bulletin board, newsletter and/or announcement board for the date and time of the upcoming workshop. Information will also be listed on the City website at stalbert.ca/safejourneys.

APPENDIX E

PARENT SURVEY QUESTIONNAIRE (ENGLISH)

Survey: Student Transportation Safety

What can be done to make your children's journey to school as safe as possible?

The City of St. Albert, in cooperation with the School Divisions and its partners, want all students attending schools in our City to get to and from school safely. To make their journey to school as safe as possible, we need to know what issues students currently face along their journey. We would also like to know your ideas for what can be done to enhance student transportation safety. Please share your concerns and ideas in this short survey, as they will help inform the City's current initiative for improving school traffic safety.

1. Which school(s) in St. Albert do your children attend? (Please check all that apply.)

- ☐ I do not have children who attend a St. Albert school
- ☐ Albert Lacombe Elementary School
- ☐ Bellerose High School
- ☐ Bertha Kennedy Catholic School
- ☐ École Alexandre-Taché
- ☐ Father Jan
- ☐ École La Mission
- ☐ École Marie Poburan
- ☐ École Secondaire Sainte Marguerite d'Youville
- ☐ Elmer S. Gish Elementary School
- ☐ J.J. Nearing Catholic School
- ☐ Keenooshayo Elementary School
- ☐ Leo Nickerson Elementary School
- ☐ Lorne Akins Junior High School
- ☐ Muriel Martin Elementary School
- ☐ Neil M. Ross Catholic School
- ☐ Paul Kane High School
- ☐ Richard S. Fowler Catholic Junior High School
- ☐ Robert Rundle Elementary School
- ☐ Ronald Harvey Elementary School
- ☐ Sir Alexander Mackenzie Elementary School
- ☐ Sir George Simpson Junior High School
- ☐ St. Albert Catholic High School
- ☐ Sturgeon Heights School
- ☐ Vincent J. Maloney Catholic Junior High School
- ☐ Vital Grandin Catholic School
- ☐ Wild Rose Elementary School
- ☐ William D. Cuts Junior High School

2. What grade(s) are your children in? (Please check all that apply.)

- ☐ Pre-Kindergarten
- ☐ Kindergarten
- ☐ Grade 1
- ☐ Grade 2
- ☐ Grade 3
- ☐ Grade 4
- ☐ Grade 5
- ☐ Grade 6
- ☐ Grade 7
- ☐ Grade 8
- ☐ Grade 9
- ☐ Grade 10
- ☐ Grade 11
- ☐ Grade 12

3. What distance do your children travel to school?

- ☐ Less than 1km (less than 2 min drive)
- ☐ Between 1 – 2.5km (2-5 min drive)
- ☐ Between 2.5 – 5km (5-10 min drive)
- ☐ More than 5km (longer than 10min drive)

4. How do your children usually get TO school in the FALL and SPRING? (Please select ONE option.)

- ☐ Car – driven by parent or self
- ☐ Car – carpool with other families
- ☐ School Bus
- ☐ St. Albert Transit
- ☐ Walk
- ☐ Bike

5. How do your children usually get TO school in the WINTER? (Please select ONE option.)

- ☐ Car – driven by parent or self
- ☐ Car – carpool with other families
- ☐ School Bus
- ☐ St. Albert Transit
- ☐ Walk
- ☐ Bike

6. How do your children usually LEAVE school in the FALL and SPRING? (Please select ONE option.)

- ☐ Car – driven by parent or self
- ☐ Car – carpool with other families
- ☐ School Bus
- ☐ St. Albert Transit
- ☐ Walk
- ☐ Bike

7. How do your children usually LEAVE school in the WINTER? (Please select ONE option.)

- ☐ Car – driven by parent or self
- ☐ Car – carpool with other families
- ☐ School Bus
- ☐ St. Albert Transit
- ☐ Walk
- ☐ Bike

8. Why do you choose the above modes of transportation for your children to get to and from school? (Please select up to 3 options.)

- ☐ Fast
- ☐ Convenient
- ☐ Affordable
- ☐ Safe
- ☐ Social
- ☐ Enjoyable
- ☐ Because of the weather
- ☐ Because it allows me / my children to travel to another destination directly after school drop off / pick up

9. If your children do not usually walk or bike to school, why don't they use these transportation modes? (Please check all that apply.)

- ☐ It's too far
- ☐ It takes too long
- ☐ The weather is too extreme
- ☐ There's no suitable walking or cycling routes
- ☐ Unsafe because of vehicle traffic
- ☐ Unsafe because of people they may encounter

10. What safety concerns do you have regarding your children's journey to school, if any? (Please describe your concerns and indicate the specific location - including the name of the street and the nearest cross street - if applicable.)

11. Have you experienced or witnessed any close calls, i.e. an incident where a collision nearly occurred? If so, please describe the situation and location. (Please DO NOT identify any individuals by name in your response.)

12. What could be done to enhance your children's safety, or the safety of other students, as they travel to and from school? (Please describe your ideas and indicate the location of proposed solutions, if applicable.)

Thank you very much for completing the survey! Please return this survey to your school's office.

APPENDIX F

PARENT SURVEY QUESTIONNAIRE (FRENCH)

Sondage: La Sécurité Routière à l'École

Que peut-on faire pour rendre le trajet de vos enfants à l'école aussi sécuritaire que possible?

La Ville de Saint-Albert, en collaboration avec les conseils scolaires et de ses partenaires, désire que tous les élèves qui fréquentent les écoles de notre ville puissent s'y rende en toute sécurité. Pour rendre leur trajet à l'école aussi sécuritaire que possible, nous avons besoin de savoir ce à quoi les élèves sont confrontés le long de leur trajet. Nous aimerions également connaitre vos idées sur ce qui peut être fait pour améliorer la sécurité du transport scolaire. S'il vous plait, partagez vos préoccupations et vos idées dans ce sondage, car elles aideront à informer l'initiative actuelle de la Ville pour améliorer la sécurité routière à l'école.

1. Lesquelles de ces écoles de Saint-Albert fréquentent vos enfants? (Veuillez cocher toutes qui s'appliquent.)

- ☐ Je n'ai pas d'enfants qui fréquentent des écoles à Saint-Albert
- ☐ Albert Lacombe Elementary School
- ☐ Bellerose High School
- ☐ Bertha Kennedy Catholic School
- ☐ École Alexandre-Taché
- ☐ École Father Jan
- ☐ École La Mission
- ☐ École Marie Poburan
- ☐ École Secondaire Sainte Marguerite d'Youville
- ☐ Elmer S. Gish Elementary School
- ☐ J.J. Nearing Catholic School
- ☐ Keenooshayo Elementary School
- ☐ Leo Nickerson Elementary School
- ☐ Lorne Akins Junior High School
- ☐ Muriel Martin Elementary School
- ☐ Neil M. Ross Catholic School
- ☐ Paul Kane High School
- ☐ Richard S. Fowler Catholic Junior High School
- ☐ Robert Rundle Elementary School
- ☐ Ronald Harvey Elementary School
- ☐ Sir Alexander Mackenzie Elementary School
- ☐ Sir George Simpson Junior High School
- ☐ St. Albert Catholic High School
- ☐ Sturgeon Heights School
- ☐ Vincent J. Maloney Catholic Junior High School
- ☐ Vital Grandin Catholic School
- ☐ Wild Rose Elementary School
- ☐ William D. Cuts Junior High School

2. Vos enfants sont à quels niveaux scolaires? (Veuillez cocher toutes qui s'appliquent.)

- ☐ Prématernelle
- ☐ Maternelle
- ☐ 1re année
- ☐ 2e année
- ☐ 3e année
- ☐ 4e année
- ☐ 5e année
- ☐ 6e année
- ☐ 7e année
- ☐ 8e année
- ☐ 9e année
- ☐ 10e année
- ☐ 11e année
- ☐ 12e année

3. Quelle est la distance du trajet scolaire de votre enfant pour se rendre à l'école?

- ☐ Moins de 1 km (trajet de moins de 2 minutes)
- ☐ Entre 1 à 2,5 km (trajet de 2 à 5 minutes)
- ☐ Entre 2,5 à 5 km (trajet de 5 à 10 minutes)
- ☐ Plus de 5 km (plus de 10 minutes)

4. Habituellement, comment vos enfants se rendent-ils à l'école l'automne et le printemps? (Veuillez choisir UNE SEULE option.)

- ☐ Auto conduite par parent ou élève
- ☐ Auto – Covoiturage
- ☐ Autobus scolaire
- ☐ St. Albert Transit
- ☐ Marche
- ☐ Vélo

5. Habituellement, comment vos enfants se rendent-ils à l'école l'hiver. (Veuillez choisir UNE SEULE option.)

- ☐ Auto conduite par un parent ou élève
- ☐ Auto – Covoiturage
- ☐ Autobus scolaire
- ☐ St. Albert Transit
- ☐ Marche
- ☐ Vélo

6. Habituellement, comment vos enfants reviennent-ils de l'école l'automne et le printemps? (Veuillez choisir UNE SEULE option.)

- ☐ Auto conduite par un parent ou élève
- ☐ Auto – Covoiturage
- ☐ Autobus scolaire
- ☐ St. Albert Transit
- ☐ Marche
- ☐ Vélo

7. Habituellement, comment vos enfants reviennent-ils de l'école l'hiver. (Veuillez choisir UNE SEULE option.)

- ☐ Auto conduite par un parent ou élève
- ☐ Auto – Covoiturage
- ☐ Autobus scolaire
- ☐ St. Albert Transit
- ☐ Marche
- ☐ Vélo

8. Pourquoi choisissez-vous les modes de transport ci-dessous pour que vos enfants se rendent à l'école? (S'il vous plait, choisir jusqu'à 3 options.)

- ☐ Rapide
- ☐ Pratique
- ☐ Abordable
- ☐ Sécuritaire
- ☐ Social
- ☐ Agréable
- ☐ À cause de la température
- ☐ Parce que ça nous permet, mes enfants et moi, de voyager à une autre destination directement après l'école

9. Si vos enfants ne marchent généralement pas ou ne prennent pas leur vélo pour se rendent à l'école, pourquoi n'utilisent-ils pas ces modes de transport? (S'il vous plait, cocher tout ce qui s'applique.)

- ☐ C'est trop loin
- ☐ Cela prend trop de temps
- ☐ Le temps est trop extrême
- ☐ Il n'y a pas de pistes à pied ou cyclables convenables
- ☐ Dangereux en raison de la circulation des véhicules
- ☐ Dangereux à cause des gens qu'ils peuvent rencontrer

10. Quelles préoccupations avez-vous par rapport à la sécurité de vos enfants en ce qui concerne leur trajet à l'école, le cas échéant? (S'il vous plait, décrire vos préoccupations et indiquer l'endroit précis, y compris le nom de la rue et de la rue transversale la plus proche, le cas échéant.)

11. Avez-vous été victime ou témoin d'un incident évité de justesse, c'est-à-dire un incident où une collision a failli se produire? Si oui, décrivez la situation et l'emplacement. (S'il vous plait, NE PAS identifier les personnes par leur nom dans votre réponse.)

12. Que pourrait-on faire pour améliorer la sécurité de vos enfants, ou la sécurité des autres élèves, lorsqu'ils voyagent à l'école? (S'il vous plait, décrire vos idées et indiquer l'emplacement des solutions proposées, le cas échéant.)

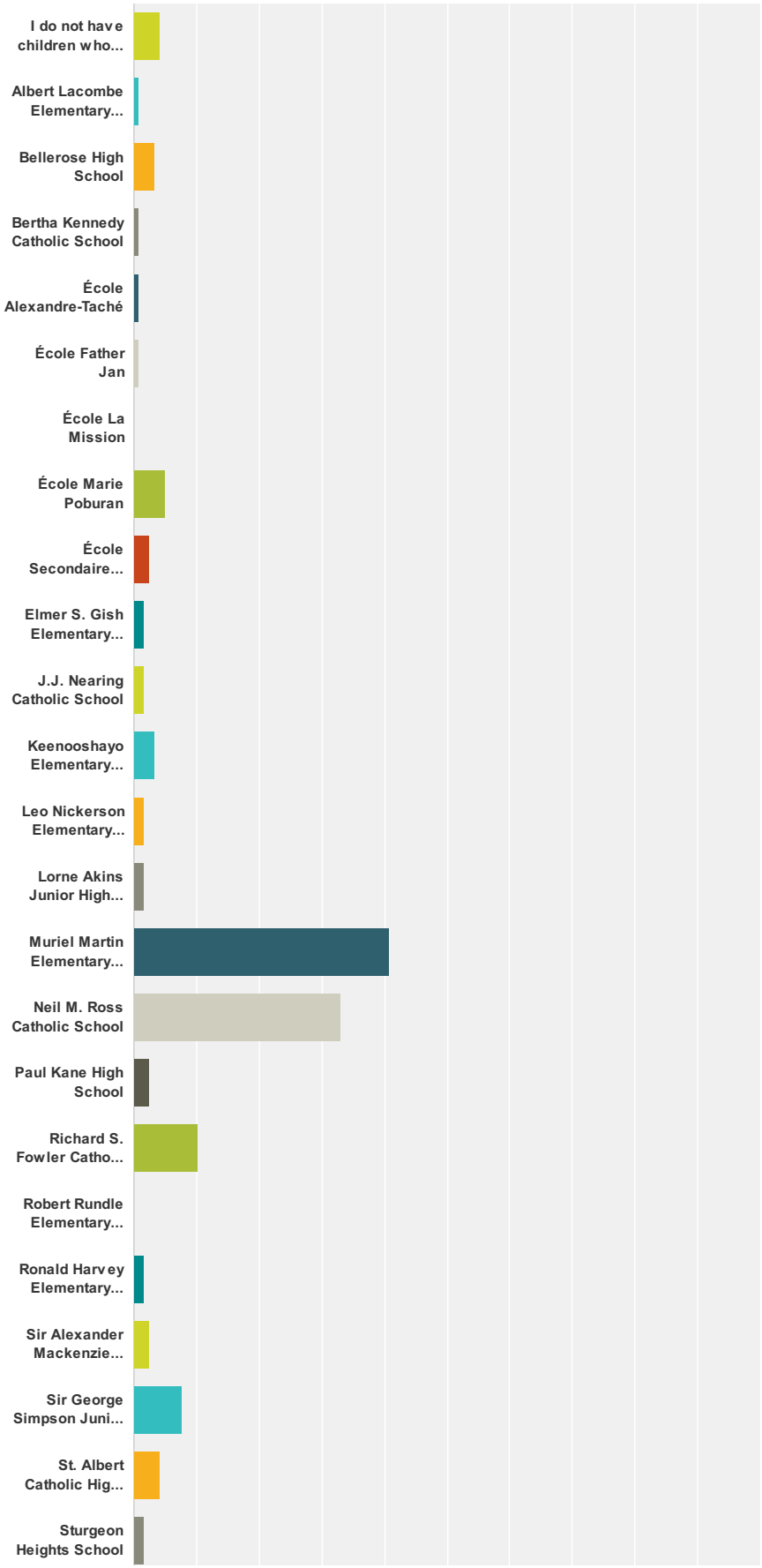
Merci beaucoup de remplir ce questionnaire! S'il vous plait, le retourner au bureau de votre école.

APPENDIX G

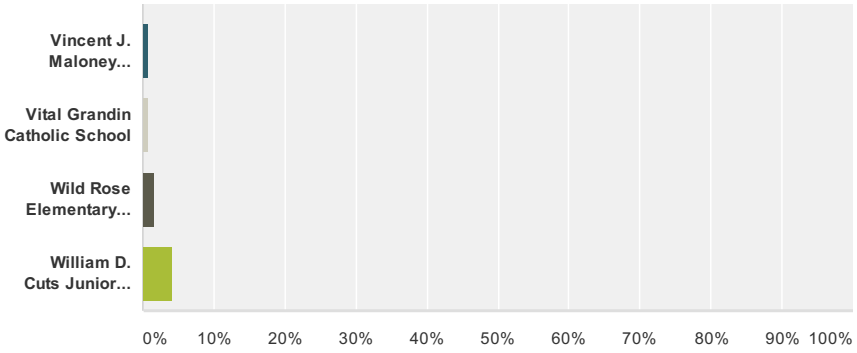
PARENT SURVEY RESULTS (SURVEY MONKEY)

Q1 Which school(s) in St. Albert do your children attend? (Please check all that apply.)

Answered: 118 Skipped: 1



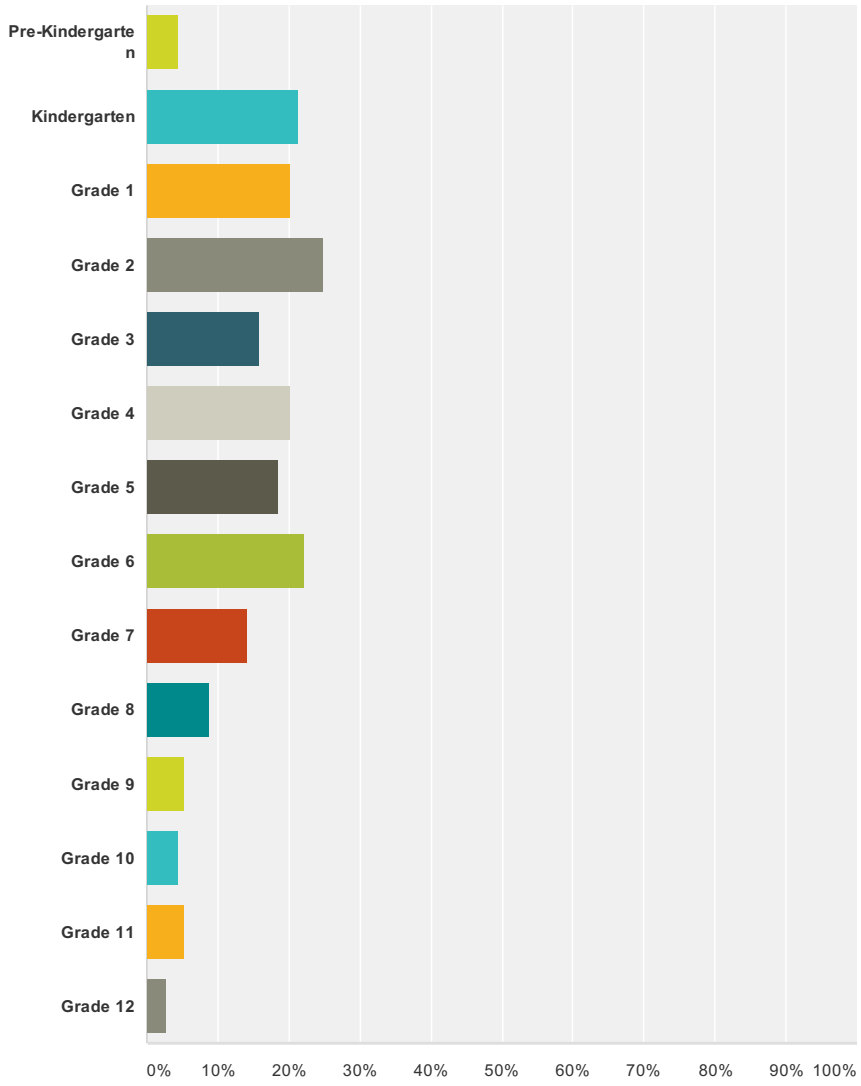
Safe Journeys to School Student Transportation Safety Survey



Answer Choices	Responses	
I do not have children who attend a St. Albert school	4.24%	5
Albert Lacombe Elementary School	0.85%	1
Bellerose High School	3.39%	4
Bertha Kennedy Catholic School	0.85%	1
École Alexandre-Taché	0.85%	1
École Father Jan	0.85%	1
École La Mission	0.00%	0
École Marie Poburan	5.08%	6
École Secondaire Sainte Marguerite d'Youville	2.54%	3
Elmer S. Gish Elementary School	1.69%	2
J.J. Nearing Catholic School	1.69%	2
Keenooshayo Elementary School	3.39%	4
Leo Nickerson Elementary School	1.69%	2
Lorne Akins Junior High School	1.69%	2
Muriel Martin Elementary School	40.68%	48
Neil M. Ross Catholic School	33.05%	39
Paul Kane High School	2.54%	3
Richard S. Fowler Catholic Junior High School	10.17%	12
Robert Rundle Elementary School	0.00%	0
Ronald Harvey Elementary School	1.69%	2
Sir Alexander Mackenzie Elementary School	2.54%	3
Sir George Simpson Junior High School	7.63%	9
St. Albert Catholic High School	4.24%	5
Sturgeon Heights School	1.69%	2
Vincent J. Maloney Catholic Junior High School	0.85%	1
Vital Grandin Catholic School	0.85%	1
Wild Rose Elementary School	1.69%	2
William D. Cuts Junior High School	4.24%	5
Total Respondents: 118		

Q2 What grade(s) are your children in? (Please check all that apply.)

Answered: 113 Skipped: 6

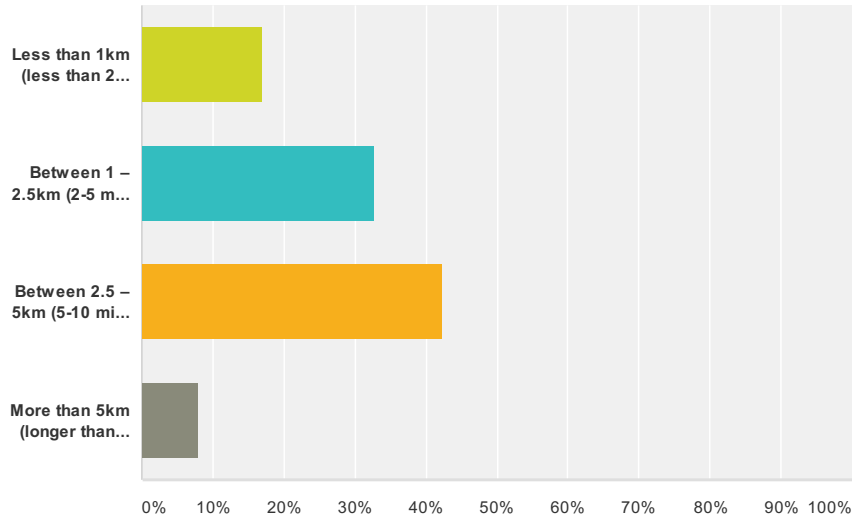


Answer Choices	Responses	
Pre-Kindergarten	4.42%	5
Kindergarten	21.24%	24
Grade 1	20.35%	23
Grade 2	24.78%	28
Grade 3	15.93%	18
Grade 4	20.35%	23
Grade 5	18.58%	21
Grade 6	22.12%	25
Grade 7	14.16%	16
Grade 8	8.85%	10
Grade 9	5.31%	6
Grade 10	4.42%	5
Grade 11	5.31%	6
Grade 12	2.65%	3

Total Respondents: 113	

Q3 What distance do your children travel to school?

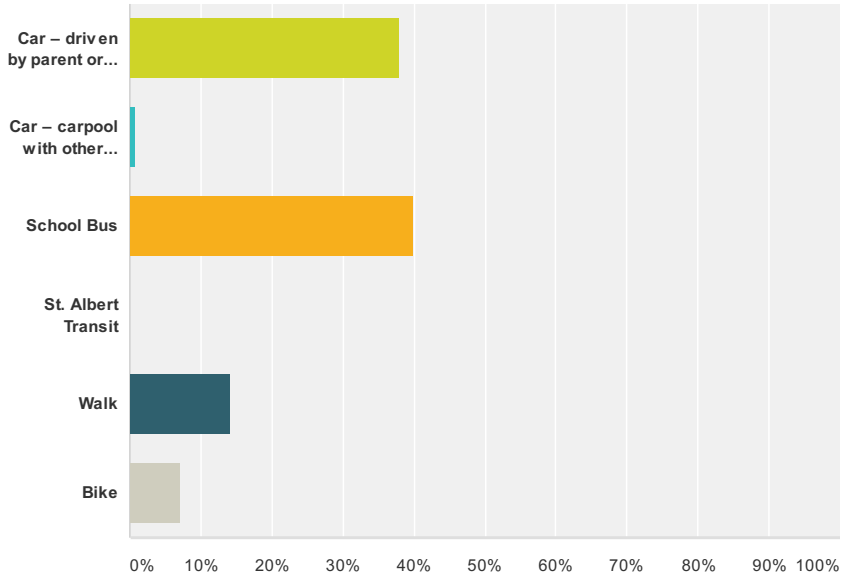
Answered: 113 Skipped: 6



Answer Choices	Responses	
Less than 1km (less than 2 min drive)	**16.81%**	19
Between 1 – 2.5km (2-5 min drive)	**32.74%**	37
Between 2.5 – 5km (5-10 min drive)	**42.48%**	48
More than 5km (longer than 10min drive)	**7.96%**	9
Total		**113**

Q4 How do your children usually get TO school in the FALL and SPRING? (Please select ONE option.)

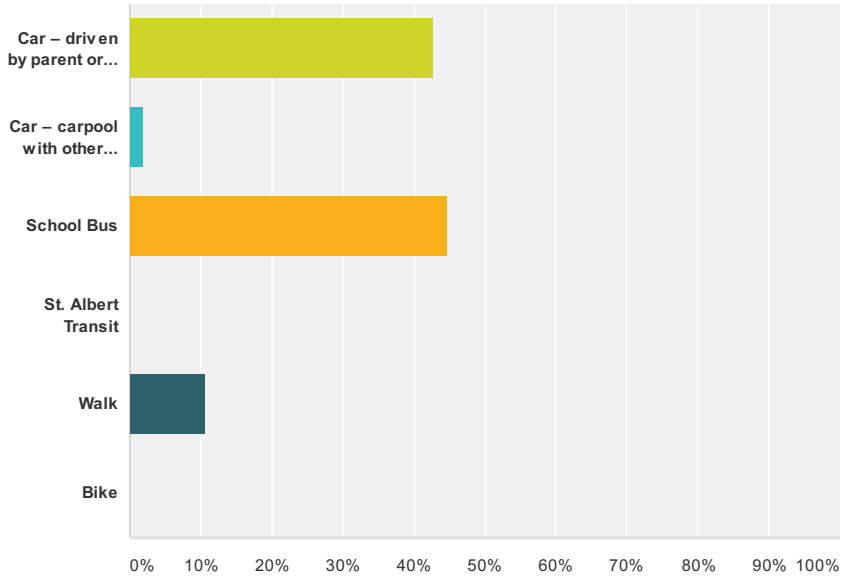
Answered: 113 Skipped: 6



Answer Choices	Responses	
Car – driven by parent or self	**38.05%**	43
Car – carpool with other families	**0.88%**	1
School Bus	**39.82%**	45
St. Albert Transit	**0.00%**	0
Walk	**14.16%**	16
Bike	**7.08%**	8
Total		**113**

Q5 How do your children usually get TO school in the WINTER? (Please select ONE option.)

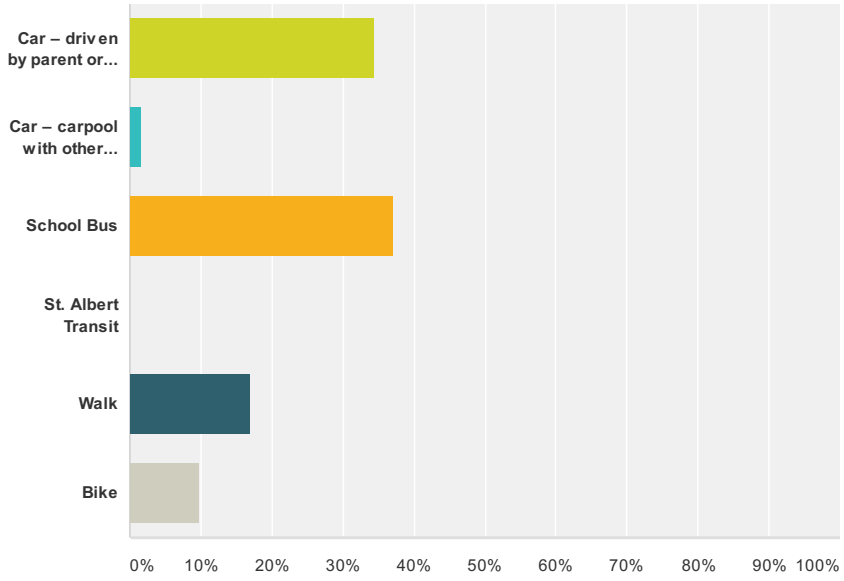
Answered: 112 Skipped: 7



Answer Choices	Responses	
Car – driven by parent or self	**42.86%**	48
Car – carpool with other families	**1.79%**	2
School Bus	**44.64%**	50
St. Albert Transit	**0.00%**	0
Walk	**10.71%**	12
Bike	**0.00%**	0
Total		**112**

Q6 How do your children usually LEAVE school in the FALL and SPRING? (Please select ONE option.)

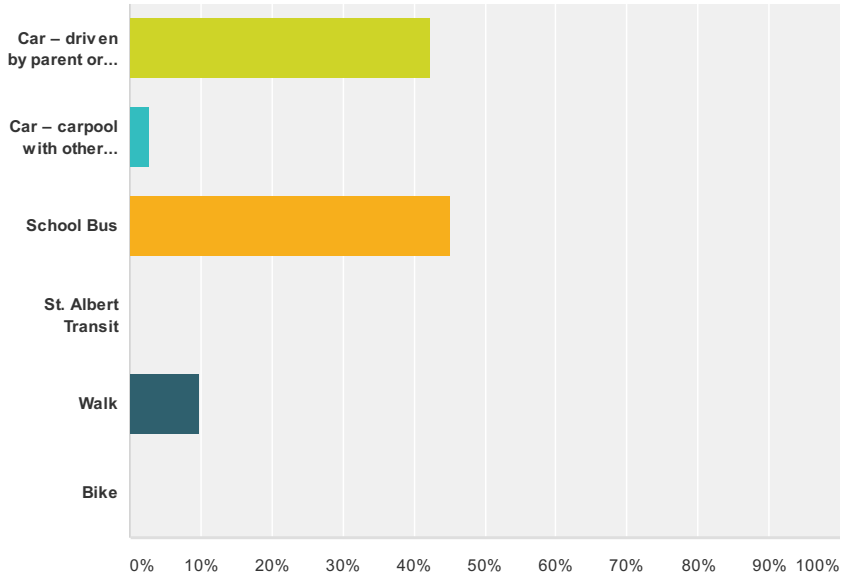
Answered: 113 Skipped: 6



Answer Choices	Responses	
Car – driven by parent or self	**34.51%**	39
Car – carpool with other families	**1.77%**	2
School Bus	**37.17%**	42
St. Albert Transit	**0.00%**	0
Walk	**16.81%**	19
Bike	**9.73%**	11
Total		**113**

Q7 How do your children usually LEAVE school in the WINTER? (Please select ONE option.)

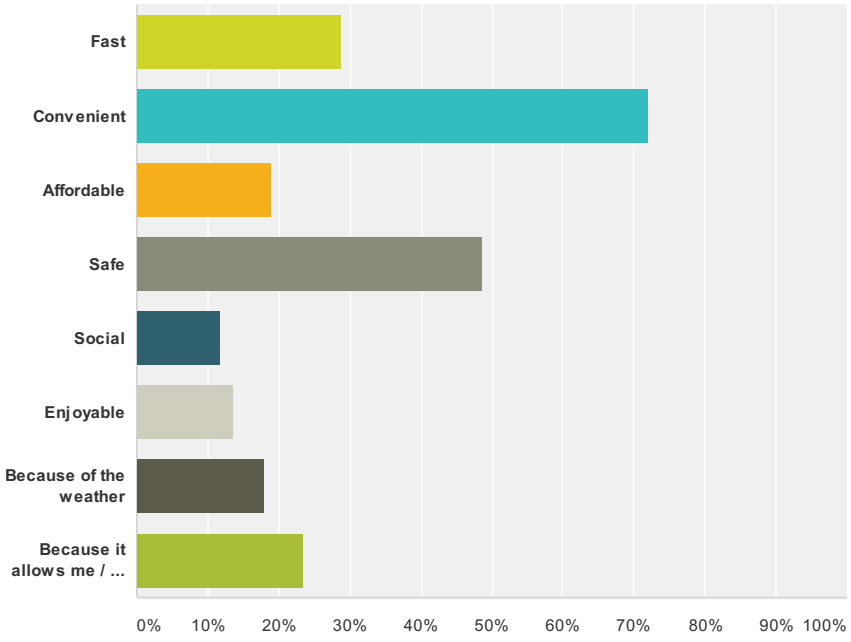
Answered: 111 Skipped: 8



Answer Choices	Responses	
Car – driven by parent or self	**42.34%**	47
Car – carpool with other families	**2.70%**	3
School Bus	**45.05%**	50
St. Albert Transit	**0.00%**	0
Walk	**9.91%**	11
Bike	**0.00%**	0
Total		**111**

Q8 Why do you choose the above modes of transportation for your children to get to and from school? (Please select up to 3 options.)

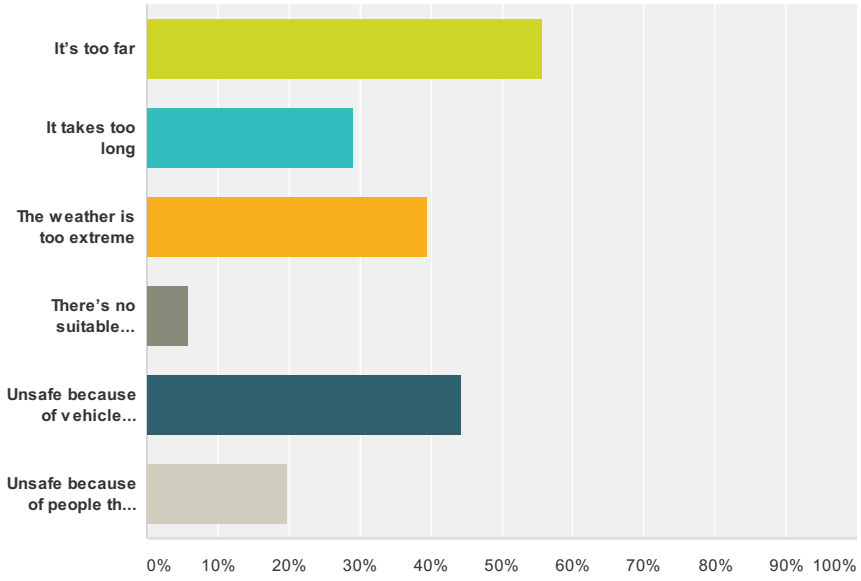
Answered: 111 Skipped: 8



Answer Choices	Responses	
Fast	**28.83%**	32
Convenient	**72.07%**	80
Affordable	**18.92%**	21
Safe	**48.65%**	54
Social	**11.71%**	13
Enjoyable	**13.51%**	15
Because of the weather	**18.02%**	20
Because it allows me / my children to travel to another destination directly after school drop off / pick up	**23.42%**	26
Total Respondents: 111		

Q9 If your children do not usually walk or bike to school, why don't they use these transportation modes? (Please check all that apply.)

Answered: 86 Skipped: 33



Answer Choices	Responses	
It's too far	**55.81%**	48
It takes too long	**29.07%**	25
The weather is too extreme	**39.53%**	34
There's no suitable walking or cycling routes	**5.81%**	5
Unsafe because of vehicle traffic	**44.19%**	38
Unsafe because of people they may encounter	**19.77%**	17
Total Respondents: 86		

Q10 What safety concerns do you have regarding your children's journey to school, if any? (Please describe your concerns and indicate the specific location - including the name of the street and the nearest cross street - if applicable.)

Answered: 83 Skipped: 36

Q11 Have you experienced or witnessed any close calls, i.e. an incident where a collision nearly occurred? If so, please describe the situation and location. (Please DO NOT identify any individuals by name in your response.)

Answered: 73 Skipped: 46

Q12 What could be done to enhance your children's safety, or the safety of other students, as they travel to and from school? (Please describe your ideas and indicate the location of proposed solutions, if applicable.)

Answered: 73 Skipped: 46

Q10 What safety concerns do you have regarding your children's journey to school, if any? (Please describe your concerns and indicate the specific location - including the name of the street and the nearest cross street - if applicable.)

Answered: 83 Skipped: 36

#	Responses	Date
1	Drivers that park in crosswalks, double park, park by the fire hydrants - basic traffic infractions that would normally be ticketed if a bylaw officer was on site, make the school journey unsafe for my children.	7/18/2014 11:28 AM
2	Create our own Bylaws for point pause and proceed so that we can put them where we want. Simple!!!!!	7/16/2014 10:37 PM
3	We live on Grosvenor Blvd (right at Gaylord cres) and the bus stop is across the street from our house. Grosvenor is a very busy street and the nearest crosswalk in both directions is over 300 metres (300 in one direction, but I need to cross another street to get to it, and 350 in the other direction) By the time I walk to the crosswalk and cross and then walk back to the bus stop it would be 10 minutes. In the winter that is way too long and dangerous because of unshoveled walkways, etc.	7/16/2014 7:52 PM
4	Few routes across St. Albert Trail without going on major roads (for walking and or cycling) without taking long round-about routes.	7/16/2014 6:26 PM
5	Crossing the street at crosswalk at dufferin and giroux in morning. Drivers want to make the light so the kids always have cars driving near them when they are still crossing. Happened when she was in elementary and still when in jr high even though there is a count down signal light giving more time.	7/13/2014 9:34 AM
6	As a parent that drives my child, I am concerned about two things. The lack of parking in front of Jj nearing (deer ridge drive) is one of them. The closer you get to when school starts, the harder the chance it is to get a parking stall without having to cross a few roads. There is no crosswalk lights and sometimes the crosswalk guards are not there due to weather (which is understandable). I also feel strongly that during the winter the windrows should be pushed back further or completely removed allowing for my children to get out of the car on the curb side. In the past when getting out on the street side, as the windrows are to high to climb over, we have had to walk down the side of road right beside on coming traffic. I usually carry my 3 years as she is unpredictable which then I can hold the hand of my other daughter. If I had more children how would I get them off the road safely? This is something that can be fixed at next to no cost if they push them back further into the field.	7/11/2014 7:04 AM
7	Crosswalk on Grenfell avenue	7/10/2014 11:39 PM
8	Vehicle traffic	7/10/2014 9:40 PM
9	I am concerned about the speed & volume of traffic at the marked crosswalks @ the Boudreau & Sir Winston Churchill intersection, as well as the marked pedestrian crosswalk located on Sir Winston Blvd (connecting the Braeside & Forest Lawn ravines) located in a 50km zone. If I allowed my children to walk to school on their own, they would have to cross these very busy, high traffic roadways. Modifications would certainly have to be made for me to consider any of the above mentioned these crosswalks safe. I witness many children using them on a daily basis, but I think they are at risk for an unsafe journey to school.	6/28/2014 8:01 PM
10	Sir Winston Churchill/Boudreau	6/28/2014 3:26 PM
11	No school zone in front of Bellerose. Only school I know of without school zone. Speeding down Lockhart where buses stop. Not able to cross Giroux at Lockhart with enough time to get across Giroux before lights change. Semi trucks zipping down Giroux unable to stop at crossing just eat of BCHS.	6/28/2014 11:01 AM

12	crossing sir winston churchill, boudreau and woodlands road	6/25/2014 4:01 PM
13	General traffic concerns, concerns about my child being hurt while on the bus, or while travelling to or from the bus stop.	6/25/2014 3:47 PM
14	being new to St albert we signed our child up for the bus,for both social and environmental reasons. We bike in fall and spring-accompanied by me. The bike trails and paths are not well signed and we have gotten lost a few times! I don't trust that drivers will heed stop signs and crosswalks, so I accompany her.	6/25/2014 2:35 PM
15	We live on Norris Cresc and the bus picks them up on Northridge Drive - It's a long walk for them especially in the winter, would be nice if it was closer.	6/25/2014 1:27 PM
16	Strangers Being alone crossing the street to go to bus stop-Oak Vista Drive-people SPEED consistently.	6/25/2014 12:10 PM
17	Traffic/people in a hurry and not paying attention. My child has to cross Giroux but uses cross walk.	6/24/2014 9:44 PM
18	Due to work schedules, my children are driven to school by their grandparents who live outside the busing zone for their school. In order to get to school, they need to cross both Boudreau Rd and Sir Winston Churchill, both of which are extremely busy roads. Given the age of my youngest child, we have not felt comfortable having them walk or ride their bikes to and from school. The peace of mind knowing that a family member is dropping them off and picking them up from school a few safety alleviates concerns including traffic and potential encounters with individuals that may want to harm them.	6/24/2014 8:38 AM
19	Other children	6/23/2014 6:30 PM
20	Concerned about children crossing the street around the perimeter of the school without parental supervision e.g. Willoughby as drivers don't always slow down.	6/23/2014 9:07 AM
21	Parents parking in the crosswalk or on the line- making it unsafe due to poor visual clearance for both students to cross the street or other drivers not being able to see the kid crossing the Woodlands Rd. Drivers are driving thru the crosswalk daily even when the lights are flushing and kids with parents are in the middle of crossing the Woodlands Rd. I am observing daily near misses and I am terrified to let my kids cross the street to go to school. Numerous drivers are impatient and careless, parking in no parking zones to drop off their kids, or stop in the middle of the left lane and let their kids out of the car while there are vehicles driving in the right lane- horrible! The traffic flow on Woodlands Rd in front between Keeno Sheo and NMR is hair rising experience despite the marked and flushing crosswalk. There should be red light traffic lights to ensure that drivers have to stop for pedestrians. More police presence should be implemented here. Lastly- in winter and spring time- side walks around NMR are not cleared of snow and ice and there are a skating rink for several months every year. I have brought issue to the principle and the janitor of NMR with no result. It is extremely slippery and dangerous to walk around the school and to school from the Baptist church parking lot to NMR.	6/22/2014 10:12 PM
22	I do think my children would be safe, but the way home from school is too much of a challenge on a bike. They'd have to travel up Oak Vista Drive (or the trails near) all the way to the top. This is too difficult for them at this point.	6/22/2014 6:47 PM
23	They would have to cross Boudreau Road at the bottom if a hill at the entrance to Beaverbrook Crescent.	6/22/2014 6:41 PM
24	traffic	6/22/2014 2:48 PM
25	Concerns when the school bus is late or does not show up at all! Especially in the winter. We need to be at the bus stop with out children, to make sure the bus actually makes it. Very unreliable.	6/22/2014 2:43 PM
26	Must cross at Sir Winston and Park Ave; cross walk light too quick and traffic often speeding. Drivers parking too close to the cross walks in front of NMR school on Woodlands Dr - children crossing can not be seen.	6/21/2014 10:04 PM
27	Biggest problem is people parking in front of crosswalk. It is awful a Neil m Ross	6/21/2014 9:18 PM
28	Patrols out at every morning and afterschool not intermittently	6/21/2014 6:09 PM
29	The bus drivers: they dont show up, they drive very fast and aggressively, they come and leave earlier than the scheduled times.	6/21/2014 3:36 PM
30	Crossing the river on the bridge near Red Willow, plus cars racing down Oakmont Drive.	6/21/2014 2:04 PM
31	NMR school...no bus concerns RS Fowler...bus lot busy with other parent traffic	6/21/2014 2:03 PM

32	When riding their bikes I am concerned about them crossing sturgeon rd. going to and from the Oakmont bridge.	6/21/2014 12:03 PM
33	My daughter was crossing the road on Winston Churchhill by the Shell Garage. When it was her turn to cross on the pedestrian crossing she began to cross. All of a sudden a 72 foot school bus turned left onto the crossing. My daughter was luckily paying attention saw this and went back onto the sidewalk to avoid the bus.	6/21/2014 11:04 AM
34	Parents that continue to park in no parking areas in and around the school. The Cross walk could be repainted on Woodlands Rd by Woodcrest Ave. Right by Neil M Ross school.	6/21/2014 8:40 AM
35	Crossing Oakridge a Drive South to The opposite of Onesti place is awful. People drive so fast and RARELY ever stop to let us cross.	6/21/2014 8:36 AM
36	None	6/20/2014 10:19 PM
37	All schools don't have a proper way to drop your child off safely without putting them in the line of lots of traffic.	6/20/2014 10:16 PM
38	I drive them to the daycare across the street, then they walk with the daycare to school. They walk as a group so I'm comfortable with their safety. However, there are sometimes vehicles parked in between the school driveway and the crosswalk, making it hard to see pedestrians using the crosswalk.	6/20/2014 9:56 PM
39	People driving too fast through school zones Neil M Ross school	6/20/2014 9:11 PM
40	The dropping off and picking up of kids from vehicles on the corner beside the walkway between Desmarais Cres. and the school. Most people are careful, but there are many suv's that just can't see the little kids, and people can be in a hurry to drive away. The worst of it is when people block the sidewalks with their cars. Even when they see a stream of people coming down the street they will park in the only place that's left--right in front of the sidewalk corner, or the end of the walkway on the other side of the street--and stay there. Then we have to decide whether to walk in front of their car or behind, or just wait because it's winter and the path is completely blocked by the car. I've spoken to a number of people who have done this, but it doesn't seem to make a difference. If the police hung out there they could hand out lots of tickets for blocking sidewalks, driveways and driving while on a cell phone.	6/20/2014 9:08 PM
41	Boudreau Rd/Evergreen Drive is really busy. I always worry about my son's safety at the bus stop with the traffic coming down the hill so fast.	6/20/2014 8:43 PM
42	Cars often don't stop for pedestrians at the sturgeon road/woodlands road crosswalk. Many try to race through the lights before the kids step in to the street.	6/20/2014 8:36 PM
43	When bike riding we have noticed that the 50 km/hour speed limit on residential/side streets is far too fast. Our route includes Kingswood and Waverly and Woodlands.	6/20/2014 8:15 PM
44	speeding cars by the school, parents parking at crosswalk or very close to and can't see.. one crosswalk should be closer to school not further down	6/20/2014 8:04 PM
45	Parents that park in zones that specifically designated as no stopping zones. Their vehicles block the view of the safety patrol guards at the Neil M Ross crosswalk.	6/20/2014 7:49 PM
46	None	6/20/2014 6:48 AM
47	Crossing street to and from bus stop. Erin Ridge Dr. and Everitt Dr. there is no cross walk and drivers speed thru this road	6/20/2014 6:27 AM
48	My children are currently taking the bus however next year with 3 children attending school and the cost of bussing we will be walking or driving. The areas of concern for us are the intersection of Westwood Dr. and Woodlands Rd as well as the intersection of Woodlands Rd and Sir Winston Churchill avenue. These are very busy intersections during school drop off/pick up times because there are 3 elemtary schools in this area. Drivers become impatient because there is constant foot traffic and try to get in between people crossing the crosswalks. I think adult crossing guards at the intersections would be tremendously helpful. I am also concerned walking because we would have to walk up the hill on Woodlands rd to Sir Winston Churchill and the sidewalks are very snowy and icy throughout the winter. The other thing that is a particular concern for me is the street parking along Park Ave. Because we have very little parking on school grounds this is the best alternative place for parents to park as clearly one cannot park on Sir Winston Churchill however in the winter there are very high windrows all along the sidewalk leaving it unsafe for children to get to the sidewalk.	6/19/2014 11:40 PM

49	Very often vehicles do not stop at the crosswalk linking oakmont walking trail to sturgeon road.	6/19/2014 10:45 PM
50	I drop off both by children before and after school due to my work schedule. The are to young to walk to school. Once they are older they will walk to school.	6/19/2014 8:28 PM
51	My son is only in Gr 1 so I feel he is too young to travel to school unsupervised right now.	6/19/2014 3:04 PM
52	The only concern is that the bus transports my children safely to and from school.	6/19/2014 12:47 PM
53	Dawson Road, Giroux - too busy to walk and bike as well as too far	6/19/2014 12:06 PM
54	Main concern is in cross walk going to school bus. Cars do you stop for marked cross walk. Eldorado and Eastcott	6/19/2014 11:09 AM
55	other drivers carelessness, all streets	6/19/2014 10:10 AM
56	n/a	6/19/2014 9:04 AM
57	We have to cross Everitt Drive. There are no cross walks and drivers speed make it dangerous	6/19/2014 8:29 AM
58	In the morning my son has to cross Langholm Drive (at the intersection of Lincoln Crescent) to get to his bus stop. Cars often speed along that drive and don't yield at the cross walk. If there is a car parked in front of the house on the corner, he is not very visible as he waits to cross.	6/19/2014 8:03 AM
59	my biggest concern is that the cars don't always stop and wait for my children to pass the street on a marked crossing, especially on Hogan street.	6/18/2014 11:31 PM
60	People park too close to intersections and crosswalks. Deer Ridge drive and desmarie(?)	6/18/2014 10:49 PM
61	I am nervous of them getting to and from the school bus. And when walking to and from the bus, we need to cross a busy major road with no crosswalks (Ellington Crescent and Erin Ridge Drive)	6/18/2014 10:43 PM
62	I have a great concern with school bus safety. I watched the same school bus run the yellow/red light on a regular basis for an entire school year. Southbound Sir Winston Churchill at Levasseur. I called the bus company, nothing changed.	6/18/2014 10:40 PM
63	Street Crossing at Eldorado/English Way	6/18/2014 9:34 PM
64	1. Dangerous crossing at Erin Ridge Drive at Ellesmere to get to the bus on the west side of Erin Ridge Drive. There is no cross walk and cars will not stop and sometimes weave through the students while they cross the street. Erin Ridge Drive at Ellesmere also has a hospital parking entrance / exit which is not aligned with Ellesmere and makes the crossing even more dangerous due to cars going /coming from there. This is also a hazard for vehicles coming from Ellesmere. 2. Erin Ridge Drive and Everitt Drive where the new schools are being located are extremely busy single lane roads and not safe locations for student drop-off and pick-up by parents.	6/18/2014 9:28 PM
65	Parents parking and dropping off at jj nearing	6/18/2014 9:21 PM
66	My child crosses Erin Ridge Drive right by the hospital staff parking entrance every day to get to and from the bus stop. The traffic, especially in the morning (with shift change at the hospital and rush-hour traffic) makes the crossing hazardous. People in their cars are not watching out for the kids crossing the road, even though there is a marked crosswalk.	6/18/2014 9:03 PM
67	Lack of marked crosswalk on bend in Northridge Drive intersecting with Natalia Way and Noble Close. Very busy road in peak hours and located on a blind bend in road, would be helpful to have a marked crosswalk to facilitate families crossing to get to public and school bus stop.	6/18/2014 8:50 PM
68	I don't trust other people or drivers to obey traffic laws. The world is a different place than it was 35 ish years ago, it's not as safe for children anymore.	6/18/2014 7:47 PM
69	Parking around the school makes it congested and dangerous.	6/18/2014 7:19 PM
70	In the crescent Desmarais the car traffic is heavy. I wish there was a marked crosswalk on the north side of crescent where the kids enter the back of the school. Too many cars park unsafely.	6/18/2014 7:10 PM
71	Desmarais Crescent pathway leading into school yard of Muriel Martin. Some parents park illegally and block off the street crossing forcing children to walk around the back of vehicles blindly onto the road. Parents also park blocking off residents driveways causing parking jams on the crescent.	6/18/2014 6:44 PM
72	Currently none. My child is driven by daycare transportation to & from school (small Wunders)	6/18/2014 6:35 PM
73	No concerns. Dufferin and Dorchester is busiest crossing and is crosswalked.	6/18/2014 6:31 PM
74	I worry about crossing Hogan as it can get extremely busy and cars drive too fast at times.	6/18/2014 6:21 PM

75	Speeding cars and amount if traffic	6/18/2014 6:03 PM
76	The cars do not stop to allow us to cross at Deer Ridge Drive & Dennison Drive as well as at the cross walk with the flashing lights across from the school.	6/18/2014 5:54 PM
77	Cars going to fast through crosswalk zones	6/18/2014 5:44 PM
78	traffic in the street and possible stranger encounter	6/18/2014 5:05 PM
79	The traffic jam that occurs on the curve by the back entrance way to the school off of Desmarais Cr. Cross park all along that curve, at the corner, double park, etc. and it's hard for a little one crossing the street to be seen. The second area of concern is the corner by Deer Ridge Dr and Desmarais Cr. Crossing on Deer Ridge Dr across Desmarais with cars turning left on to that street is very dangerous for little ones.	6/18/2014 4:44 PM
80	Crossing the street to catch the bus. Traffic travels quickly and often doesn't see the kids in the crosswalk. (Laydon Dr and Lancaster Cr)	6/18/2014 4:38 PM
81	treed paths from Lacombe Park Estates to WD Cuts feel unsafe when walking alone	6/18/2014 4:37 PM
82	None	6/18/2014 4:18 PM
83	Crossing Hogan Road at Newmarket is a concern, but the city recently installed crossing lights at that intersection. We walk him to the bus stop so it is not a huge concern but we would not allow him to go himself at this point.	6/18/2014 4:17 PM

Q11 Have you experienced or witnessed any close calls, i.e. an incident where a collision nearly occurred? If so, please describe the situation and location. (Please DO NOT identify any individuals by name in your response.)

Answered: 73 Skipped: 46

#	Responses	Date
1	My daughters witnessed a near miss of a mother and her children jaywalking at JJ Nearing in which this family was almost hit by the school bus. It was very frightening for my children.	7/18/2014 11:28 AM
2	Yes when people walk down the street and make a hard 90 on to a crosswalk as if regardless of the size of your vehicle, you must stop.	7/16/2014 10:37 PM
3	Road in front of Leo Nickerson is bad for close calls due to the number of parents who drive and pick up their kids. Traffic is by far worse for elementary schools.	7/16/2014 6:26 PM
4	Person turned right from dufferin on to giroux heading west came so close to hitting 2 kids walking to cross the street on the crosswalk. I screamed at the guy and of course he thought I was the idiot.	7/13/2014 9:34 AM
5	Yes. Many times parents park their cars across the street from Jj nearing (deer ridge drive) and allow their kids to J walk if it's too cold to walk to a crosswalk. I blame this merely on stupid parents that are lazy.	7/11/2014 7:04 AM
6	Cars parked in no parking areas make it difficult for drivers to see children waiting at the crosswalk. I've seen many cars screeching to a stop just in time.	7/10/2014 11:39 PM
7	No	7/10/2014 9:40 PM
8	No	7/3/2014 9:09 PM
9	School bus cutting in and out, not stopping at stop sign and instead stop at free throw sign, which means not following traffic regulations. They have a bus full of kids and yet they don't seem to follow tranfic law and then when they have to stop for the kids they think they are god and just stop in the middle of the road!	6/29/2014 8:11 PM
10	Yes, my children & I were proceeding to cross the marked crosswalk @ the Boudreau & Sir Winston Churchill intersection & a driver making a left-hand turn onto Boudreau nearly drove into us, he didn't see us until the last second & slammed on the breaks...we were lucky. Also,I've seen many drivers speeding up Boudreau Rd making right-hand turns onto Sir Winston Blvd without slowing down to check/yield to pedestrians are entering the intersection - I am not comfortable crossing as an adult pedestrian, nevermind letting my own children cross on their own, esp. when road conditions are slippery.	6/28/2014 8:01 PM
11	Pedestrians nearly being struck at Sir Winston Churchill/Boudreau. Speed of vehicles.	6/28/2014 3:26 PM
12	Sometimes drivers are going too fast to notice children in the crosswalk.	6/28/2014 1:25 PM
13	Cyclist hit crossing at Giroux and Lockhart. Transit bus almost hit students at same crosswalk as it did a left turn out of lockhart. School bus rear ended just west of dufferin on Giroux at transit stop as was dropping of kids. DAILY close calls Lockhat at giroux as cars turn left towards bellerose when there are kids in crosswalk	6/28/2014 11:01 AM
14	No	6/25/2014 4:01 PM
15	we stopped using the bus in the winter due to my uneasiness with the safety of it. High snow banks, cars not stopping at stop signs, no safety protocol for buses to follow, no lights at cross walks....it seemed to big of a risk. I drove my child to and from school 80% of the time. (contributing to a higher volume of car traffic and making it more congested for everyone.) Busing can be a preferred method of transportation, if implemented safely.	6/25/2014 2:35 PM

16	Absolutely! Kids crossing the street on the other side of Northridge Drive (from East to West)..there is a crosswalk but drivers don't always stop, very dangerous!	6/25/2014 1:27 PM
17	I have a concern with so many parents driving their children to Muriel Martin School. I have seen people double park and make u-turns and I am surprised there has not been an accident. Students are walking between double parked vehicles and jaywalking. The school has sent out many notices about parking and no u-turns, but no one listens. Roads become narrow in winter time making parking even more difficult. Everyone is in a rush to leave and have no regard for others. I've witnessed and heard of many tempers flying between parents and between parents and residents because of parking issues with fights happening in front of young students.	6/24/2014 9:44 PM
18	Yes, vehicles do not always slow down or stop for children / parents in marked cross walks. Distracted drivers are also a concern, as too many drivers are on their cell phones, despite the distracted driving law.	6/24/2014 8:38 AM
19	Parents parking too close to the crosswalk directly outside of the school or in no stop zone outside of the school (directly in front).	6/23/2014 9:07 AM
20	Daily near misses!!!!! The marked crosswalk with flushing lights on the Woodlands Rd by the NMR and Baptist Church is extremely dangerous as drivers are not stopping for pedestrians, despite the fact kids are crossing and may be in the middle of the street. Poor visibility is caused by drivers who park their cars in the crosswalk or just outside the lanes. There is very little regards for safety of other children other than their own. This is extremely dangerous crossing.	6/22/2014 10:12 PM
21	I have been involved in a collision on the way to school. In the winter, on a snowy icy morning, on Boudreau Rd. Both vehicles coming to a red light could not stop.	6/22/2014 6:47 PM
22	no	6/22/2014 2:48 PM
23	Thankfully, no.	6/22/2014 2:43 PM
24	Drivers not watching for pedestrians when turning at Sir Winston and Park Ave and Woodlands Dr. Drivers in no parking zones on Woodlands Dr blocking visibility of student in cross walks. Drivers not stopping/understanding when safety patrols do their first "point" step.	6/21/2014 10:04 PM
25	Yes. At Neil m Ross. People park in front of crosswalk and u cannot see patrols	6/21/2014 9:18 PM
26	Traffic backs up when patrols are not in attendance on the corner. Pedestrians just keep walking	6/21/2014 6:09 PM
27	Its consistently happening. The drivers on my childrens routes have missed 3-4 mornings.	6/21/2014 3:36 PM
28	No	6/21/2014 2:46 PM
29	no	6/21/2014 2:03 PM
30	See above.	6/21/2014 11:04 AM
31	none	6/21/2014 8:40 AM
32	Yes. Every week. I have had to grab my kids and lift them on to the street because people don't see us, are going too fast around the bend. I don't think I will ever be able to let them cross on their own.	6/21/2014 8:36 AM
33	None	6/20/2014 10:19 PM
34	Cars in the Fowler parking lot do not have one direction of traffic therefore kids buses and cars are all going both ways and children are weaving in between vehicles to get to the school or to their ride home.	6/20/2014 10:16 PM
35	No	6/20/2014 9:56 PM
36	Yes several times saw cars not yield to pedestrians in crosswalk because of driving too fast or not paying enough attention	6/20/2014 9:11 PM

37	We live down the street from this walkway and walk to and from school every day. We have witnessed lots of close calls including some personal experiences. I can't count how many times I've had to bang on a car to keep them from continuing to move in our direction. Yelling doesn't work if there is music on or they are on their cell phone as they are driving, but they do seem to notice something hitting their car, most of the time. Even the people who don't seem to be paying attention tend to drive slowish, but the area is so small and we are all so close to the cars as we move about that a kid could easily go under one, and would an suv/truck driver even notice it in time to avoid actually driving over a kid? My boy is 8 and I let him do all kinds of things, but I don't want him crossing that road alone.	6/20/2014 9:08 PM
38	no	6/20/2014 8:43 PM
39	No, because I walk with my kids and make them wait until I tell then they can step in to the intersection at woodland/sturgeon. If I wasn't with them, I know ther would have been some close calls when they were younger. Once a school bus even blasted through the lighted crosswalk in front of my son.	6/20/2014 8:36 PM
40	Children crossing at an unlit/no overhead lights crosswalk on Woodlands nearly hit by a car that did not see them.	6/20/2014 8:15 PM
41	cars not stopping for kids crossing	6/20/2014 8:04 PM
42	People that speed thru the school zone at Neil Ross. I have witnesses parents and children almost getting hit by the people speeding.	6/20/2014 7:49 PM
43	None	6/20/2014 6:48 AM
44	Not personally	6/20/2014 1:23 AM
45	some car appear to drive fast along the road during the 0700 and 17:30 hour period.	6/19/2014 8:28 PM
46	No	6/19/2014 3:04 PM
47	The only incidents I have witnessed occur because of substitute bus drivers who may be unfamiliar with the bus route/children.	6/19/2014 12:47 PM
48	so many I cannot count. Expecially bad in the JJNearing school zone. Parent drivers and are especially self centered with parking in the school bus zone, double parking, parking in a no parking zone, to close to the corner, leaving the vehicle in the drop of zone, jay walking, no consideration for others. Muriel Martin has a pretty good system as they have faculty presence assisting with the crossing guards and the bus zones. JJNearing has NO faculty presence and, as a result, no parent accountability for their school zone behaviour. Sad that drivers/parents need supervision to ensure the safety of children, other pedestrians, and common courtesy towards the drop off and shool busses.	6/19/2014 10:10 AM
49	n/a	6/19/2014 9:04 AM
50	Many times I have watched cars speed through the crosswalk while we wait to cross. Thankfully my kids know not to start to cross until vehicles have come to a complete stop. In grade 1, I walk my son to the bus stop every morning because I worry about his safety crossing Langholm Drive.	6/19/2014 8:03 AM
51	There have been several occassions, most often a vehicle attempting to make a yellow light or failing to yeild to a stop sign	6/19/2014 6:59 AM
52	yes, Hogan street, on a marked crossing; some people were crossing the street with their children and the car did not slow down and it almost hit them.	6/18/2014 11:31 PM
53	I have seen some very intimidating behaviour from people who have been asked to move their cars by other parents. The people must know that they are putting lives at risk, but their convenience trumps all.	6/18/2014 10:49 PM
54	No, a lot of people speeding by bus stops, though	6/18/2014 10:43 PM
55	I witnessed a major collision involving a bus in St Albert full of kids. A car turned in front of the bus, however there would have been less damage had the bus not been speeding to ensure it would get through the lights.	6/18/2014 10:40 PM
56	No	6/18/2014 9:34 PM

57	Yes. 1. As mentioned in item 10, a car weaved through the students while they crossed the street without waiting for all of them to cross and almost hit one of the students. 2. Also a collision occurred near Erin Ridge Road and Erin Ridge Drive when a vehicle tried to turn into the eye brow crescent on Erin Ridge Drive. The likely cause was the limited visibility due to the curve at this intersection.	6/18/2014 9:28 PM
58	A school bus almost hit us crossing at muriel martin	6/18/2014 9:21 PM
59	A child was nearly hit by a car that passed a school bus stopped to allow that child to cross the road. The bus driver had to blow his horn to alert the car's driver. This is on a road(Erin Ridge Drive) that is NOT a 4-lane roadway. I also saw a collision where a car, attempting a u-turn on Erin Ridge Road, was broadsided by another car and sent into a boulevard tree. This was right by Eldorado Park.	6/18/2014 9:03 PM
60	Happens regularly along northridge drive. Many pedestrians are waiting at corners of all side roads and watching as vehicles go by. You get part way across and have to VERY attentive to watch for vehicles roaring thru.	6/18/2014 8:50 PM
61	A city bus tail gated my car to go faster than the school zone limit and flipped me the middle finger because I did the zone limit. A driver laid on the horn and inched towards us while we were crossing at the crosswalk in the am once.	6/18/2014 7:47 PM
62	MANY TIMES!!!	6/18/2014 7:19 PM
63	Yes in the spot I previously mentioned. Cars not paying attention	6/18/2014 7:10 PM
64	None yet.	6/18/2014 6:35 PM
65	No	6/18/2014 6:31 PM
66	Yes, two of my boys have been almost hit by a car after the school bus left and they crossed the road cause there is no crosswalk there	6/18/2014 6:03 PM
67	Yes, a vehicle stopped at the flashing lights across the school & the vehicle behind was going to fast & decided to pass the stopped vehicle while my daughter was crossing.	6/18/2014 5:54 PM
68	Cars going through cross walk	6/18/2014 5:44 PM
69	I did not see any such incidence near the school zone	6/18/2014 5:05 PM
70	Again as in question 10. Lots of close calls with kids crossing and not paying close attention at the corner crossing at the back entrance to the park off of Desmarais cr. Not to mention close calls with cars at the curve and sometimes cars can't get through and end up having to reverse down the road.	6/18/2014 4:44 PM
71	Yes, while in the crosswalk at Laydon & Lancaster. The kids and I almost got hit by a car that wasn't paying attention	6/18/2014 4:38 PM
72	None	6/18/2014 4:18 PM
73	I have seen someone drive through the red light seemingly unaware of it at this intersection, but thankfully no one was crossing.	6/18/2014 4:17 PM

Q12 What could be done to enhance your children's safety, or the safety of other students, as they travel to and from school? (Please describe your ideas and indicate the location of proposed solutions, if applicable.)

Answered: 73 Skipped: 46

#	Responses	Date
1	The city of St Albert should implement an education AND an enforcement campaign. Perhaps a city hotline could be available for people to report incidents and the city could send out bylaw officers based on priority and number of incidents. The problem will only be fixed if there are consequences to negative behaviors. The number and types of tickets could be reported in the the school newsletters and the local papers. This would be done without disclosing names of offenders. Unfortunately until there are consequences some behaviors will not be changed. This would be successful as it provides education (teaching students and parents safe behaviors) and enforcement of the laws which is also educational for all drivers. Thanks.	7/18/2014 11:28 AM
2	Teach them and adults to stick their hand out before they proceed into crosswalk	7/16/2014 10:37 PM
3	I would love for a crosswalk to be put in in this location. I have noticed that people from across the street also cross close to this area, because there is a park close to here (gaylord park) and also the school park and sledding hill and skating rinks that are on grosvenor, and the only way for them to get there is to cross in the middle of the road, or walk 5 minutes to a crosswalk.	7/16/2014 7:52 PM
4	School pull outs perhaps. Maybe a full road closure at certain times of days?	7/16/2014 6:26 PM
5	The green light for drivers is normally really short unless of course a pedestrian crosses then extra time is given. People are conditioned that it is a short light, so even though extra time is given they want to make the light and rush. So maybe if the light was longer when people are not crossing the walks... They could be conditioned instead that they have time to make the light and not to rush... So kids have a chance.	7/13/2014 9:34 AM
6	As listed above with the windrows and perhaps more police prescense. I know this is costly but would maybe put some parents in their place.	7/11/2014 7:04 AM
7	Better marked crosswalk, ticketing of people who continue to park in no parking areas therefore reducing visibility (It's quite often the same people). Move the no parking area a bit farther from the crosswalk as it still causes visibility issues when large trucks or vans park there.	7/10/2014 11:39 PM
8	Adult crossing guards	7/10/2014 9:40 PM
9	I believe less school bus, more walking in groups will help. When you cross the street in a group the drivers will be more likely to see you and stop. St Albert is not that big, some nice fresh morning air will be nice for the kids too.	6/29/2014 8:11 PM
10	It would be wonderful to see adult crosswalk guards situated at the Boudreau & Sir Winston Churchill intersection to assist elementary & junior high children on the way to & from EMP & ESSMY schools. Also, placing flashing pedestrian lights (possibly crosswalk guards as well) at the marked crosswalk located on Sir Winston (connecting the Braeside & Forest Lawn ravines) would hopefully alert oncoming 50km + traffic to be alert & slow down for student pedestrians. The neon yellow colored pedestrian signs that are currently situated there are helpful, but not adequate in my opinion.	6/28/2014 8:01 PM
11	Add another cross walk on road between Neil M. Ross Catholic School and Sturgeon Valley Baptist Church.	6/28/2014 1:25 PM
12	School zone in front of Bellerose. Longer light cycle fror the many kids crossing giroux at lockhart. Speed decreased to 40 or 30km along lockhart to give the 9 school buses that stop along lockhart a chance.	6/28/2014 11:01 AM
13	walking school bus or biking school bus. pedestrian lights and safety patrols	6/25/2014 4:01 PM

14	Bus stops could be located in areas that are maybe safer, on the same side of the street as the house is located, in areas where it's reasonably close to the child's home. Designated bus zones at school, where there are no other cars or vehicles in close proximity especially during pick up and drop off times. Clear notification and indications of changes to school zones (i.e. when crossing lights are put up, addressing what the driver's responsibility is. Notifications could be sent out through the media, notices home, notices in the mail boxes of houses close to changes etc.) Also, training the students how to safely move through these zones so they are safe. Maybe having specific areas where student pedestrians are allowed to go and "be", where they are not in the same area as vehicles (i.e. bike and walking paths).	6/25/2014 3:47 PM
15	I would reconsider bus as an option if school buses were required to utilize flashing lights, a stop arm and a crossing guard. I was VERY surprised that this is a bylaw issue in St Albert...there doesn't seem to be a compelling reason was car convenience should trump child safety. In both Ontario and BC, buses use these safety measures. Astounding that they are not implemented in a busy and growing community like st albert.	6/25/2014 2:35 PM
16	Come closer to my house and keep the buses off such high traffic streets	6/25/2014 1:27 PM
17	It would be nice to have a "buddy"for the younger children at the bus stop or to travel with on their way to and from. Consistently talking to your child about situations to be aware of.	6/25/2014 12:10 PM
18	Bus routes should be expanded to allow more parents to send their children on the bus.	6/24/2014 9:44 PM
19	Add pedestrian activated crossing signals at cross walks that do not already have some form of signal. Could also enhance student education regarding safe journey's to school.....could be a joint program between all the school boards, the RCMP and the City.	6/24/2014 8:38 AM
20	Have the children develop a road safety campaign to raise awareness about safe crossing (e.g. green cross code). Emphasize basic crossing e.g. look left and right, hold hands when crossing,don't run back etc... Introduce ideas to minimize traffic congestion during warmer months e.g. walking / cycling groups assisted by volunteers, incentives for not driving to school - reduce emissions etc. Uphold school zone driving policies around the perimieter of the school (Willoughby Drive, Woodlands Road loop). Have occasional police presence during drop-off times to monitor and encourage safe practices.	6/23/2014 9:07 AM
21	Full functioning traffic lights which would mandate drivers to stop at the red light to let the pedestrians cross and busses to go. More police presence is essential to reinforce the rules as ticketing these drivers would be the only way to wake up before another child dies on this rd. Our principal's pleas to stop parents from entering the school parking lot to drop off your children are constantly ignored as there is no monetary repercussion for these traffic violations. Snow removal on the weekend in winter and spring to ensure safe pedestrian foot traffic to school.	6/22/2014 10:12 PM
22	I don't have many safety issues or concerns as I think the driving records are ok. My children did not feel comfortable with the language and behavior they often witnessed on the bus, so I prefer to drive them.	6/22/2014 6:47 PM
23	police presence in school zones not just photo radar	6/22/2014 2:48 PM
24	Couldn't they have substitute drivers available, when the regular bus drivers don't show up?	6/22/2014 2:43 PM
25	Lights at Sir Winston/Park Ave/Woodlands Dr intersection. Enforcing of no parking zones in front of school on Woodlands Dr. More consistent use of safety patrols in front of NMR school. Increase driver understanding of the safety patrol process i.e. the "pointing" means stop!!	6/21/2014 10:04 PM
26	Better parking or systems for drop off and pick-up like a line approach...	6/21/2014 6:09 PM
27	Space out the scheduled pick up times between schools so drivers have more than enough time to get to each stop in a timely matter.	6/21/2014 3:36 PM
28	Possibly better painted crosswalks with signs and signs to have drivers slow down - children playing.	6/21/2014 2:04 PM
29	NMR...no parent cars allowed during specified hours....controlled arms to block that traffic? RS Fowler...separate drop off/pick up area for kids who are dropped off or who bike	6/21/2014 2:03 PM
30	I have heard of several situations throughout the years of situations occurred on a school bus. My children used to take the bus but I took them off for various reasons. The biggest concern is the standard of driving of some drivers. Further driver training may benefit some.	6/21/2014 11:04 AM
31	As above painted crosswalk. Could we have some Peace Officer and RCMP patrols in the area during school times? Sometimes just there presence is enough.	6/21/2014 8:40 AM

32	Spike belt. ;). Crossing sign? Photo radar? Speed bumps?	6/21/2014 8:36 AM
33	Drop off zones in the school areas should all be one way.	6/20/2014 10:16 PM
34	No parking between the driveway and the crosswalk	6/20/2014 9:56 PM
35	Anything to help slow people down around school zones: ticketing, speed bumps, another marked crosswalk and another set of crosswalk lights on other main crossing on east side of Neil m Ross school on Woodlands Road. Also ticket cars parked too close to crosswalks. It is hard for anyone to see pedestrians when cars are too close to crosswalk.	6/20/2014 9:11 PM
36	I think it would be great if no parking signs or other reminder signs could be put up where the sidewalks are so that people would stop blocking them. A sign reminding people to watch out for kids crossing would also be great. People already go slowly so asking them to slow down wouldn't do any good in my opinion. We need signs specific to the actual problems.	6/20/2014 9:08 PM
37	Nothing. The crosswalk is well marked... And I have trained my sons to only walk once the cars have stopped. The problem is not the signage... It's the ignorant drivers. The best thing we can do is educate the children to keep themselves safe. No crosswalk is ever safe 100% of the time. EDUCATION for the kids is the key.	6/20/2014 8:36 PM
38	An increase in the number of crosswalks and all should be marked by overhead lights. Speed limits on side streets should be reduced to 40 km/hour. It should be illegal for motorists to pass a school bus that is loading or unloading students and buses should extend their "stop" signs and use flashing lights to make motorists aware of students getting on and off the bus and possibly crossing the street. These changes should be made province-wide and are already in place in other, safer, provinces.	6/20/2014 8:15 PM
39	I wish someone would stand outside in the morning and before school lets out at Neil Ross to talk to these parents that park in these no stopping zones. Sadly this person would almost have to make themselves appear to not be part of the school because when these people see the principal they park somewhere else, but if the principal is not out there, they are back parking in this zones.	6/20/2014 7:49 PM
40	None	6/20/2014 6:48 AM
41	I think that adult crossing guards at the intersections of Sir Winston Churchill and Woodlands Rd as well as the intersection of Westwood Dr and Woodlands Rd would be helpful. Also Removing the windrows from Park ave. Painting and clearly marking the crosswalks in the EMP/ESSMY parking lots/roads.	6/19/2014 11:40 PM
42	Not sure what more could be done other than enforcement patrol or turning the crosswalk into a 3 way stop street	6/19/2014 10:45 PM
43	not much	6/19/2014 8:28 PM
44	Keep good lighting and the intersection countdown signs are great that tell you how much time you have to cross or vehicles to get through. It informs drivers in advance that the light is going to change so prepare to stop.	6/19/2014 3:04 PM
45	Perhaps: 1. Pick up closer to our house (we walk from L'Hirondelle Court to Lacombe Drive... apx. 3 blocks) 2. Have a older student who is familiar with the route be the substitute bus driver's helper. 3. Opportunity for the bus drivers to communicate with the school principals 3-4 times a year if a particular student becomes unsafe for the bus ride. 4. Recognize outstanding bus drivers (Eva from bus 123 last year. We had her for 6 years and she was above and beyond. Unfortunately she did not return this year).	6/19/2014 12:47 PM
46	Responsible presence in school zones to ensure drivers and jay walkers obey the rules. More photo radar, higher fees, RCMP handing out real tickets/demerits and not just warnings.	6/19/2014 10:10 AM
47	There is a school zone sign with flashing lights right after the Poirier Ave/Sir Winston Churchill Ave light intersection. I believe that there should also be additional school zone signage closer to where vehicles are approaching the school and the intersection at the school at Sir Winston Churchill Ave and Park Ave/Woodlands Road. I often see cars speeding up after a certain distance just passed the initial and only school zone sign heading in that direction and often see cars getting speeding tickets after the Sir Winston Churchill Ave and Park Ave/Woodlands Road. I think that the additional signage would help drivers be aware to keep their speeds reduced for the safety of all children at the Sir Winston Churchill Ave and Park Ave/Woodlands intersection. I usually do not drive towards the school from the other direction but it may also be good to look at signage coming in this direction as well and for that matter at all school zones in St. Albert.	6/19/2014 9:04 AM
48	Cross Walks, different bus stop location	6/19/2014 8:29 AM

49	I realize that bus routes cannot always be planned to avoid crossing busy roads, however last year our route was such that my son did not have to cross Langholm Drive (the bus stop was on our side of the road). I would love to see this changed back. Second, steps should be taken to encourage parents not to drive their kids to school. The congestion around the school is awful at pick up and drop off times. If more families were able to bus their kids to school this could be greatly reduced, however the expense is rapidly making bussing cost prohibitive. When my son was in kindergarten bussing was free. Now that my daughter will be entering kindergarten next year, her cost will be $250. At $500 a year, we are very close to the point where it is too expensive to bus our kids to school and will consider driving them instead - adding to an increasingly serious congestion problem.	6/19/2014 8:03 AM
50	Police presence during peak hours. Give staff authority to ticket illegal parking.	6/19/2014 6:38 AM
51	to put as many signs and street lights were the children are passing, because even the school zone is 30km/h, some people still drive 50 or 60km.	6/18/2014 11:31 PM
52	Muriel Martin has lots of places for parents to park within a one or two minute walk, but some schools don't have as many options. Perhaps for those schools, additional drop off zones?	6/18/2014 10:49 PM
53	A cross walk so people will stop to let us cross the road by bus stop!	6/18/2014 10:43 PM
54	A bus drivers priority should be to get the kids to school safely. I would guess the priority today is to get them there on time. Late and safe is much better than injured or dead.	6/18/2014 10:40 PM
55	Community Traffic Monitors who could help them cross the street and then wait with all the kids and get them on the proper buses instead of having 10 parents and their cars rushing to and from the bus stop	6/18/2014 9:34 PM
56	Crosswalk with warning lights at Ellesmere and Erin Ridge Drive. Also consider ways to have the students picked up by the bus so they don't have to cross a busy street.	6/18/2014 9:28 PM
57	Stop lights	6/18/2014 9:21 PM
58	Serious thought MUST be given as to where schools are placed or built in relation to high traffic roads. Especially the 2 schools slated to be built: the junior/senior high school right by the hazardous corner of Erin Ridge Drive and Erin Ridge Road (both very busy and only 2-lane roadways); and the elementary school on Everitt Drive, which is also extremely busy and only 2-lane. When residents identify concerns to the city, they must be taken seriously. The city should seek solutions BEFORE building the schools, and should consult with residents to find the best solutions. Special consideration has to be given as well into the bus stops and whether they are in safe locations to access. Restricting parking from near these stops, having more visible crosswalks, and putting in flashing lights if necessary. And finally, having an increased police presence.	6/18/2014 9:03 PM
59	Marked cross walk at intersections of Northridge Drive and Natalia Way and Noble Close. There are plans for there to be a green area, park, soccer field, skate rink. Would make sense to facilitate children being able to access this and bus stops on North and South curbs on the blind corner in a cross walk. Hopefully would alert drivers to potential of increased road crossings as the public transit bus as well as school buses pick ip and drop off here.	6/18/2014 8:50 PM
60	Drive/ walk with your kids?	6/18/2014 7:47 PM
61	Restrict the vehicles that can park or drop off in from of the school. People just have to be more patient and park farther away and walk.	6/18/2014 7:19 PM
62	Marked crosswalk	6/18/2014 7:10 PM
63	There are way TOO many lights on boudreau	6/18/2014 6:45 PM
64	Marked crosswalk with large no parking area around it and more bylaw enforcement ticketing illegal parking.	6/18/2014 6:44 PM
65	None at this time	6/18/2014 6:35 PM
66	Crosswalk Lights on the corner Hogan and deer ridge	6/18/2014 6:21 PM
67	Have vehicles stop with the busses to let kids cross the roads	6/18/2014 6:03 PM
68	I'm not sure if anything else can be done except for more patrolling by the police to catch these parents in too much of a hurry.	6/18/2014 5:54 PM
69	proper education and parent accompany if possible	6/18/2014 5:05 PM

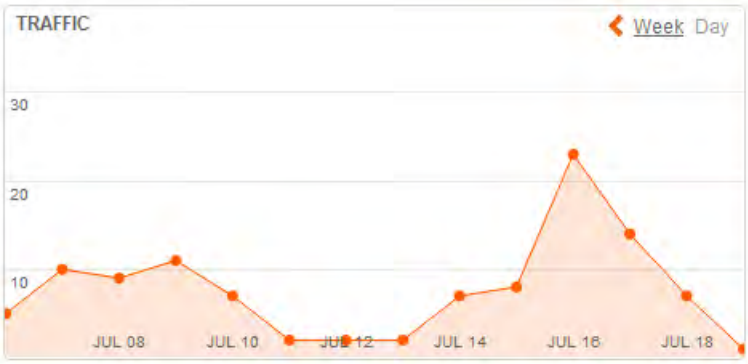
70	Have a safety officer positioned at that back curve occasionally to keep traffic flowing and illegal parking at the corners from happening. As for the corner of Deer Ridge and Desmarais I would recommend a 3 person safety patrol. When not stopping traffic on Deer Ridge they could be stopping traffic on Desmarais, so that kids are safe in both directions. It would only require one additional child on the far corner of Deer Ridge and Desmarais.	6/18/2014 4:44 PM
71	Better parking all of the schools I go to do not have adequate parking for parents	6/18/2014 4:44 PM
72	Better signage and brightly painted crosswalks	6/18/2014 4:38 PM
73	N/A - I am happy with the choice to install the crossing light.	6/18/2014 4:17 PM

APPENDIX H

MINDMIXER WEBSITE PARTICIPATION SUMMARY REPORT

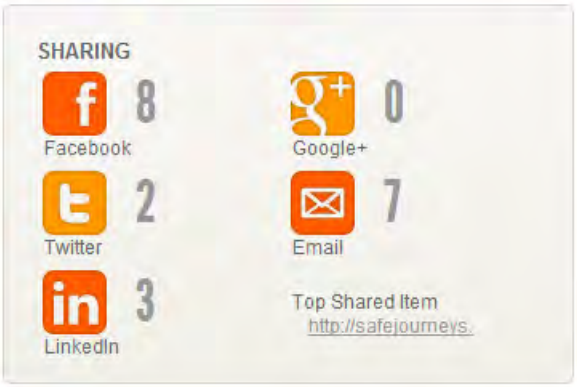
MindMixer Website Visitors

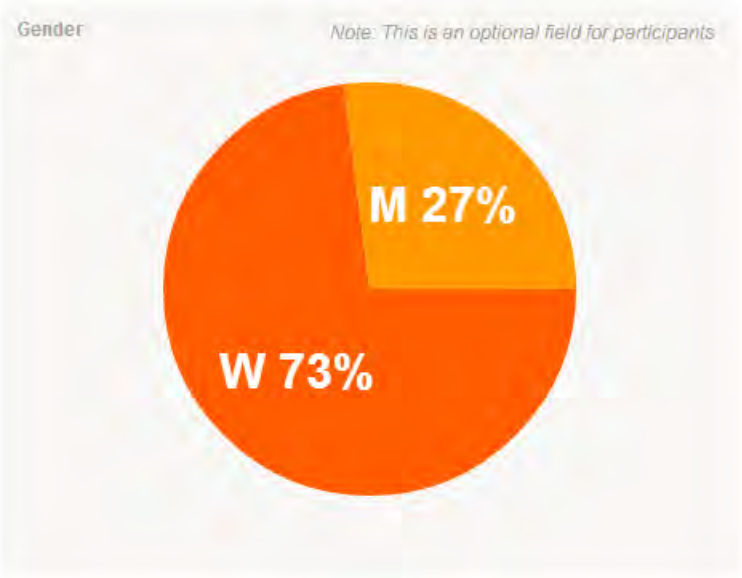
A total of 1,281 individuals have visited the Safe Journeys to School MindMixer page, and the page has been viewed 6,058 times. Seventy-three percent of MindMixer participants are women.



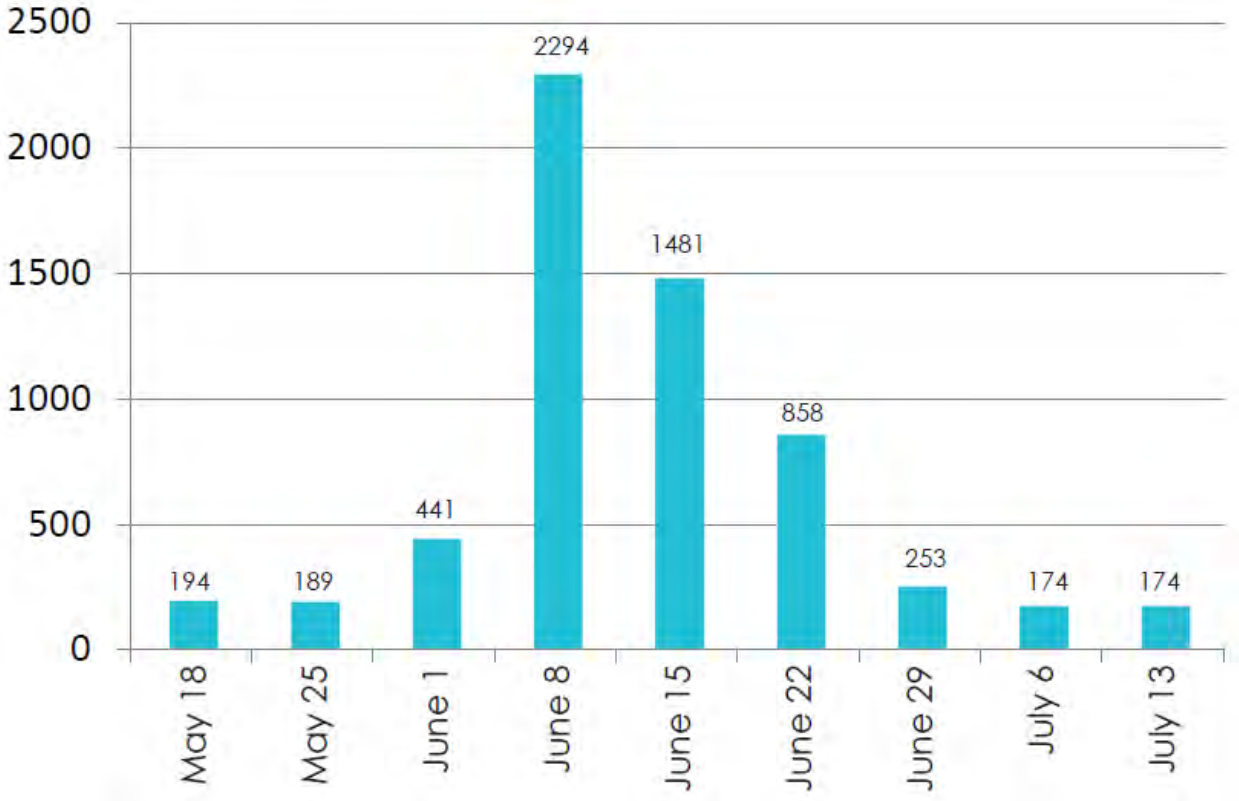








Mindmixer Participation levels, by date
Number of unique visitors and page views, by day



APPENDIX I

MINDMIXER WEBSITE “IDEAS” SUMMARY REPORT

Topic Name: Safety First, Please!

Idea Title: Adult Crossing Guards Needed

Idea Detail: There are numerous schools situated along Sir Winston Churchill Ave (additionally school buses use this road to access other schools as well). These schools create a high volume of traffic as their students are being transported to school either by school bus or parents driving, and large groups of students walking to school. For such a busy thoroughfare there aren't any Adult Crossing Guards to help students safely cross Sir Winston Churchill Ave and corresponding intersections.
Paid Adult Crossing Guards are widely recognized throughout the United Kingdom and Australia. Many municipalities in Ontario are beginning to employ Adult Crossing Guards as well along busy intersections and roads in an effort to ensure their students safe journey to school.

Idea Author: Theresa L

Number of Seconds 0

Number of Points 35

Number of Comments 1

Address: 114 Woodlands Rd T8N, Canada

Comment 1: Excellent suggestion.

This subject is covered here:
http://en.wikipedia.org/wiki/Crossing_guard

With more details from the UK here:
http://www.brake.org.uk/info-resources/info-research/road-safety-factsheets/15-facts-a-resources/facts/474-the-decline-in-school-crossing-patrols

Ontario details here:
http://trafficwiki.org/index.php/School_Crossing_Guard | By Paul G

Idea Title: Well marked crosswalks.

Idea Detail: Well marked cross walks. About 3 elementary buses pick up and drop off between Essex and Escallier on Eldorado Park side. Many kids need to cross street.

Idea Author: Susan S

Number of Seconds 0

Number of Points 28

Number of Comments 0

Address: 20 Escallier Pl T8N, Canada

Idea Title: Crosswalk Study/Evaluation

Idea Detail: Students often have to wait a long time for drivers to stop at the crosswalks crossing Poirier Ave at Kirkwood Dr. Most people do not stop for students at this location. Especially the drivers going NW on Poirier Ave, they come around the corner and can't see crossing students as easily. A study should be done to see if this location warrants a pedestrian activated flasher based on the geometrics and speed limit along the roadway. I have witnessed numerous "close calls" involving pedestrians and vehicles. This crosswalk is heavily used by students in the Kingswood neighbourhood walking to ESSMY and Ecole Marie Poburan. If a pedestrian flasher isn't warranted, solar flashing pedestrian signs (instead of the fluorescent yellow/green ones) might work to get drivers' attention.

Idea Author: Alyssa P

Number of Seconds 0

Number of Points 19

Number of Comments 0

Address: 2 Parkwood Dr T8N, Canada

Idea Title: One way Traffic - Drop off and Pick up Zone

Idea Detail: Along Mission ave extend the current bus zone up Mission Hill.

Idea Author: Teresa B

Number of Seconds 0

Number of Points 18

Number of Comments 0

Address: 15 Mission Ave T8N, Canada

Idea Title: A child scan system being introduced in fall - Catholic Schools

Idea Detail: Each child is scanned with a bar code upon boarding the bus and is trackable through out their journey. The Catholic school board is introducing this in the fall I think it is AWESOME! Wish the Protestant board would do the same.

Idea Author: Lianne C

Number of Seconds 0

Number of Points 5

Number of Comments 1

Comment 1: St. Albert Public Schools is also rolling out the same system in the fall. Please contact transportation@spschools.org if you have any questions. | By Paula P

Topic Name: Bright Ideas for Better Safety!

Idea Title: patrolled no drive through zone

Idea Detail: Leo Nickerson has a parent standing in the parking lot after school and a teacher stand there before school so that parents can not drive through the parking lot where kids may be walking. It keeps all students safer and also educates and changes habits of drivers. Highly effective, although the volunteer parent often takes abuse from disgruntled parents who think the rules do not apply to them.

Idea Author: Donna N

Number of Seconds 0

Number of Points 14

Number of Comments 0

Idea Title: Bus turn outs on major roads

Idea Detail: By creating a "road side" turn out to load / unload children on major/ busy roads.

Idea Author: Lianne C

Number of Seconds 0

Number of Points 11

Number of Comments 0

Idea Title: Collision avoidance technology for public service vehicles

Idea Detail: After-market collision avoidance technology could be fitted onto all public service vehicles - which includes school buses, transit vehicles and City of St Albert vehicles - even emergency services etc. Studies have already shown how successful these systems are in vehicle fleets. The collision avoidance technology can warn the driver when she/he is too close to a person/object which could well be out of sight of the driver in a blind spot. Such a system would very likely have prevented the collision that tragically took the life of Thomas Wedman. Additional advantages of such technology is that it has been shown to improve driver behaviour, reduce fuel use and reduce vehicle maintenance requirements. It might also reduce the amount of money that that the City and the School Bus organizations etc. have to

set aside for insurance purposes each year - thus paying for itself in a relatively short space of time, as well as making our roads safer.

Idea Author: Paul G

Number of Seconds 0

Number of Points 7

Number of Comments 0

Topic Name (Instant Poll): Poll: Greatest Impact on Student Transportation Safety

Idea Title: ENGINEERING: make streets, sidewalks, crosswalks, parking areas, drop-off zones, etc. safer and more accessible

Number of Seconds 50

Idea Title: EDUCATION: educate students, parents and transportation staff on ways to stay safe and safe driving practices

Number of Seconds 13

Idea Title: ENFORCEMENT: correct unsafe behaviour, introduce disincentives for unsafe behaviour, etc.

Number of Seconds 13

Idea Title: ENCOURAGEMENT: recognize safe behaviour, promote bus transportation, promote carpooling, etc.

Number of Seconds 5

Comments

Number of Comments 7

Comment 1: I would love to see adult crossing guards in place where elementary students must cross at major intersections. This was not really an option to select, so I assume it falls under "engineering". All of the education out there has done little to slow down drivers in school zones. Drivers creep toward pedestrians, pushing them to cross faster - so scary to see this on a regular basis. Also, I would like to see 4 way traffic lights instead of the many confusing 2 way lights that we have in St. Albert. It would clarify when drivers can proceed. | By Suzanne M

Comment 2: We can put all the safety measures in that we want, but until we educated people and make them accountable for their ignorance of the rules we will not be able to move forward. Safety precautions and rule are there for a reason and people need to be more aware of their responsibilities and surroundings, especially in school zones.
| By Patricia W

Comment 3: Enforcement is difficult and limited to isolated incidents. People who don't live in St. Albert are vastly unaware of our local speed zones. By Engineering the safe areas, that is recognized by everyone - as a standard. From there, you can perhaps attempt to enforce. Education is the second best option. Teaching everyone to take responsibility for themselves first, and help their peers secondly goes a long way. My issue, specifically - is that I have seen Bus Drivers speed along unsafely in residential areas. They should know better !! | By Carolyn M

Comment 4: Also, still can't get over that school buses in St.Albert don't have to use the extended stop sign when loading up children - forcing cars to stop and yield to the kids. I know this hasn't been a problem in the city to date, but why wait for an incident? Growing up in Ontario, stopping for school buses was sacrosanct. | By The T

Comment 5: You can have the most sophisticated engineering practices and designs in the world for enhanced safety, but they will only be effective if the users of said structures operate in a safe manner, with awareness of their behaviours. Safe driver education, especially around school sites, is of equal importance as well designed roads and hazard notices. People need to understand how their behaviours contribute to improving road safety or hindering it. A well designed sidewalk with crossing guards wont help things if an idiot driver is texting while pulling out of the school zone. | By The T

Comment 6: I think that the greatest impact might come from fitting after-market collision avoidance technology onto all public service vehicles - which includes school buses, transit vehicles and City of St Albert vehicles. Such a system would very likely have prevented the collision that tragically took the life of Thomas Wedman. Additional advantages of such technology is that it has been shown to improve driver behaviour, reduce fuel use and reduce vehicle maintenance requirements. I also suspect that it would also reduce the overall monies that the City and the School Bus organization have to set aside for insurance purposes each year - thus paying for itself in a relatively short space of time, as well as making our roads safer. | By Paul G

Comment 7: I think that the greatest impact might come from fitting after-market collision avoidance technology onto all public service vehicles - which includes school buses, transit vehicles and City of St Albert vehicles. Such a system would very likely have prevented the collision that tragically took the life of Thomas Wedman. Additional advantages of such technology is that it has been shown to improve driver behaviour, reduce fuel use and reduce vehicle maintenance requirements. I also suspect that it would also reduce the overall monies that the City and the School Bus organization have to set aside for insurance purposes each year - thus paying for itself in a relatively short space of time, as well as making our roads safer. | By Paul G

Survey: Sondage: La Sécurité Routière à l'École

Question: Lesquelles de ces écoles de Saint-Albert fréquentent vos enfants? (Veuillez cocher toutes qui s'appliquent.)

Je n'ai pas d'enfants qui fréquentent des écoles à Saint-Albert : 0

Albert Lacombe Elementary School : 0

Bellerose High School : 0

Bertha Kennedy Catholic School : 0

École Alexandre-Taché : 0

École Father Jan : 0

École La Mission : 0

École Secondaire Sainte Marguerite d'Youville : 0

Elmer S. Gish Elementary School : 0

J.J. Nearing Catholic School : 0

Keenooshayo Elementary School : 0

Leo Nickerson Elementary School : 1

Lorne Akins Junior High School : 0

Muriel Martin Elementary School : 0

Neil M. Ross Catholic School : 0

Paul Kane High School : 0

Richard S. Fowler Catholic Junior High School : 0

Robert Rundle Elementary School : 0

Ronald Harvey Elementary School : 0

Sir Alexander Mackenzie Elementary School : 0

Sir George Simpson Junior High School : 0

St. Albert Catholic High School : 0

Sturgeon Heights School : 0

Vincent J. Maloney Catholic Junior High School : 0

Vital Grandin Catholic School : 0

Wild Rose Elementary School : 0

William D. Cuts Junior High School : 0

Question: Vos enfants sont à quels niveaux scolaires? (Veuillez cocher toutes qui s'appliquent.)

Je n'ai pas d'enfants qui fréquentent des écoles à Saint-Albert : 0

Prématernelle : 0

Maternelle : 1

1re année : 0

2e année : 1

3e année : 0

4e année : 0

5e année : 0

6e année : 0

7e année : 0

8e année : 0

9e année : 0

10e année : 0

11e année : 0

12e année : 0

Question: Quelle est la distance du trajet scolaire de votre enfant pour se rendre à l'école?

Je n'ai pas d'enfants qui fréquentent des écoles à Saint-Albert : 0

Moins de 1 km (trajet de moins de 2 minutes) : 0

Entre 1 à 2,5 km (trajet de 2 à 5 minutes) : 0

Entre 2,5 à 5 km (trajet de 5 à 10 minutes) : 1

Plus de 5 km (plus de 10 minutes) : 0

Question: Habituellement, comment vos enfants se rendent-ils à l'école l'automne et le printemps? (Veuillez choisir UNE SEULE option.)

Je n'ai pas d'enfants qui fréquentent des écoles à Saint-Albert : 0

Auto conduite par parent ou élève : 0

Auto – Covoiturage : 0

Autobus scolaire : 1

St. Albert Transit : 0

Marche : 0

Vélo : 0

Question: Habituellement, comment vos enfants se rendent-ils à l'école l'hiver. (Veuillez choisir UNE SEULE option.)

Je n'ai pas d'enfants qui fréquentent des écoles à Saint-Albert : 0

Auto conduite par un parent ou élève : 0

Auto – Covoiturage : 0

Autobus scolaire : 1

St. Albert Transit : 0

Marche : 0

Vélo : 0

Question: Habituellement, comment vos enfants reviennent-ils de l'école l'automne et le printemps? (Veuillez choisir UNE SEULE option.)

Je n'ai pas d'enfants qui fréquentent des écoles à Saint-Albert : 0

Auto conduite par un parent ou élève : 0

Auto – Covoiturage : 0

Autobus scolaire : 1

St. Albert Transit : 0

Marche : 0

Vélo : 0

Question: Habituellement, comment vos enfants reviennent-ils de l'école l'hiver. (Veuillez choisir UNE SEULE option.)

Je n'ai pas d'enfants qui fréquentent des écoles à Saint-Albert : 0

Auto conduite par un parent ou élève : 0

Auto – Covoiturage : 0

Autobus scolaire : 1

St. Albert Transit : 0

Marche : 0

Vélo : 0

Question: Pourquoi choisissez-vous les modes de transport ci-dessous pour que vos enfants se rendent à l'école? (S'il vous plait, choisir jusqu'à 3 options.)

Rapide : 0

Pratique : 1

Abordable : 0

Sécuritaire : 0

Social : 1

Agréable : 0

À cause de la température : 0

Parce que ça nous permet, mes enfants et moi, de voyager à une autre destination directement après l'école : 0

Question: Si vos enfants ne marchent généralement pas ou ne prennent pas leur vélo pour se rendent à l'école, pourquoi n'utilisent-ils pas ces modes de transport? (S'il vous plait, cocher tout ce qui s'applique.)

C'est trop loin : 1

Cela prend trop de temps : 0

Le temps est trop extrême : 0

Il n'y a pas de pistes à pied ou cyclables convenables : 0

Dangereux en raison de la circulation des véhicules : 0

Dangereux à cause des gens qu'ils peuvent rencontrer : 0

Question: Quelles préoccupations avez-vous par rapport à la sécurité de vos enfants en ce qui concerne leur trajet à l'école? (S'il vous plait, décrire vos préoccupations et indiquer l'endroit précis, y compris le nom de la rue, le cas échéant.)

Question: Avez-vous été victime ou témoin d'un incident évité de justesse, c'est-à-dire un incident où une collision a failli se produire? Si oui, décrivez la situation et l'emplacement. (S'il vous plait, NE PAS identifier les personnes par leur nom.)

Question: Que pourrait-on faire pour améliorer la sécurité de vos enfants, ou la sécurité des autres élèves, lorsqu'ils voyagent à l'école? (S'il vous plait, décrire vos idées et indiquer l'emplacement des solutions proposées, le cas échéant.)

Comments

Number of Comments 0

Survey: Survey: Student Transportation Safety

Question: Which school(s) in St. Albert do your children or grandchildren attend? (Please check all that apply.)

I do not have children or grandchildren who attend a St. Albert school : 5

Albert Lacombe Elementary School : 3

Bellerose High School : 4

Bertha Kennedy Catholic School : 9

École Alexandre-Taché : 0

École Father Jan : 3

École La Mission : 4

École Marie Poburan : 28

École Secondaire Sainte Marguerite d'Youville : 9

Elmer S. Gish Elementary School : 15

J.J. Nearing Catholic School : 14

Keenooshayo Elementary School : 7

Leo Nickerson Elementary School : 27

Lorne Akins Junior High School : 4

Muriel Martin Elementary School : 35

Neil M. Ross Catholic School : 17

Paul Kane High School : 9

Richard S. Fowler Catholic Junior High School : 5

Robert Rundle Elementary School : 5

Ronald Harvey Elementary School : 4

Sir Alexander Mackenzie Elementary School : 13

Sir George Simpson Junior High School : 25

St. Albert Catholic High School : 9

Sturgeon Heights School : 2

Vincent J. Maloney Catholic Junior High School : 18

Vital Grandin Catholic School : 2

Wild Rose Elementary School : 3

William D. Cuts Junior High School : 4

Question: What grade(s) are your children or grandchildren in? (Please check all that apply.)

I do not have children or grandchildren who attend a St. Albert school : 3

Pre-Kindergarten : 18

Kindergarten : 47

Grade 1 : 36

Grade 2 : 48

Grade 3 : 45

Grade 4 : 37

Grade 5 : 35

Grade 6 : 31

Grade 7 : 26

Grade 8 : 27

Grade 9 : 27

Grade 10 : 14

Grade 11 : 6

Grade 12 : 9

Question: What distance do your children travel to school?

I do not have children who attend a St. Albert school : 3

Less than 1km (less than 2 minute drive) : 34

Between 1km - 2.5km (2-5 minute drive) : 61

Between 2.5km - 5km (5-10 minute drive) : 77

More than 5km (longer than 10 minute drive) : 38

Question: How do your children usually get TO school in the FALL and SPRING? (Please select ONE option.)

I do not have children who attend a St. Albert school : 3

Car - driven by parent or self : 68

Car - carpool with other families : 6

School Bus : 92

St. Albert Transit : 0

Walk : 35

Bike : 10

Question: How do your children usually get TO school in the WINTER? (Please select one option.)

I do not have children who attend a St. Albert School : 3

Car - driven by parent or self : 83

Car - carpool with other families : 4

School Bus : 95

St. Albert Transit : 0

Walk : 29

Bike : 0

Question: How do your children usually LEAVE school in the FALL and SPRING? (Please select ONE option.)

I do not have children who attend a St. Albert school : 3

Car - driven by parent or self : 58

Car - carpool with other families : 3

School Bus : 101

St. Albert Transit : 0

Walk : 39

Bike : 9

Question: How do your children usually LEAVE school in the WINTER? (Please select one option.)

I do not have children who attend a St. Albert school : 3

Car - driven by parent or self : 71

Car - carpool with other families : 6

School Bus : 104

St. Albert Transit : 0

Walk : 30

Bike : 0

Question: Why do you choose the above modes of transportation for your children to get to and from school? (Please select up to 3 options.)

Fast : 52

Convenient : 148

Affordable : 35

Safe : 87

Social : 22

Enjoyable : 22

Because of the weather : 37

Because it allows me / my children to travel to another destination directly after school drop off / pick up : 33

Question: If your children do not usually walk or bike to school, why don't they use these transportation modes? (Please check all that apply.)

It's too far : 107

It takes too long : 56

The weather is too extreme : 74

There's no suitable walking or cycling routes : 25

It's unsafe because of vehicle traffic : 80

It's unsafe because of people they may encounter : 33

Question: What safety concerns do you have regarding your children's journey to school, if any? (Please describe your concerns and indicate the specific location - including the name of the street and the nearest cross street - if applicable.)

None(4)

None - school does an amazing job

none at the time

Not enough sidewalks connecting the crosswalks at our school (Ecole Marie Poburan)
Limited parking options make parents make poor choices on where to drive/park
Large windrows on Park Ave (in winter) make it difficult for the kids to get from the car to the sidewalk safely

On a regular basis, I see cars failing to stop at stop signs. Not a day goes by where I don't see a driver texting or holding their phone to their ear. Some school bus drivers are also impatient and do not always yield right of way to pedestrians. This is on our way to Ecole Marie Poburan, as we walk past Keenoshayo and Neil M. Ross.

One of my biggest safety concerns was resolved this year with the light installed at Hogan and Newmarket Way. However, I am concerned about the current plans for the realignment of Villeneuve Rd. that could possibly see a closure of Villeneuve Rd. From Fowler Way up to Dennison Drive. Why? Because when turning off of Villeneuve onto Dennison Drive, vehicles have no choice but, to drive straight through to Deer Ridge Drive and either turn right or left immediately in front of Muriel Martin.

Other drivers, everyone seem to be in such a hurry. Drivers are

inconsiderate and only thinking about them selves. It happens every where.

Other parents drive and park along Delwood Drive to pickup and drop off their kids. I have seen vehicles drive too fast along there and they do not stop and give the right of way to the children crossing.

Our children are fortunate that they do not have to cross any streets to get to the school bus stop. If they were to walk or bike, then our children would have to cross both Sir Winston Churchill Ave and Boudreau Road, 2 of the busiest roads in St. Albert.

Our children have to cross a busy road (Giroux and dufferin/larson) to get to the bus stop from our house each day. It is EXTREAMLY unsafe each day as they cross that road as drivers are consistently entering the crosswalk while my children are still crossing. I now walk my children halfway across the road and stand in the middle of the lane until they are safely across, just to keep cars from entering the crosswalk while they are still crossing.

Our only concern is them crossing the "now marked" crosswalk from Pembroke Crescent across Pineview Drive to their bus stop. The stop is on a curve and we have seen many cars and city buses speed by, often with 5 or 6 vehicles passing without letting the children and parents cross.

People "rushing or crowding" the crosswalk. People ignoring the flashing lights. Parents parking too close to street corners making it dangerous for children to step out to cross as on coming traffic cannot see them.

People are not careful enough in school zones. Many are in a hurry or distracted. I find people who do not have children that attend the school don't realize they are traveling through a school zone. I often bike with the children in the fall and spring but only when weather permits.

Poor cross walks. Crossing Giroux in the dark hours of winter mornings (or anytime of day) is dangerous. Cars fly by and don't see students crossing at Lacombe Drive. Giroux has turned into a higher speed road.

Safety while crossing Boudreau at Page Drive.

School buses are generally safe... it's the seat belts and the supervision I'm not sure about.

School zone speeds are effective 8 am to 4 pm. Two of our three kids start school before 8 am. So that means if they were to walk to school, they would be on the streets at 7:30 am outside of school zone hours. This traffic legislation is useless, and part of the reason I drive them to school every morning. I know of 2 kids run down by a vehicle while crossing the street on the way to school.

Snow banks are high in the winter you can't see children step out from behind. Cars park too close to cross walks you can't see children step out from behind. It's very dark durning winter months, hard to see children/teenagers crossing cross walks. For the above issues there needs to be more push button cross walk lights and more -no parking signs close to crosswalks
Why do busses not flash lights? Children dart out so they don't miss their buss. How many near misses?

Sometimes the bus has been late or early which is not as much of a concern in the spring/fall/summer when weather is good but in the winter if it is really cold this could be dangerous. Also there have been situations where the bus has broken down and there did not seem to be a plan to safely get children to school or home.

Speed of buses

speed of vehicles

Speed of vehicles at the Alpine/Akins Drive crosswalk (not the one by 7-11, the other end)

Speeding cars and there has never been any radar or photo radar in front of our school to deter this.

Street crossings to/from school are not all clearly marked. Only 1 is.

The biggest issue I have with getting my son to school is the lack of parking. I feel this is an issue because we do not have a "drop zone". If the schools could organize a drop zone so the parents could pull up, drop the kids and leave, it would eliminate the need for all of the parking and would move traffic through in a safe and timely manner.

the closest route to school is through the trail system from behind l'hirondelle court through to lacombe park lake; i would be comfortable with

her and a buddie travelling together but not alone due to vast area of trees where predators could hide. I would like to be educated on the number of concerns if any that have occurred through the walkways to allievate my anxiety.

The corner of Seymore and Cunningham is a very dangerous intersection for kids to cross north-south. Many times the traffic is turning into the sun and don't always see the children crossing the street.

There is the same issue at the west end of Seymore, where Seymore and Salisbury meet. This is very dangerous for the young children trying to cross the street because there are usually cars lining both sides of Salisbury blocking the view of oncoming traffic.

The crossway on Laydon drive is right before a turning. Cars cannot see that walkway. My son has to cross the street to take the bus and then to go home in the afternoon. Cars or trucks are driving fast so even if you look both ways and cross- its dangerous if a car doesnt stop in time. My son has to walk over 150 meters from home to the bus and then return from the bus to home. Each time its a risk we all take.

the distance is too far & the roads are very busy. my son would need to cross Hebert Road & people speed to much on that road. he would need to cross again at Gish & there are way to many people who make U-turns right in front of the school with people walking around them. I am not a racist person so please don't take the following as such; we have a huge amount of foreigners at Gish now & I have caught many of those parents driving unsafe in front of the school. its really bad!

The entire parking lot at SAM school is terrible. It is completely congested, busy and no clear understanding by parents of how they are to drop off, park or stop their vehicles. There is no marked area for kids to cross.

The increased traffic at the intersection of Erin Ridge Drive and Bellrose makes this a very dangerous intersection for children to cross without parent supervision even though there is a posted crosswalk sign. Vehicles coming into St Albert from Sturgeon County on Bellrose do not slow down to posted speed limits. During the winter the intersection is very dark, and is without proper lighting it is hard to see children crossing from the Oakmount skating rink/park into Erin Ridge.

The intersection at Poirier Drive and Kirkwood/Parkwood Drives is

dangerous for children crossing. Poirier has a bend just south of the intersection, and because vehicles are travelling fast, before you know it they are there, at the intersection. Also on Poirier, north of the intersection, there is a hill, and the same problem applies. So, from either north or south on Poirier, pedestrians cannot see oncoming traffic soon enough to cross safely. I am requesting a pedestrian walk light.

The lack of discipline and adult on the bus support to driver. Kids are being bullied. Kids are performing acts of self harm on the bus. The bus driver is suppose to drive not babysit. Maybe having video cameras in all routes would help.

The main reason I choose to have my children use school bus transportation was to reduce vehicular congestion in the school parking lot and surrounding city street. In good weather we could easily walk to school but there isn't a marked crosswalk from Park Ave. across the road to the school. Additionally there are many drivers speeding through the marked playground & school zone along Park Ave. The boulevard along the intersection of Park Ave & Sir Winston Churchill is very dangerous to cross.

The number of cars going into the school is outrageous. People are not watching while they drop off their kids, parking tandem on Deer Ridge Drive and pulling out into traffic without watchign for little ones. The school needs a drop off location that is safe, convenient and allows for safety of the children.

The Page and Boudreau crossing is a very short light and in the morning during rush hour, esp during the winter, we must be very careful to watch for sliding cars and cars turning across the crosswalk.

The parking area at VJM and St. Albert High School is extremely congested after school. The school suggested picking children up behind The strip Mall at the top of the hill vbehind the school and while this is okay in the warmer months it is very icy on the hill in the winter and tough for the kids to get up. The road in front of VJM is too narrow. The median should be made smaller. The trees in the median need to be trimmed or removed sometimes kids walk out from behind them and it is toug

the route is too long and not direct enough for the elementary children

The school parking lot should not be a pick up zone afterschool. Parents park in the teacher stalls, kids run-without looking- to parents cars, and get

in. the parents don't even get out to let their kids in. dropping them off in the morning is easier because the kids get out in front of sidewalk and then enter onto school property.

The snow piled up in front of the school is a serious hazard. Kids sliding down the side of it to get into their vehicle on the passenger side, and it makes it very difficult to see the kids when driving, as the pile is as tall as they are. The safety patrols stand on top of the pile as well. They could easily slide down it onto the road under a moving car.

The street on the north side of Leo Nickerson is often used by the school busses to get to school, there is not enough room for this and they cause stress and bad decisions by other drivers. They should not be allowed to use that road under any circumstances.

The street we live on is dangerous. Oak Vista Drive. We live at #65 across from the park. The speed limit is 50km but most vehicles travel at closer to 70km. Very dangerous.

The winter conditions of the school parking lot are atrocious the snow doesn't get plowed so your children are at risk of getting run over by cars and school buses that get stuck. The area should be ploughed

theft of bikes
bullies
time of walk

There is a mail box that blocks the view of the bus driver from where the kids are lined up. Eastcott Drive and Eldorado

There is no busing from Sturgeon County to our Catholic school of choice.

Previously we lived off Eldorado drive in Erin Ridge. We moved out of there this spring because I was scared for my children crossing the road to get to their bus stop. It will only be worse when a high school is constructed and the traffic from that is added to the already bustling neighbourhood.

there isn't a day that goes by when I'm driving my daughter to school that I find myself following a school bus that is speeding in a school zone. Also the attitude of the drivers in the school zone isn't respectful of anyone else on the road. I used to be a school bus driver, I know what is involved, but there is a lot to say about a positive attitude. Positive attitude is a prelude to

safe driving habits.

There needs to bit lit cross walks wherever buses stop for all children especially in Erin Ridge. The intersection of Eastcott & Eldorado Drive is very unsafe. It's criminal that the city of St. Albert does not have lit cross walks. This particular intersection is very unsafe for all pedestrians & motorists very seldom slow & stop here. A sign post makes no difference and hasn't in the 10 years we have lived here - not impressed at all !!

This past school year (2013-2014) the bus was very unreliable. It was constantly late or didn't show up. The bus company communicated very poorly. My child also had to cross the street in another school zone that was very busy with cars from people picking up their kids. drivers do not pay attention while driving through school zones. I walked one day and crossed the street with my child after she had gotten off the bus. |We were in a marked cross walk and we still almost got hit.

Too many cars and no parking for parents picking up students

Too many cars travel at too fast of speeds past Ecole Father Jan. Mission Avenue is a fairly busy road with lots of vehicles travelling past the school to get to other locations. The only way to cross the street is at a marked crosswalk but one that has no lights or other signals.

Too many school busses and traffic on St. Vital Ave, too many bullies from St.Albert high school.

Too many speeders along Oakmont Drive

Traffic and strangers.

Traffic can be heavy along Sir Winston Churchill between Boudreau and Poirier.

Unsafe behaviour on the school bus - students playing with lighters and distracting the driver.

Up until this month, I have always driven and picked up the girls, as I am a stay at home mom. Just this month, we have finally allowed them to bike to school together. They have finally convinced us they can safely travel to and from school together. They only have half a block - down Wimbleton

Crescent and only 1 street to cross - Willoughby. Once they cross, they can travel down the path into Willoughby park and see their school. Their ages (almost 9 & 10)and ability to ride bikes safely

Very small parking lot leaves little room for backing up, concerned for students walking through lot. Garden Lane is very narrow for two-way traffic, perhaps it should be considered as a one-way street. Would car drop-off be an option for the bus lane?

very unsafe intersection at Sir Winston&Woodlands Road. 2 lanes are not marked whether they are straight or turning (but lead into only one lane on Page). Very busy intersection and the light control for only SirWinston & not Woodlands/Page is very confusing/dangerous. Also, drivers turning right onto Sir Winston are so busy looking left while they are attempting to turn right, that they don't see the kids crossing until they start to go. Drivers stop in crosswalk vs at the stop line

We do not have enough sidewalks at the school for the children to walk when they are dropped off. They walk on the pavement same direction as the buses and other parents.

We had issues with safety as the bus company originally did not want to accommodate a stop for a daughter that was near her day home as she was unable to walk there alone and the day home lady was unable to leave her home for more than a minute to pick her up. Even when she is in grade 1 this fall I would not feel she is at all safe to have to walk or cross the street alone. For parents who both work outside the home, we need to know that the buses can make small changes to ensure safety.

We had problems this past year with our children's bus either not showing up in the mornings, or being very late. The transportation department addressed it, but with the turnover in bus drivers we are hardly optimistic. Also, crossing the street to get to and from the bus stop can be hazardous, as car drivers seem oblivious to stopped school buses and the children that are waiting at the corner to cross. (Erin Ridge Drive and Ellington).

We live in Sturgeon County and while we bike on the weekends into St. Albert it is too dangerous to let the kids bike on Bellerose Drive leading into St. Albert. The shoulders are too narrow and traffic too busy and fast.

We live on Essex Close. My son's bus stop for Richard Fowler picks up and drops off at the end of Essex (on Essex) - this is good. My other son's bus

stop for Neil M Ross is on the park side of Eldorado directly opposite Essex (both pick up and drop off). This is not good. No crosswalk. Would have to walk to Erin Ridge Drive or Eastcott to cross at a crosswalk and then walk back to bus stop opposite Essex. Challenging during winter. Plows in winter create tall windrows blocking bus stop.

Windrows

Woodlands rd & woodcrest ave across from the school.There is a marked crosswalk but parents ignore the parking signs that do not permit cars to park within a certain distance of the crosswalk.This limits the visibility of seeing anyone cross the street.Parents are doing this out of laziness as there are plenty of areas to park near the school.St. Albert needs a greater presence of police or peace officers regularly to enforce these traffic laws for the safety of our children.

1. Buses that DO NOT show up
2. Buses are ALWAYS breaking down.
3. Certain Pick up/Drop off locations such as Bellerose Drive at Empress Way, too much traffic and the bus is not able to pull over out of the way as road is INCOMPLETE.

A couple of times the bus driver missed my children's stop & they had to walk a greater distance than expected

A) Children have to exit on drivers side into street at 1) Park. Ave., 2) road btwn EMP and ESSMY, and 3) ESSMY road, due to 1) up to 5' windrows, 2) slippery slope/hill/no sidewalk, and 3) trees/no sidewalk.
B) Children cross EMP front visitor parking lot while cars are backing up and doing two-point turns.
C) Crosswalks on EMP school property are not clearly marked or signed for drivers to see them. Crosswalks and patrollers are sometimes blocked by buses and other cars at peak times.

All the helicopter moms driving faster then the speed limit and rushing off to work, or the gym.

Arlington Drive would be much safer if: a 3-way Stop was placed at the corner of Aurora Place & Ash Crescent. A marked crosswalk would then assist students either walking across Arlington or Ash, as well as walking to the bus stop on the North side by Aurora Place. In addition to this suggestion, making existing marked crosswalks on Arlington more visible

and adding at least two more would assist greatly. I also believe that the residential limit should be lowered to 40kph city-wide. Thankyou

At Father Jan the only suitable drop off zone is the bus drop off in the front which should be shared by busses and parents. If the zone was shared for drop off we would avoid Chat. Mission u-turns, close call reversing in parking lot, vehicles stopping too close to crosswalk to let the children out of cars. Shared drop off zone would allow full visibility of Mission Ave. Full visibility of the crosswalk. Promote one-way driving no backing up. Promote slower, safer,controlled dropping off.

At the current moment there are no safety concerns, we have been very lucky with having an excellent bus driver and students on board.

At this time I haven't any. A cross walk has been installed at Pineridge Dr and Pembroke Cr that helps motorists recognize and stop for the children who cross there.

Bad drivers

Because I drive my child to and from school, my main concerns have to do with the traffic or number of vehicles that are in the school vicinity during those times. There are not enough parking spaces to accommodate the 100 vehicles that are dropping and picking up kids. It is so congested that we are constantly worried about the safety of our kids around this many cars. Also, because of the congestion many people are still not following our schools internal rules w.r.t. traffic safety.

Being dropped off the bus when I'm not there.

Both of my children have to cross Cunningham Road and there is not a very well marked crosswalk. There are no lights and as much as it is 30 km, people are mostly not aware of it. It is also a very busy intersection with Fountain Park Pool entrance and Paul Kane High School entrance and a four lane road.

Bullying on the bus (we also use the school bus services). For our kids that walk - crossing major intersections. Driving - pick up and drop off at Leo Nickerson is terribly out of control due to parents unwilling to walk a block to pick up their children.

bus drivers seems to be not reliable and drive in unsafe manner and rude to

children

busses close to school drive irresponsibly. Parents let kids off in middle of road. no enforcement of parking issues or speed. School does not enforce drop off one direction and leave the other as is supposed to resulting in slowdown and people choosing alternate ways to drop off kids. Supposed to come from east and leave going west. This does not happen

Concerned about the interestion in front of Marie Poubran, busses need to slow down when driving down Kingswood Blvd.

Congested pick up/drop off areas. Children would have to to travel along and across Deer Ridge Drive if they were to walk or ride their bikes.

Cross street is Naples Way and Northridge Drive. My kids have to cross a VERY busy intersection to get to the bus stop. It's amazing how many vehicles don't know they have to yield and WAIT until the pedestrians are safely on the other side of the sidewalk.

Crossing a busy road (Boudreau)

Crossing Akins drive, slipping on ice, getting too cold,

Crossing Giroux Road - vehicles in a hurry not waiting for the lights.

Crossing hogan road at newmarket. But it just got a light which makes it 10 times safer.

Crossing Hogan Street to get to the bus stop (intersection of Delwood). Although it's 200x better since the lights at the crosswalk were put in this year people still speed on Hogan during school zone hours. They seem to think if the local school isn't in at the moment, it's ok to speed (like we are talking 80+ km/h sometimes!) but they forget that the hours are from 8-4 and that there are people crossing there at 8am and 4pm taking the school bus

Crossing in front of Sir George Simpson even though their are lights cars are turning and it is extremely conjested with parents dropping off and school buses. Sometimes buses and cars are parked blocking the crosswalk so you can not see the walk/stop signal. Parents parking in the staff parking lots at both Robert Rundle and Simpson making it dangerous for walkers due to the cars coming in/out and backing up.

Crossing major roadways is a concern, especially for my younger child, is a major concern. Impatient drivers do not always yield to pedestrians, and children don't always wait for when it's safe.

Crossing McKenney and Dawson. I was biking to work and was clipped on my bike The cars do not watch for the people crossing when they are turning right or left.

Crossing North Ridge Dr. At either Naples or Napoleon are the only crosswalks that have pedestrian crossing signs, but cars speed by daily and do not stop for pedestrians.

Crosswalk by Arlington Drive and Arcand Drive is very poorly marked including lines are fading and signage is black and white instead of yellow. Motorists speed along Arlington Drive and there are many corners on this road making it difficult to see pedestrians until the last second. There are a lot of motorists who do not stop for us at the crosswalk and also there are not enough crosswalks along Arlington Drive. I will never let my children cross this street alone because it's unsafe.

currently use the school bus system so no safety concerns; our elementary age child does not have to cross Deer Ridge Drive to get on the bus so no safety concerns

Drivers going too fast in the parking lot(s) at Ecole Marie Poburan.

Even though my children are teenagers, I am still concerned that they need to cross two very busy roadways (Gervais and Grandin) at uncontrolled crosswalks.

For those times that my children walk/bike/longboard to school my concerns are for the many drivers that do not come to complete stops at stop signs; treating them more as yield signs. This is a common occurrence on Deer Ridge Drive and down Dawson.

Getting on bus at Bellrose and Evergreen Drive- other vehicles often do not let bus in that has to get over two lanes

Giving only one option for mode of transportation is unreal. My kids walk or bike in the spring and summer, and catch the bus in the fall and winter. My

**older boy drives himself some day, if its OK he walks. There is no bus to Bellerose from here, but the survey doesn't give me that option.
When my kids attended Muriel Martin I went to the principal and the RCMP about the marked crosswalk on Deer Ridge outside the school with parents parking cars ON the crosswalk, nothing has been done ever.**

Harassment or bullying on the school bus

High volume of cars in the parking lot and cross walk on Sir Winston Churchill does not have lights.

Hogan rd and Deer Ridge Dr. My concerns are: 1). The congestion on Deer Ridge dr (due to lack of a suitable parking lot on the school grounds) during pick up and drop off times. The congestion even reaches through and beyond the school x-ing manned by the children, coupled with a public bus stop. The congestion finds kids darting between cars cars parked so close together creates a danger zone between cars. The school needs a suitable parking lot to allow for drop off and pick up.

I am unhappy that the bus driver does not wait for my son to sit down in his seat before driving away and he is lurched forward to fall into his seat. This has been happening all year. I chose to use the bus, because it is supposed to be safe. Safety is not being followed from the beginning of his journey. The bus driver always seems to be in a hurry, as she drives away.

**I do not have any safety concerns about my child's journey from home. In two years of
taking a bus from school, I have not had one complaint from my child about the behaviour of other students on the bus. The bus driver is also very friendly.**

I don't like them crossing Giroux to get to the Deer Ridge side of the road if they are biking. I also worry about Lacombe Drive because they have to cross the road to meet the bus. Everyone seems to speed down Lacombe Drive and almost nobody stops for the kids. They don't even stop when an adult is crossing with the kids. It's a very unsafe road (the corner of Lacombe Drive and Leonard Drive. The city buses are no better. They also speed down Lacombe Drive and don't seem to pay attention

I don't trust the motoring public when kids riding bikes on street and it is illegal to ride on sidewalk.

I drive my kids into school as we live on an acreage outside of SA bussing. They are in the hockey academy and we have to transport gear 3 days a week.

I live on desmarais crescent and there is a access point to the school through a walkway. Obviously, my crescent is used as a drop off/pick up point for many children. I was wondering why the school zone could not be extended into my crescent and slow vehicles down to 30km/h. There is no difference between the front of the school and my crescent but legally they can drive 50km/h.

I usually walk them to the bus stop due to the increase in traffic on Erin Ridge drive and no cross walk. We need a marked crosswalk at Ellington and Erin Ridge drive before someone gets hurt! Also, there were at least a dozen times when our bus was extremely late or did not show up at all. Unacceptable!

I worry about the crosswalk at Sir Winston Churchill Ave and Woodlands Road. Even when the light is red and they are able to cross, cars run the light. I also worry because the light now that it counts down the seconds still doesn't seem to be quite long enough.

I'm concerned about the short light on Herbert and Cunningham, as well as the traffic leaving the arena parking lots during her ride home from school.

Impatient, irrational and irresponsible driving by many who drive the streets in St. Albert.

In order to get to school by walking, my children have to cross through the intersection of Sir Winston Churchill and Boudreau. It is a much too busy and dangerous intersection for them to navigate by themselves.

In order to walk to school my children would have to walk up the hill on Woodlands Rd. to Sir Winston Churchill. For a good portion of the year it is covered in snow and ice and it is very steep so when it is slippery it is very unsafe. Also with three schools very close together there is a lot of traffic in the morning and unfortunately many people drive too fast.

In the winter, there are large piles of snow from grading at the bus stop. Unattended children climb on these and it poses a big safety issue. The bus stop is at Deerbourne Dr. and Deerbourne Dr. Also, there is regularly a parent that parks just behind where the school bus stops and makes the

busdriver do a large loop around and then cannot pull fully up to the curb at the stop. The parent and child then run on the road beside the school bus to get on. I think it is unsafe.

Increased traffic congestion during peak times on main roads (Bellerose, Giroux, St. Albert trail) makes my child very apprehensive and nervous about biking to school

Issues with the crosswalk being around a corner and unsafe. They need to cross the street both coming and going to school.

It is difficult to get them to school when the weather is bad or poor visibility.

Lack of bus driving training. Drivers speeding. Drivers forgetting to pick up children (in February after 6 months of school!). Driver doing an illegal u-turn with the bus on Deer Ridge Drive in front of Muriel Martin school.

Limited parking on Sycamore Ave means people park all over the place, or just stop and let their kids out in the middle of the road and cross between cars (when driving SB). At dismissal especially, we have to park really far away and with younger siblings it's too far to walk in the cold (plus some residents don't shovel well along Sycamore which limits stroller use). Snow winrows along Sycamore, especially right in front of the school, make waling dan

Lots of traffic near the school and congestion. In the winter the weather is too extreme for the 15-20 minutes walk it would be.

McKenney Avenue, Dawson Road and Giroux Ave are unsafe for a smaller child to cross. Dawson Road is a unsafe road for anyone to cross walking to school or the bus stops in the morning. I have seen many near misses as I drive my child to school because he must go to before school care in order for me to get to work. It is scary for me watching the kids cross this road most mornings.

Monitoring and attendance of students taking the bus.

mostly they take the bus or get a drive, but when they walk or bike - I just caution about crossing Boudreau and Sir Winston Churchill. If they are walking, I prefer they cross Woodlands at Wimbleton and not Sir Winston Churchill because it's too confusing at that intersection at busy hours.

My biggest concern is that my kids have to cross Lacombe drive at the corner of Lauralcrest/Lafleur and I just don't get why the school bus doesn't pick them up either on Lauralcrest in front of our house or on Lacombe drive where they don't have to cross the road.
By bike: the fastest route would be Ray Gibbon, but it's too dangerous to have them cycle on that road. Another option would be St Albert trail, but again too dangerous.

My child could walk or take his bike once a bit older, but I don't see this happening because he would have to cross Boudreau Road at Sir Winston Churchill Blvd. It is an extremely busy, dangerous corner that is not manned by crossing guards.

My child must cross Bishop from/to Balmoral to/from Bernard Dr. The removal of the old crosswalk to/from the island on Bishop is a concern as is the new crosswalk across the street, upon which traffic constantly parks, and hides from view any pedestrians waiting to cross from Balmoral from drivers turning onto Bishop from Sir Winston Churchill. The crosswalk on the island should have stayed and snow removal on that island become a priority in winter so it can still be used by pedestrians then

My child was knocked over in a very low speed collision when using the signalized crosswalk in front of Albert Lacombe school. I am concerned that in the morning there is so much activity there that it is impossible for drivers to take in everything that is going on and still make allowance for the unpredictable nature of so many people and movements.

My children are old enough to ride their bikes to school. However, we live in Grandin. Their 2 routes would include either crossing St. Albert Trail at Hebert or at some point travelling along Sir Winston Churchill Drive. The routes have high traffic flow which are not an option for us.

My children are too young to go walk to school by themselves.

My children do take the bus once per week. An adult will meet them at the bus stop but my concern, especially if an adult doesn't meet them when they are older, is the safety of crossing Bishop st. at birch drive. People drive way too fast that street and often don't acknowledge us even when we are at the crosswalk.

My concern is the drop off area in front of jj nearing. Parents park, leaving

no room for drop offs this is encouraging double parking and traffic jams

My concern since my child started school is the school buses not using the stop sign and lights they are equipped with. My son gets off the bus on Lacombe Dr & needs to cross the street to get to our home on Leonard Dr (with no crosswalks). Even though he is 9 and should be able to walk a block by himself, I continue to have a family member meet him at the bus stop because I don't trust the drivers. With the use of flashing lights & forcing traffic to stop I would know my child was safe.

My concern would only be if a stranger approached them on their way to/from school. Granted it hasn't ever happened and I feel pretty safe living in St Albert, however nowadays you just never know.

My concerns go to the traffic near the school bus stops, in particular on North Ridge Drive, and the lack of ability to use the standard bus safety tools that are fitted to each bus. Bus routes could also be made safer by better planning to avoid main roads as much as possible.

My daughter will once again be taking the bus in the fall of 2014 to get to SACHS and my youngest to VJM in the fall of 2015. I am VERY concerned about them having to cross from Ellesmere Drive across Erin Ridge Drive. It is a VERY busy road, where people usually do not stop for students crossing the street. It can be alleviated by simply reversing the route, making the stop on the residential side of Erin Ridge Drive not the hospital. I have stated my concern to Transportation to no avail.

My granddaughters cross at the intersection of Wakefield and Woodlands Rd. I always accompany them and would not feel they would be safe crossing alone. Many cars still do not stop or stop very "last-second". Some of the biggest offenders I see are School bus drivers. Very dissappointing especially after what happened last September on this very road.

My kids cross Poirier Ave from Kirkwood Drive to Parkwood Drive and this intersection is very dangerous and we have to be very cautious. Cars driving down Poirier tend to speed and with the curve in the road it affects visibility. We have had MANY close calls at this intersection.

My kids would have to cross sturgeon road and proceed on Sir Winston Churchill. Both are busy and I have witnessed people drive through crosswalks with kids in them despite other vehicles being stopped.

My son in grade 7 has to cross the street at McKenny and Dawson. He and his friends have almost been hit by cars at this cross walk on several occasions. Every time it is a car travelling east on McKenny that drives straight through a red light. Even though two other lanes of traffic have stopped at the red light so the kids assume it's safe to cross. They are now much more cautious and ensure that every car has stopped before proceeding. Drivers are definitely distracted and not stopping.

my son walks through the park alone

n/a

Na

Need a better marked crosswalk or light at woodlands road and or a crosswalk on both sides of the street for sir winston by woodlands road.

No bus available, busy street crossings

Question: Have you experienced, or witnessed any close calls, i.e. an incident where a collision nearly occurred? If so, please describe the situation and location. (Please DO NOT identify any individuals by name in your response.)

no(13)

none(3)

n/a(2)

No.(2)

Na

No in St. Albert but in spruce.

No, I have not.

Not a close call, but in the past I have seen CHILDREN exit the bus to press the walk sign at a crosswalk to change the light!

Not a collision

Not during her ride, but at the bus stop on Akins drive there are children that need to cross the road and even after the cross walk got installed I have seen parents on the way to Gish drive right through without even noticing kids crossing the road.

Numerous times. Kids have darted out between cars. Cars almost crash into each other often.

On two separate occasions while walking to school to pick up my children, I was nearly hit at the intersection of Sir Winston Churchill and Boudreau. The first time was by a driver turning left, the second by a driver turning right. On both occasions, I had the walk signal and the drivers were not paying attention to pedestrians but to the lights and their own right-of-way.

One morning I was out walking to work and I pass by Muriel Martin School, I noticed a vehicle going through the crosswalk as the flashing lights were on, people waiting to cross and the driver was on a cell phone.

one stolen bike (Yes - it was locked, lock was cut)
drug / alcohol use at school
Paul Kane area is not conducive to parking should my daughter have a car

Our babysitter met our kids at the bus and has a close call with a car that didn't stop when they were crossing bishop st.

Parents consistently block the crosswalks in front of Neil M Ross.. Many also park in No Parking zones and this makes it difficult for other traffic to pass through. Especially buses and pedestrians. Also there is a lot of speeding through the school zone on Woodlands road. These people need to be held accountable.

Park Avenue and Sir Wintston Churchill
EMP Front Visitor Parking Lot
Road between EMP and ESSMY near sloped section and dumpsters.

People not stopping at crosswalks, common problem. Signs shouls be bigger, perhaps paint on roads should be yellow.

please see above

school buses going through the crosswalk, while I was in the crosswalk walking my kids to school

See above.

Seeing people buzz through school zones and neighborhoods where children are getting to or from their bus stops.

Since the installation of the cross walk, I haven't.

Some high school students bully and torment the kids walking from VJM, the cars or ten don't stop for kids crossing at the crosswalk in front of my house. 24 st vital

Sure - with passenger vehicles, construction vehicles, school buses, all near JJ Nearing (close to where we live). Intersections and drivers' reluctance to actually break when children are crossing the street cause these issues.

The crosswalk at Sir Winston Churchill and Woodlands is crazy at after school hours. Kids are trying to cross Woodlands. People are turning left at Woodlands (off SWC). People are trying to go straight across SWC (from Woodlands) or turning R onto SWC from Woodlands. The half set of lights is not adequate at this point in time.

the new crosswalk on Bishop between Balmoral and Bernard has seen several close calls. Many times people turning right onto Bishop from Balmoral don't look for pedestrians at that location and do not stop at the stop sign, ploughing right through oblivious to pedestrians standing on that corner. Twice someone has stopped to allow pedestrians to cross while an impatient driver behind them has swerved around them nearly hitting the pedestrians in the crosswalk.

There are at least 2 occasions, once at the top of Wimbleton Cres where a First Canada Bus almost hit my truck turning TOO fast and sharply down Wimbleton Cres. He was travelling up Woodlands and turning left onto Wimbleton. I literally had to maneuver over the right curb to avoid being hit. Another yellow bus - First Canada again, at the bottom of Wimbleton turning right onto Willoughby. He was just speeding around the winding road, as I was coming up Wimbleton, having turned right onto it.

There have been a couple of times when vehicles are parked near the crosswalk by our child's bus stop, making it hard for motorists to see the

children trying to cross. Also, as it is on a curve in the road, combined with the 50+ speeds the cars are going there have been a number of times we have seen close calls. Location is on Pineview Dr. opposite the south Pembroke exit!

This is a busy intersection at times and I have observed impatient drivers changing lanes very quickly, without signalling, to swerve around buses and other vehicles. There is a bus stop on Boudreau that seems to enrage some drivers. Personally I feel this bus stop is a little too close to the intersection although it's very convenient for access to Page/Atkins.

unsafe bus driving often, buses running red light, bus 107 hitting the vehicle (parked) and wall of the school

We see this all the time as people don't pay attention or they speed through school zones.

Weekly. People come around the corner well exceeding the posted speed limit.

When coming out of Lacombe Drive I have seen students struggle to cross Giroux, cars do not see students attempting to cross Giroux. They come flying from either direction but especially from Hogan/North Ridge. Students have retreated to the corner before attempting to cross again. Students exiting the student parking lot of Bellerose find it difficult to get into traffic heading to St Albert Trail. Again speed and poor visibility around parked buses make it difficult to get into traffic.

When I drive in the winter to get my son as he's to close to bus, I see lots of close calls at the crosswalks, adults that should know better parking and stopping right in the crosswalk completely blocking it. Also still lots of cars speeding through school zones far too many.

Witnessed child being struck by schoolbus along our usual walking route to school (Woodlands Road/Sir Winston Churchill, enroute to Ecole Marie Poburan).

Yes : Akins Drive, Alpine, Amherst crosswalk.

Yes all the time the trucks are coming so fast. Kids dont walk accross- they look and run accross everytime. Esp when winter is not in season- the cars are fast.

Yes I have often been stopped at Dawson waiting to turn onto McKenney and watched cars drive right through the red light.

Yes many close calls crossing hogan road at newmarket before light was installed.

Yes many! Churchill Ave is extremely busy during the morning rush and many drivers speed. The close calls I've witnessed/experienced have been while crossing Churchill Ave in marked crosswalks drivers do NOT wait for pedestrians to finish crossing. The danger is that groups of students & parents are crossing in groups & cars will drive in between pedestrians while in the crosswalk!! Ive also had a close call with my 4yr old crossing Park Ave by a driver speeding through playground zone.

Yes multiple times at the intersection above.

Yes! Most recently, a driver was waiting at the intersection for a green light so they could turn left. I made eyecontact with the driver, so I knew he saw us. When the light turned green, my children (who were a bit late for the bus that was waiting) proceeded to run (albeit unsafely to be sure) into the crosswalk. The driver decided to turn left across the crosswalk and try to "beat" my kids, very nearly missing them. I was shrieking for them to stop running and for the car to stop. scary!

Yes! I can see why you are having this survey and work shop.

Yes!! Too many near misses and no police around to deal with it. Enforcement is needed to wake up this community. Photo enforcement should be on ALL intersections controlled by traffic control signals. Uniformed traffic enforcement should be on road 24/7...not Peace Officer but real cops - RCMP.

Yes, a child running in between double parked cars to a parent waiting across the street. This occurred right in front of jjn. The on coming car had to stop suddenly. Thankfully the car was driving at slow speed.

Yes, but can't think of specifics. This seems to be more of an issue with teens unsafe driving (rather than biking or walking) around the school area, Bellerose is very bad at peak times. Not just the kids at fault - Giroux has way too many speeders and this adds to the problem.

Yes, cars have not always stopped while my kids are in the crosswalk.

Yes, i was almost side swiped Tuesday night heading West on Giroux just off of St. Albert trail. Iwas in the right lane with 3 cars be hind me, there was 2 cars in the left lane just ahead of me. we all had slowed down because a fire truck was heading east bound. when i went to accelerate a Toyota Tacoma went speeding by me and swerved into my lane just before rear ending the truck in-front of him.

Yes, in several cases cars turning across the crosswalk, either from Akinsdale or Pineview, onto Boudreau, do not notice pedestrians. Sometimes we've caught their attention by waving; other times we simply wait. An overhead pedestrian crossing blinking light might get more attention, but perhaps that's not possible given the way the intersection is already set up. A pedestrian-sensitive light (that makes a longer light only when someone has pressed the button) is another option.

yes, lots of traffic in front of the schools in the mornings and at pick up times. Many people (parents included) darting across the roads (not in a crosswalk). People double parked blocking traffic, icy hill conditions.

Yes, my son was excited to get to school, pushed the crosswalk button and took off. A bus had to slam on its brakes. My son thought because he was in the crosswalk and had pushed the button that he could go, even though he has been taught to still look and wait.

Yes, nearly everyday outside Muriel Martin, where cars obstruct the view of the children crossing, because cars are illegally parked too close to the marked crosswalks, and the children have to stand in the middle of the road to see. Also parents regularly double park on the road outside Muriel Martin, then get their kids out of the cars into the oncoming traffic.
I've given up counting the incidents I've seen nearly happen on Giroux outside Bellerose High. Can't believe that road is 60kmh!!!!!

Yes, on two or three occasions, when crossing with my children, I have nearly been hit by drivers who were distracted and didn't stop at a marked crosswalk, when pedestrians were on the street. I have also had people honk their horns, and drive around us when we were on the street, not long ago I witnessed two children have to run out of the way when a truck driver was reading his cell phone screen and di not stop or slow down at the marked cross walk when a group of children were crossing

Yes, people pulling out of drop off lane without looking and others double parking, allowing their children to get out of the car and run in between cars.

Yes, picking up after school at Leo Nickerson. Many parents are double parking, kids running across the road - not on a crosswalk. Vehicles backing up. It is absolute chaos! For several years my kids took the bus before I was able to get into a car pool. On the days that I pick up I am astonished at the way parents are parking and driving. Kudos to those parents who are okay with parking a block away and safely walking with their kids.

Yes, several times on Hogan Rd. But, I have also witnessed issues directly in front of Muriel Martin particularly during pick-up and drop-off times.

Yes, there have been a couple of times where kids getting off the bus were attempting to cross the road and either didn't take enough time to check for traffic, or speeding cars did not attempt to stop. Erin Ridge Drive and Ellington. There needs to be a cross walk there at the very least. There are so many kids using that intersection in the morning and afternoon, but obviously drivers need to actually slow down and look for pedestrians.

Yes, there was a car that crashed into a snow bank due to icey roads right next to where all the kids were waiting for the bus (corner of Erin Ridge Drive and Eastgate Way). It was pure luck that the kids were not playing on the snow mound because usually they do.

Yes, vehicles often do not notice children crossing the road in front of Ecole Father Jan and are usually travelling too fast through a school zone.

Yes.

Yes. We have an area where 3 cars can park but have to back out to get out. The one car backing out almost hit another car which was actually driving down the wrong way of a "One Way" road.

Yes. Weekly there are children who are dropped off between cars and you can't see then or they are jaywalking or cars are in a hurry to find a spot to park in an area where parking is ridiculously minimal. I also arrived just after a woman had hit a young girl in a marked cross walk. Police were investigating.

Yes. Crossing Cunningham my children experience drivers not stopping while they are in a marked crosswalk. Drivers going faster than the posted limit have had to stop suddenly while we were crossing the road while other cars were stopped. I myself have been witness to "close calls" at this intersection.

Yes. Crossing Farmstead to cross at the controlled intersection (crossing Cunningham) to get to Leo Nickerson. Cars have almost hit people trying to cross Farmstead.

Yes. The light was red and I stepped out before my children and just about got hit by a car because they ran the red light. Had my children been alone one of them would certainly have been hit.

A family was walking across the crosswalk in front of the school and a city bus was speeding and barely had time to stop.

A few times at the crosswalk by sir winston and the entrance to woodlands and parkwood

After I walked my kids to school and was returning home, I was about to cross Westwood Drive. There was a SUV approaching the stop sign. I took a step off the curb. Not only did she not stop, she didn't even slow down or look and turned right in front of me with no regard whatsoever to the stop sign.

After school pickup seems to be safer as parents find spots, park, wait then leave safely. The morning parents n kids and rushing therefore turns on Mission are abundant. Using close private residential driveways as drop off zone but reversing onto Mission Ave. Parking lot full and the only way out is to revers onto Mission traffic during school times and reversing in front of the crosswalk as the only option. Parking along Mission ave in front of the Chateau nj-walking with kids. Limited area.

Again biking on Bellerose Drive from Sturgeon County into St. Albert, vehicles travel fast and close to cyclists.

all the time! on Akins drive in front of Gish, on Hebert, crossing Akins and also Crossing Cunningham. LOTS of times on SW Churchill where thomas was hit earlier this school year. I stopped driving that road a while ago because of all the close calls

At the flashing lights in front of the school I am repeatedly astonished at how many people run the light while I am in the cross walk with my kids. It is especially bad before the the crossing guards get there. As well there are three particular vehicles that routinely park right at the corner making it impossible to be seen without stepping into oncoming traffic first.

Bus doing an illegal u- turn in front of Muriel Martin school on Deer Ridge drive. Bus trying to pass slow vehicule and entering left side of road with oncoming traffic.

Bus passed car in school zone who was dropping off child. Bus honked at me when I stopped for child coming out between two parked cars (again not enforced to use crosswalks, run across road anywhere with parent encouragement to get the parent's car). Kids let out on drivers side in back of line creating a blind spot, coming up behind car and jumping in front, and been cut off by busses.

Child struck by vehicle on Hogan road, just south of JJ Nearing. The sad thing is that not until a child was struck by 3000lb vehicle, did the city put in a street light. I am tired of the poor planning and budgeting, lack of foresight,practical and professional experience continually seen with City Council members. The children don't need suffer being struck by vehicle to get action by city council. Competent city planners need to be put in place immediately.

Close calls at crosswalks in front of SAM and at corner of Boudreaux and sturgeon.

Crossing Poirier Ave. from Kirkwood Dr. to Parkwood Dr - Have had many close calls with speeding vehicles not stopping for us in the cross walk.

Crosswalk from Northridge to JJ Nearing School- car going too quickly and having to stop suddenly at crosswalk.

Dark winter morning and a child ran out in front of my husband to catch the bus.

Driver was not watching crosswalk sign by Muriel Martin, almost hit child pedestrian, fatality would have been likely given the speed they were going (>30 kph).

drivers yielding instead of stopping to turn right nearly hit people in intersection daily.
cars turning right before kids have cleared the intersection.
cars inching forward when the pedestrians have right of way because too tough to get through intersection otherwise.
two lanes merge into one but the lanes aren't marked on woodlands as straight or turning, leading to congestion - Add the pedestrians and its even worse.

Due to very high windrows in the winter I saw a near miss at Erin Ridge Dr. and Everwood Close. A group of children got off the bus and as the bus was pulling away a boy went o cross the street but the car traveling down Erin Ridge drive was not able to see the child stepping out to cross the street due to the high windrows.

Even though there is now a light on Grandin road at Grandville cars still run through it or turn, and my jr high age children think they are safe because they have the signal to cross. Also especially in the winter when it is dark and their is car exhaust buses and parents block the crosswalk to cross Grosvenor Blvd to get to Sir George Simpson or cars/buses are turning left and are so focused on the other cars they are not expecting walkers from the other side of the street.

Every night there is someone squealling their tires coming out of the cresent at Oxford Place, sometimes there are people riding dirt bikes without helmets in the cresent. They speed into the cresent

everyday i see jaywalking infractions, kids running into the staff parking lot at the end of the day, and drivers going through the AMA crossing guard raised STOP signs.

I have seen moms going across the parking areas with small children and vehicles starting to back out at the same time.

I have seen the bus be in accidents and cause accidents on the road on the north side of leo nickerson.

I have witnessed 'close calls' at both locations mentioned above.

I have witnessed several parents j-walking with their kids in front of the school and in between parked cars. (Deer Ridge Drive)

I told the current mayor when he came door to door over 5 years ago....somebody is going to get hit crossing the unmarked pedestrian walk over Bellrose drive onto Eldorado drive. PLEASE DO SOMETHING. Or go watch the 12 year old boy try to cross every morning for yourself at two mins past 8:00 every M-F. It's scary and there are no pedestrian signs for him yet the city designed a pathway there.

I was waiting at the school to pick up my kids when a truck apparently couldn't wait any longer and went around all the cars waiting at the crosswalk. We were lucky there were no kids crossing at the time!

I watch kids play in front of the mailbox onto the street while they wait for the bus. They are unsupervised by their parents. If snow is piled up here it makes it more dangerous too.

I witness cars speeding while people wait at the cross walk. This is part of the reason I drive and walk my kids across the street every day.

I would say that at least 50% of the time that my children and myself are crossing the street by my house where the bus stops, I have seen motorists speeding through the crosswalk ignoring our need to cross. Also 100% of the times when I am waiting at the bus stop I witness motorists speeding along Arlington Drive.

In front of Muriel Martin school a business vehicle was speeding through not paying attention and had to pull into the opposite lane in order to avoid rear-ending me last minute. Almost hit a child using the crosswalk, but was able to stop right at the line.

In regards to a school bus, no.

Infront of Elmer S Gish school - parents being irresponsible. Along Arlington: people driving too fast and not seeing pedestrians because of speed + curved road (it's almost a full circle!)

It is not uncommon to witness, on a daily basis, cars running through the intersection of Sir Winston Churchill and Boudreau against the lights or trying to beat the amber light. Drivers have little patience for pedestrians crossing this intersection and creep close to pedestrians as they cross the street....like putting pressure on pedestrians to hurry and cross so the car can go...it is very scary. At least a couple times a week, I see near misses

with cars turning left at all directions.

I've seen several kids step out to cross on Lacombe Drive because they assume a car will stop and then have to jump back to the curb because the drivers don't stop and sometimes even speed up.

Left hand turn from Boudreau onto Sir Winston Churchill towards Ecole Marir Poburan

Many Kids have to cross the road on desmarais crescent from the muriel martin walkway. Kids have to walk between parked cars and it is uncontrolled. On two occasions, this year, I have seen cars that have had to slam on brakes to avoid hitting children that they could not see and were driving to fast(but legal as technically it's not a school zone)/

many times buses will cut off drivers in school zones, they disregard other drivers

Many times my kids have been wanting to cross the road across Oak Vista Drive and the vehicles have flown by at excessive speeds. There needs to be a cross walk or a stop sign at the corner of Oak Vista Drive and Oakmont Drive t-intersection at the very least.

May times at the corner of woodlands road and woodcrest ave, i have seen cars having difficulty seeing pedestrians and having to stop suddenly when the nearby road signs are not followed or enforced. This is putting our children in danger of being hurt, simply because parents are too lazy to park somewhere else.

More parking for droping off and picking up students

Motorists rarely take notice of pedestrians waiting to cross. The safety of the people who live in St. Albert surely outweighs the cost of making cross walks a reality. I hope this isn't another survey that falls on deaf ears.

My children and I have almost been hit many times (Eldorado / Essex). Drivers speed, do not pay attention to pedestrians. See this all the time.

My sister actually filmed a busy corner at her daughter's bus stop (different school) to show how cars would not stop at the pedestrian crossing sign to let her cross. The bus stop was eventually moved as deemed unsafe.

I was happy when a pedestrian crossing sign and markings were put up by my dayhome this year as it does make it more safe to cross (or at least makes drivers more accountable).

My son has described nearly being taken out on a crosswalk by vehicles.

Question: What could be done to enhance your children's safety, or the safety of other students, as they travel to and from school? (Please describe your ideas and indicate the location of proposed solutions, if applicable.)

- more enforcement related to jaywalking right near the school; lots of jaywalking across Deer Ridge Drive near JJNearing
- more enforcement of school zone speed limits
- drivers need to be able to access maps that clearly outline the school zones; currently I do not know if this is available on any City or school website

- permanent photo radar installations around all school/playground zones
- more peace officer / RMCP speed enforcement checkpoints
- public awareness in newspaper

?

1. Reliable Bus drivers who show up to work!
2. Buses in EXCELLENT working order.
3. A proper area for the bus to pull over to load/unload childre

1. Don't put schools in areas already overwhelmed by traffic-eldorado park.
2. Lighted cross walks not just sign marked. Flashers rather than stop lights
3. Educate the kids at all ages like we would kindergarten kids at safety city.

1. Increased police presence during the peak times that children are going to school and coming home from school. 2. More cross walks with pedestrian lights for children to push.

40 KM/H speed limits in neighbourhoods would certainly help.

A drop zone in front of each school, organized and supervised. In this zone you would pull up in succession, drop your kids off and pull away. Only stopping long enough to let the kids out of the car. This would eliminate a lot of the parking issues and people crossing the street in an unsafe manner.

A indented bus only area. That would free up additional parking in front of the school or additional parking lot?

A teleporter. Arlington Drive would be safer with a 3-way Stop placed at the corner of Aurora Place & Ash Crescent. A marked crosswalk would then assist students either walking across Arlington or Ash, as well as walking to the bus stop on the North side by Aurora Place. In addition to this suggestion, making existing marked crosswalks on Arlington more visible and adding at least two more would assist greatly. I also believe that the residential limit should be lowered to 40kph city-wide.

A) Clear windrows on Park Avenue; Remove slippery slope and add sidewalk on road between EMP and ESSMY; and take away trees/shrubs and add sidewalk on ESSMY road.
B) Redesign EMP front visitor parking lot so cars do not have to travel or reverse near where students are walking.
C) Clearly paint, mark and sign crosswalks on school property so drivers can see them better.
D) Put up street lights in all four directions at Park Avenue and Sir Winston Churchill Avenue.

add police

Adult crossing guards at all crosswalks in school zones
Better marked school zones (Yellow lines on road to indicate start/end of school zone, "school zone, 30km/hr" painted on the road)
More and wider sidewalks on school grounds (at EMP we have crosswalks that are not connected by sidewalks so the kids have to walk on the road)
Removal of windrows on school and city property (in winter the kids can't get from the road to the sidewalk and vice versa so they have to walk on the road)

Adult crossing guards out earlier in the morning at the crosswalks to JJ Nearing school.

After the accident in Sept in front of Marie Poubian, SAM school changed their existing system. You used to be drive around a concrete block in the middle and it actually seemed better than what they have now. They've blocked off more of the parking lot but it just seems like they've given more staff parking spots. There is no clear understanding of people pulling up and dropping off. Some people angle park and others do two lanes of drop

off which is completely unsafe. It needs changing

Better enforcement of rules both traffic and drop off. Better notification as well. Also Erin Ridge drive is busy. Drivers are careless. A crosswalk from Ellington across Erin Ridge drive is needed. Badly. The cars do not stop. even for myself as an adult with kids. Or for kids alone. Need to cross the road to get to bus stop.

Better parking for dropping kids off, more structure especially for Ronald Harvey Elementary.

Better pull out spots for drop off at any school. Kids attended BK, VJM & Bellerose and the parking around that school and all others have poor traffic flow. Buses competing with cars, parents randomly dropping students off to avoid traffic congestion, children hopping snow banks and cutting in between cars. General traffic flow around all neighborhood schools is poorly designed. More flashing light crossing areas, better snow removal, more traffic enforcement in school zones.

block parents? slower speed limits within residential streets.

Bus stops should be placed with safety in mind eg. the child should not have to cross busy roads to get to their bus stop.

Cars speed on st.vital near the cross walk infront of my house, they don't stop for pedestrians most of t

Maybe more police circulating the area to discourage bullying and unsafe drivers.

Children being educated on how to cross a road it's surprising how many do it with their heads down. I teach my kids don't cross till you make eye contact with the driver once they have stopped never assume they have seen you.

Clear windrows on Park Avenue; Remove slippery slope and add sidewalk on road between EMP and ESSMY; and take away trees/shrubs and add sidewalk on ESSMY road.
Redesign EMP front visitor parking lot so cars do not have to travel or

reverse near where students are walking.
Clearly paint, mark and sign crosswalks on school property so drivers can see them better.
Put up street lights in all four directions at Park Avenue and Sir Winston Churchill Avenue.
Reduce speed limit on SWC and Boudreau

Clearing snow (winrows?) in front of schools. Expensive and time consuming, I know, but so worth it.

Consider having pedestrian crossing lights at crosswalks going to and from school yards - in particular crossing Sir Winston Churchill Ave. Also, intersections by or at schools should have 4 way traffic lights - in particular, Park/Woodlands at Sir Winston Churchill.

Cross walk as previously mentioned.

Designated drop off zones for parents to drop their children off, school zones have become a war zone, dangerous for everyone involved. every school should have designated crossings whether they are elementary or high school crossing zones. Bus scheduling shouldn't be so tight that the buses have to rush everywhere, bus drivers determined to keep with their schedules cut drivers off constantly in school zones.

Designated turning light at Boudreau and SIr Winston Churchill as has been done on St. Albert Trail.

Easy.
#1 Turn all streets in front of schools into one way streets.
#2 Designate a highly visable drop off and pick up only location, (one minute waiting only) for two cars for those who want need to drive their children.
#3 Allow children to take their musical instruments on the bus. Two fold reason, you help eliminate parents who have to drive kids with their instruments and you promote the arts!
We were told that musical instruments could be used as weapons, I guess back packs are next!

Education of students, parents, the community as a whole (particuarly for drivers who don't yield/correctly).

BTW, the original reason we sent my first child on the bus was environmental; made sense. Then transportation dept more than doubled fee

because we are 120m too close to school. It's absurd. Bus prices should be the same for all children who attend the school. Bit less than 2.4ish km is unreasonable to expect children to WALK to school. Esp. in the winter, which is most the school yr.

Education regarding proper pedestrian safety for children. A reminder of the "Point, Pause, Proceed" approach. Perhaps a "Point, Pause, Proceed" sign. Reduce the cost of bus transportation for students.

Either video cameras to hold the kids and parents responsible or another adult physically on the bus on routes to maintain proper safety and behaviour.

Employing crossing guards as they do in Ontario is an option. The safety patrollers are often too intimidated to correct an adult. Tickets for violaters would also deter those who don't feel the rules apply to them.

Encourage reporting of school bus incidents of harassment/bullying - students often suffer in silence or resort to fighting back.

Enforce traffic bylaws regularly. Issues also with the corner of woodlands rd and sir winston churchill. Need full lights there to allow children to cross safely in both directions (not just pedestrian lights).

Ensure that school bus protocols are in place for emergencies (what is the plan if a bus breaks down) and that parents/students are made aware of these.

Communicate safety rules to students who wait for school buses (e.g., don't climb on snow mounds, stay at least 2 meters away from the road until your bus comes).

Install seat belts in all school buses for kids (personal vehicles need to have seat belts for kids, why don't school buses need to have this same requirement?)

Ensure that they provide stops as close as possible to younger children's homes/day homes. Making a simple change to the route to accommodate people can make the difference between their child getting home safety or not ever coming home.

Even though parents are not suppose to park in staff parking or bus lanes

they still do. Better enforcement of those rules. School staff tries to enforce it, but more enforcement from bylaw or RCMP. A red light camera at the crosswalk on Grandin Road/Grandville Ave. We see at least two or three cars run the red light or speed up to get through the intersection before the light changes.

Extending the school zone into desmarais crescent to slow cars down.

Flashing lights at the crosswalk.

Flashing lights, markings on the road stating a school zone

For kids that live within school boundaries, young children (under 10) should be given priority for spaces on school buses over older children (over 10) and there should be more school buses.

For the sake of my children, other people's children and the elderly residents who walk across Cunningham Road to go to school or the public pool, put a set of walk lights i.e. the same in front of Ronald Harvey, Bertha Kennedy, Muriel Martin and now Hogan Road beside J J Nearing.

group walkers / bike riders when the season allows

Having just ranted in the last section, is there a reward system we could develop? I understand that at the City of St. Albert employees are recognized for parking in their designated lot by going into a draw for VIP parking for a week directly across from St. Albert Place. Is there anyway we could find a way to reward the parents who choose to park in the lot down the street from Leo Nickerson? Maybe they could win a VIP parking pass for a week?

Having this particular bus stop located just north of the Pembroke exit on Pineview Drive, where the city bus stop is currently located so the children do not cross Pineview Drive on a curve???

Heftier fines for speeding in school zones, more photo radar in these areas and less in areas where it seems the object is just to collect as much money as possible. ("fishing holes"). My feeling is that photo radar is to be used in high collision areas to improve safety, yet I often see the truck on Ray Gibbon Drive, nowhere near an intersection or on Dawson in between neighbourhoods, not near a crosswalk. I have a hard time believing these location increase our childrens' safety...

Hire guards to stand out front and monitor the traffic. Build the proposed parking lot to the east of the school.

I am glad to see actual speed traps at EMP on a regular basis. I think this is much more effective than photo radar. I hope this continues at all schools. I'm not sure that bad drivers can be changed, so our students have to continue to educated on how to be a safe pedestrian/cyclist.

I believe that ADULT CROSSING GUARDS are needed at the intersections along Churchill Ave (Boudreau, Park Ave/Woodlands Rd, Poirer). Crossing Guards would make certain all pedestrians have safety crossed without cars driving in between. It would eliminate the ambiguity of whether or not it is safe for drivers to proceed or turn. This uncertainty is what lead to the tragic accident involving Thomas, each believing that the driver/student was waiting until the other had cleared the intersection.

I do not like the large windrows around main roads and cross walks in the winter months.

I don't have a solution. People know it is a school zone but are in a hurry or forget. I would like to see people park further from the crosswalks and for this to be enforced. I would like to see people follow the rules and consistently not enter the parking lot. Maybe issue tickets to people who fail to comply.

I don't know if anything can be done. It could be helpful to have the staff outside, but parents or grandparents are rude and disrespectful because they all have the "these rules don't apply to me" attitude. The things I have seen make my blood boil but it wont's change because of these people's attitudes. Put a NO PARKING sign in front of the garbage bin - someone thinks it's their own personal parking space.

I don't know. All the rules are in place to ensure that parents drive and park safely around the school. Perhaps a random police or by-law presence throughout the year. An annual reminder sent out to parents via newsletters/email/meeting reminding them of the laws regarding school zones, crosswalks, parking requirements. At the end of the day the same people will still feel those laws don't apply to them...so hit them hard where it counts...in their wallets.

I don't know. Drivers seem to get more and more impatient. I'm not sure what

aggravates people so much but I have often heard complaints about the traffic lights in St. Albert congesting traffic instead of allowing it to flow smoothly and I suppose people who have to frequently stop for red lights, buses etc. get agitated and take risks.

I don't think that the busses need to put out their stop signs, but while loading or unloading - having hazards on, or flashing lights would be a plus. Too many times busses are loading on busy main roads, and no matter how many times we talk to our children about vehicle safety - they can forget, or get caught up in a moment. Having this extra sensory measure for surrounding vehicles will remind us all that there are going to be children in and around this loading/unloading bus.

I feel that attendance should be done by the school for students taking the bus home at the end of the day. If a child who regularly takes the bus is not accounted for then someone should be responsible for knowing where that child is. I've picked up my son from school without notifying staff. Parents should have to notify staff. As it is now, no one monitors to ensure the safety of the children or to know if they are missing at the end of the day.

I have lived across the street from Keenooshayo School for 20 years and both my daughters attended K to Grade 6 there. Now my granddaughters attend and I also operate a dayhome. Years ago the school had the crossing guards and also used one of those neon yellow plastic" children" in the middle of the crosswalk. I don't know why these measures were discontinued. I find, as a driver, both of these things very effective and noticeable.

I think education of the drivers and enforcement of speed limits and stopping at the cross walks is important. Allowing the buses to use their flashers and the stop sign while kids cross the road would also be helpful. It's ridiculous that our buses aren't able to use these safety devices.

I think having adult crossing guards work at the corners of Woodlands Rd and Westwood Dr. as well as Woodlands Rd andSir Winston Churchill would be helpful.

I think that there should be permanent speed cameras in all school zones during the school year. I also think that if complaints are made about continued bad driving at the schools that perhaps there needs to be a peace officer stationed there during the morning drop off and afternoon pick-up. I know that requires allot of funding but its the only thing I could think of to

improve safety

I think traffic is an issue all around Deer Ridge and Lacombe Park. Giroux is too busy. Hogan Road is incredibly busy in the morning and afternoon. I think there's too much traffic on Deer Ridge Drive and if there is a closure on Villeneuve Road (as seems to be getting discussed), all that extra traffic will end up where our kids are trying to get to and from school. It's a recipe for disaster.

I unrealistically wish that there was a red light in all directions while the walking symbol is on at that intersection. Obviously not possible, but I think more awareness needs to be made to pedestrian safety in our community. Children have recently died due to pedestrian collisions and drivers need to take that seriously. Children are unpredictable and it is always best to let them cross entirely before proceeding through the intersection.

I would love to see adult crossing guards at Sir Winston Churchill/Boudreau and at SWC/Woodlands/Park Dr. as the elementary students are way too vulnerable at these intersections. The traffic lights could be changed to no left turns without an arrow, no right turns on red. At Woodlands/Park/SWC intersection, the traffic lights are confusing: get a full set do drivers coming from Woodlands Road and Park Drive have a clear understanding of when they can proceed

If they can bike as a group with one adult supervised, it would be much better to bike to school.

I'm not sure, as I don't know if putting controlled lights at all crosswalks are the best solution for traffic flow.

improve drivers training for school buses, allow kids use public transit where is direct route to and from school

In-school education about safe driving at peak periods. We tend to focus on pedestrian and bicycle safety, but many of the issues are from the traffic around school sites - and students who are distracted.

Intersection of Poirier Ave. from Kirkwood Dr. to Parkwood Dr - Would like to see crosswalk lights at this intersection

is there a block parent program any more?

It's a bit of a catch 22 but I think heftier fines are needed to finance more policing. I helped volunteer for my children's elementary school's safety committee (regarding the drop off/pick up and parking issues) and no amount of eduction or rewarding of good behaviour changed the mindset of those that thought they were above the law. Parent volunteers took a lot of abuse for trying to make it a safer place but I noticed that the abusers weren't so brave when they saw law enforcement nearby.

JJ Nearing requires a suitable parking lot to provide parents an area to drop off their kids in a designated area that is removed from all major road ways. This is only option for this school given it's position on the corner of 2 major roads (Hogan Rd and Deer Ridge dr). The city needs to not only say they are concerned for public safety around schools, but needs to COMMIT funds to this Safe Journey project immediately without delays that may see, even 1 more child being struck by a vehicle.

Junior high and high school children should be on St. Albert transit with trained, experienced drivers. I would do this now, except it would take three buses and 1.5 hours to attend Paul Kane high school from Deer Ridge. St. Albert transit would have to alter schedules to accommodate local school hours.

Legislation that drivers who go through school zones be tested yearly. Once September rolls around they have to learn how to drive all over again, especially when they're required to slow down in specific zones again.

lights in both directions
lanes marked
No right turn on a red light in a school/playground zone
more enforcement to rolling stops at intersections
more signage/reminders or stiffer fines and penalties
permanent speed on green as speeding is a huge issue on Sir Winston

mainly lights of some sort on Dawson, as the cross walk signs to not seem to sink in for those who drive it every day heading to work or the Tim Horton's turn off.

Make sure there are enough visible crosswalks available. Consider setting reduced posted speeds for parks not just school zones. Please find some way to make drivers more aware of their poor habits like speeding, talking on phone / texting, purposely ignoring pedestrians (see this a lot unfortunately).

This is common across all of St. Albert.

Marked bike routes

Marking all crossing clearly. That would include Sycamore, Farmstead. Not just Cunningham.

MORE CROSS WALKS on Erin Ridge Drive! At Ellington especially. Also, if bus drivers know that they have kids get off their bus and immediately need to cross the street (at the intersection), they should be required to use those stop signs that are attached to the bus (drivers' side window) to increase the safety for those kids trying to cross.

More designated bus lanes

More law enforecment presence out there during school and after school

More parking at jjn. With the potential growth slated for the area there is only going to be more stress on an already taxed system. We have been told by the district and there evaluation that there is a safety issues and not enough parking. I would put my children on a bus but they are not within the boundary. I have been told I can access another bus stop, but the walk is almost as far...the bus currently drives right by our street but does not stop due to us being on the very edge of the

More parking in a parking lot (especially at JJN). Bus service availability to my area would be helpful.

More parking..

more peace officers at the schools, 30 minutes before the buzzer watching and warning/ticketing people who are not following safety laws. laws are the law even when officers are not there, and people only are law-abiding when they think they will be caught. the peace officer should be in plain clothing NOT in uniform, because everyone recognizes officers in uniform. I realize that a peace or police officer at every school is not financially possible, which is a shame

More school transport. I would send my child on the bus if it were an option but the zones are set. I am willing to pay but I don't think it will change.

More sidewalks, clearer areas of where parents can park & cannot park, more parent parking.

More visible police presence during beginnings and endings of school zone hours. The speed signs up to notify people of their speeds.

Motorists slowing down and more visibly marked crosswalks.

Move the mailbox to not sit in front of the bus stop so the bus driver can see where the kids are.

Na

Next year we'll be in better shape with both students at Simpson; that bus stop has been considerably closer than our one for Rundle, which has been a 10-min walk into Akinsdale.

No driving in staff parking lot (by parents or staff) during peak hours for students ... 9:45-9:55am, 3:25-3:35pm.

none

None come to mind

Other than the parents of unsupervised children to talk to them or accompany them, removing the piles of snow would be the only option.

Parents/drivers just need to be more conscious, patient and less hurried when dropping off their children. Maybe, monthly safety reminders in the school newsletter to keep them aware of their behaviors and how they affect the safety of everyone around them, adults and children alike.

Penalizing parents who do not obey the recently instituted "rule" or policy of only driving one-way in the Ecole Marie Poburan parking lots/laneways.

Please install a pedestrian walk light!

Please read above note regarding area in Erin Ridge.

Plough the school parking lot

Police need to sit there and ticket these people.

Possibly re structuring the parking lot beside the Track & Field to allow more flow through traffics for drop offs and pick ups, thereby alleviating the numbers of vehicles in the school parking lot. Possibly an organized "club" pairing older kids to bike andor walk with younger kids, could partner with nearby junior and high school students and they could receive an honorarium for their leadership/time.

Prevent cars/vehicles from being parked within 20m of the school boundary and stop parents from entering the school grounds with their vehicle during the morning drop unless they have permission.

Prevent school buses from travelling on congested streets where possible, spread out their pick up location for older students who can walk a short distance to meet the bus, make roads around schools pedestrian only with school staff there to meet and walk students to the class where necessary.

Putting up signs at the beginning of the school zone that flash your speed as you enter the zone. They implemented this in Hinton, Alberta and it made a difference.

Replace the crosswalk to/from the island on Bishop and maintain a snow free path on the island in the winter. Pedestrian lights would help notify those drivers coming from Sir Winston Churchill there are pedestrians waiting to cross that they can't see behind the opposing wall of traffic waiting to turn onto Sir Winston Churchill. Slow the speed limit to that of a school zone in that section of Bishop and Bernard where the crosswalk is around the bend.

Reverse the high school route through Erin Ridge to SACHS. Simple fix for a serious risk.

School bus stop closer to our home in oakmont- maybe at the corner of where the two oakcrest terrace streets intersect

school buses to start using the stop signs and flashing lights. This will ensure children get to cross the street safely. Now the school bus blocks the view of the child trying to cross to see if it safe and the passing cars can't see if children are crossing because of the school bus. It is even unknown if the bus is going to wait for the child to cross or pull out right away. Children don't know how to inch out and look at the same time.

See above. But more cross lights in school zones for sure. More random police presence (school liaison officer) enforcing cross walking parking distance. Reminders memos sent from school.

See above. Also, when my kids went to NMR, there were so many unsafe drop-offs it was incredible. People just stopping right in front of a crosswalk or in it to let out their kids. There probably needs to be more vigilance from police or putting out of cones or something. It was awful. I actually had to stop and tell parents to move and got the hairy eyeball. My kids were patrols at that crosswalk and it was so dangerous when parents parked like that.

Snow ploughed and left at the side of the road is a problem. This causes parents and children to exit their cars onto the street and walk for some distance on the street until they reach a crosswalk or some other point where they can access the sidewalk and school. So not only does the snow need to be ploughed but it needs to be removed in its entirety so the sidewalks are accessible. Seeing children and parents walking on the roads is a very common site to see in school zones in the winter.

Stop sign and crosswalk at the corner of Oak Vista Drive and Oakmont Drive.

Stronger enforcement in and around schools, especially in schools where students are driving to. Kids tend to show off around their schools and this creates unsafe roads for the public.

Sycamore Avenue, in front of Leo Nickerson, is a very busy street all day long. But it is particularly so in the am when children and parents are arriving to school at at the end of the school day. I often see a bus travel down this street at about 3:25 to then turn down Cunningham Road to line up in the bus lane to pick up children. There are parents and children crossing the street, getting in and out of cars etc In the winter this street narrows to one lane and the bus still uses this road

The bus stop should be closer to our home. Having all the stops on North Ridge Dr. Makes it an extremely dangerous road. The kids who have to cross that street must rely on adults to flag down speeding vehicles. Flashing cross lights would be another solution. The side streets are also full of kids crossing streets from driveways and between cars. If stops were closer to homes, then the pedestrian traffic would be less and the kids would be much safer.

The closure of Villenueve Rd. up to Hogan OR Dennison Dr. reconsidered (neither option are ideal; an exit at Hogan affects Sturgeon Heights and J.J. Nearing & Dennison Dr. exits onto Deer Ridge Dr. directly in front of Muriel Martin, also a program encouraged that has adult volunteers; instead of students sign up to be crossing guards; especially at elementary schools. Clearly Painted Curbs at the front of schools (i.e. Blue for Handicapped, Yellow for "School Bus" & "Orange for Drop & Go."

The frustration and danger comes from parking lot full, cars reversing from driveways, j-walkers from south street parking on Mission, cars stopping on Mission in no stopping zone past the crosswalk, teachers parking lot used as a drop off reverse zone. The frustrating part is the bus zone IS EMPTY!! NO busses around and the zone is long enough to be shared with cars. If the administration of the school was open minded they would think of ways to promote it as safely sharing the zone for kids.

The police do a great job enforcing the school zones. They can keep up the great work.

School boards should do their best to encourage bussing. Also, provide more busing to sturgeon county residents of the valley. There are so many parents driving their kids and they want busing but it is not available... though I am sure many parents like ourselves would gladly pay a little extra for the busing service.

The RCMP should do their job and patrol these areas regularly, rather than sit on the St Albert trail raising funds every morning trying to catch out commuters going to work. The police could easily ticket this behaviour, but seem to choose not to. I reported a truck last year that was parked on the crosswalk for a week! The RCMP had a word with the owner, no ticket issued. The school bus monitors could remind parents that it is a drop off zone, but will not. Adult supervi500 letters not enough!

The single biggest change that can be made to make children safer, is to repeal the by-law that does not allow school buses to use their safety equipment, ie. flashing lights, stop signs, etc. when picking up and dropping off students. It is absolutely ridiculous that St. Albert council feels that eliminating a slight delay in traffic flow is more important than the safety of our children!

The worst part is when I do pickup from school and you deal with snow piles, parents parked all over, and kids running in and out of cars, and most

of all parents jay walking to get their kids!

There are many that the school's Safety Task Force has identified and listed in a detailed document. For me the immediate issues have to do with ample parking at the school as well as sidewalks, and signage where needed. Education to the children, caregivers, and parents at our school and at Essmy is crucial. We share the parking areas with this school and although we have communicated with them about things like the direction of the traffic, the rules are still not always followed.

There have been many times (according to my children) when the bus has stopped abruptly or turned the corner too quickly when travelling to and from school. Some kids have been knocked around a bit when this happens.

They need to be let off the bus so that they don't have to cross major roads.

This is the BEST solution. Its all over the place in USA and the mid east. To slow cars- they have bumps with a sign labeled BUMP. Cars see the sign and slow down because they dont want to hurt their car. For peds to walk and give them such rights- then we should ensure their safety. Every crossing should have a bump so the cars are forced to slow down or markers. This is not the highway and cars need to be FORCED to drive slow if there are walkways or crossways coming up.

traffic calming measures that function year round, Not just lights, but ramps etc.....Bus rerouting to enable increases in safety.....enforcement that actually means something that is costly to drivers that flout the law, and put our children in danger....safety tools on buses utilized.....real, meaningful work from the council....with outcomes, and not just philosophies, or theories....

Traffic cross walks would alert drivers that there are children needing to cross at both locations mentioned above.

Traffic speeds cannot be enforced. It would be great if everyone obeyed the limit, but they don't and we cannot always have those areas enforced, however, in addition to the new flashing lights, we could have speed bumps, close together, in the school zones that would make all cars slow down or they will wreck their car. The have this in Mexico in play ground zones, and it works extremely well - no one speeds to protect their car. I think we should have in all school zones.

video surveillance of bike areas
public floggings of druggies (well... at least something visible to deter the prevalence, however minor it is perceived to be)
Winter months where going to school in the dark is a minor concern, but it is still there - no solution

Video surveillance on the school bus.

volunteers at crosswalks

Wait until the students are properly in their seats before driving away. I was afraid that my son would fall into another child or to the floor.

Walk lights that trigger red lights, not just flashing lights, would be better, as children pay more attention to the "walk" and "don't walk" signals, and drivers will stop for red, and not always stop for flashing lights.

We have special traffic light phases where only cars turning left get to go, why not a traffic light phase where only pedestrians get to go. To go along with that, make it illegal to turn right on a red light - that is the only time when drivers are looking left to see traffic and going right - not looking where they are going.

We have taught them to be especially aware, and careful before crossing. Making eye contact and being sure they have been seen. Other than that, not sure how to impress on other drivers that it is RESIDENTIAL streets. I am amazed at the speeds allowed to be travelled inside residential streets still. No more than 30kms should be allowed. Yet, we see 50+kms being driven down narrow curving streets, without thought.

We saw an interesting crosswalk set-up in Banff where they had crosswalk signs on each side of the road and the crosswalk signs had two red lights on them. We found red lights to be much more effective than the usual orange lights in use in St. Albert because the red lights really get your attention as a driver.

We talk to our kids about watching for cars not only on the road but in driveways to. We tell them that if approached by someone they don't know to yell for help and run away if possible.

We've been wondering if the spot in front of the school, on Sycamore Ave, could be a drop off only location in the morning. (no parking)

Your survey did not allow me to clarify that I drive my child to school since her out-of-school care is in the school and, because of my work, I need to get there earlier than school starts and leave much later than it ends. What I would find more helpful is drop off spots and parking for when it is the rush time of everyone picking up and dropping off. It's pretty chaotic on the street and around the school.

Comments

Number of Comments 1

Comment 1: Are you a doer or dont er | By Shalli R

APPENDIX J

STUDENT SURVEY QUESTIONNAIRE

Safe Journeys to School
Student Questionnaire

School: _____ Grade: _____

After you have completed the School Route Hazard Mental Mapping Activity or the School Walkabout and Hazard Identification Activity, please answer the following questions:

1. How do you usually get to school?
   Please choose one or more:
   - □ walking by myself
   - □ walking with others
   - □ riding my bike
   - □ taking the school bus
   - □ being driven in a car
   - □ another way?: _____

2. Why do to choose that mode to get to school?

_____

_____

3. How do you usually get home from school? Choose one or more:
   - □ walking by myself
   - □ walking with others
   - □ riding my bike
   - □ taking the school bus
   - □ being driven in a car
   - □ another way?: _____

4. Why do you choose that mode to get home from school?

_____

_____

5. If you usually walk or ride your bike, do you still do that when the weather is bad (e.g. cold, snowy, rainy, windy)?
   - □ Yes, I still walk.
   - □ Yes, I still ride my bike.
   - □ No, I take the bus.
   - □ No, I get driven.

6. If you drew a map of your route to school, what things did you think that could be dangerous for children getting to or from school?

_____

_____

_____

_____

7. If you did a school walkabout, what things did you see that could be dangerous for children getting to or from school? (Also include unsafe behaviours that you saw.)

8. What would motivate to you walk, ride your bike or take the bus to or from school, if you don't already do this?

9. What do you think could be done to help children get to and from school more safely? For example, would you change where children walk or ride their bike? Would you change the route children take or where they cross the street? Would you change where school buses or cars stop to pick up or drop off children? In your answer, please suggest how you would make things safer.

10. What is one thing that YOU would do differently to make your journey to or from school more safe?

APPENDIX K

CLASSROOM ACTIVITY TOOLKIT

Safe Journeys to School Initiative

Classroom Activity Toolkit

Pre-Kindergarten to Grade 12










July 2014

City of St. Albert Cultivate Life

Classroom Activity Toolkit – Teacher Response Form

School: _____

With which Grade(s) did you use the Classroom Activity Toolkit? _____

How many students participated In the activities? _____

How much class time did you spend, in total, on activities from the toolkit? _____

Which activities did you do?

- ☐ School Route Hazard Mental Mapping Activity
- ☐ Walkabout and Hazard Identification Activity
- ☐ Student Art Contest ("Design a Street Sign" or "Safety Brochure Design")
- ☐ School Bus Song
- ☐ Crossing Street Song
- ☐ Simon Cycles Game
- ☐ Traffic Safety Musical Chairs Game
- ☐ "Battle for Blastoff" Board Game
- ☐ Traffic Safety Skit/Charades
- ☐ Traffic Safety Poetry Activity
- ☐ Alberta Driver's Handbook Trivia

Please provide your feedback on this Classroom Activity Toolkit:

Please summarize students' suggestions for how students' journeys to school could be made safer that arose during the classroom session on the topic. Your summary will be particularly helpful if you teach Pre-Kindergarten through Grade 3 students, as we recognize that younger students will not be able to complete the Student Engagement Worksheet. Please add your own suggestions for enhancing student safety. (If you require more room, please feel free to continue on the back of this page.)

Safe Journeys to School
Student Engagement Worksheet

(Please photocopy for all students.)

After you have completed the School Route Hazard Mental Mapping Activity or the School Walkabout and Hazard Identification Activity, please answer the following questions:

1. **How do you get to school when the weather is nice? (For example, by walking, by riding your bike, by taking the school bus, or by being driven by mom or dad.)**

   _____

   _____

2. **Why do you choose the way you get to school when the weather is nice?**

   _____

   _____

3. **How do you get to school when the weather is bad, or when it's cold outside?**

   _____

   _____

4. **Why do you choose the way you get to school when the weather is bad, or when it's cold outside?**

   _____

   _____

5. **When you drew a map of your way to school, or when you did your school walkabout, what things did you see and think of that could be dangerous for children getting to and from school?**

_____

_____

_____

_____

_____

_____

_____

6. **What would you do to help children get to and from school more safely? Would you change where children walk, where school buses stop, or where cars park? Would you teach children or adults something about staying safe? Would you do something to reward safe behavior or to correct unsafe behavior? Tell us what you think.**

_____

_____

_____

_____

_____

_____

_____

_____

Mental Map / Walkabout Checklist

Instructions, pg. 4 and 5, Classroom Activity Toolkit

Parking lot, or on road parking at school

- ☐ Where do pedestrians and vehicles conflict?
- ☐ Is traffic flow clearly signed? (on ground and on signs)
- ☐ What is the parking and driving behaviour of driving parents and staff?
- ☐ How do children access the school from parked vehicle? (do they use a crosswalk; is one available?)
- ☐ Is there parking lot supervision?

Facilities for walkers on the street next to the school site

- ☐ Number and position of safety patrollers, adult and/or student, if any. If there aren't any, are they needed?
- ☐ What are the sight distances from school crossing to road curves, blind corners (where a building blocks the view of the other street), or school and transit bus zones?
- ☐ How is the placement of the school crossing in relation to driveways and bus loading zones?
- ☐ Are there sidewalks on both sides of nearby roads?

Walking paths to the school

- ☐ Where are the access points for students?
- ☐ Is there potential conflict with vehicles? (Are there places where pedestrians and vehicles cross over the same spot?)
- ☐ Is the lighting adequate along walkways?
- ☐ What is the maintenance of walkways, i.e. snow and ice removal; mud, puddles; holes needing filling?
- ☐ Can routes from backfields, adjacent parks, be used year-round?

Bicycle facilities

- ☐ Bike racks: do they exist? Are they secure, sheltered?
- ☐ Is there potential for conflict with vehicles to access the bike storage area?

School bus/after school care loading zone

- ☐ Where do students wait for buses, and for how long? What type of supervision is employed?
- ☐ How many busses, vans and special needs transportation vans/busses access the school?
- ☐ Are there ramps, any special entrances or accommodations for differently-abled students?

Further items to look for

- ☐ Emergency vehicle access
- ☐ Location of garbage dumpsters and other school maintenance equipment
- ☐ No-idling signage
- ☐ For waiting students and families:
  - o Shelter from inclement weather/shade
  - o Play area
  - o Natural landscape



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1 The Safe Journeys to School Initiative

Last year, the City of St. Albert committed to conduct a comprehensive review of infrastructure, activities and measures at all St. Albert schools that impact school route safety for St. Albert students. The TranSafe / Stantec Consulting Team has been engaged to assist the City in conducting this study. The purpose of the Safe Journeys to School Initiative is to collaboratively find ways to make students' journey to and from school as safe as possible. At the end of the study, the TranSafe / Stantec Team will identify:

- **Engineering strategies** that enhance student safety through better design of streets, sidewalks and school drop-off/pick-up areas;
- **Education strategies** that make students, parents, teachers and school transportation staff aware of potential safety hazards and teach them best practices for staying safe on their way to and from school;
- **Encouragement strategies** that help students, parents, teachers and school transportation staff make safety a part of their everyday practice; and
- **Enforcement strategies** that ensure that students, parents, teachers and school transportation staff comply with safety rules and practices.

The community engagement component of the Safe Journeys to School Initiative includes open house public workshops held for each St. Albert school, a student transportation safety questionnaire for parents and community members, MindMixer online discussions, and focus groups with teachers, school volunteers, school transportation staff, police and bylaw enforcement personnel, and student transportation experts. In addition to these engagement activities, the Safe Journeys to School Initiative includes direct student engagement.

St. Albert's children and youth are directly impacted by the presence or absence of design measures and behavioral strategies that make their journey to school safe. Students know what parts of their journey they find most challenging, and they may be able to suggest solutions that best appeal to their age group. Through the student engagement component of the Safe Journeys to School Initiative, the TranSafe / Stantec team seeks to emphasize the importance of paying attention to transportation safety, while allowing students to express their thoughts and feelings on transportation safety matters and provide input for this project. To achieve these goals, we have designed this **Classroom Activity Toolkit**.

IMPORTANT:

To provide your input into the St. Albert Safe Journeys to School initiative, please complete the **Teacher Response Form**.

To provide your students' input into the St. Albert Safe Journeys to School initiative, please have each student complete the **Student Engagement Worksheet**.

Please provide your completed form and students' completed worksheets to your school office. You will find both the form and the worksheet at the front of this Classroom Activity Toolkit.

2 The Classroom Activity Toolkit

This **Classroom Activity Toolkit** allows all St. Albert schools and all teachers to engage their students in one or more transportation safety activities and to collect and submit input from their class to the TransSafe / Stantec consulting team. This toolkit contains a selection of one hour, or one-lesson-long activities for students in Kindergarten through Grade 12. This toolkit also includes a student art contest in which schools are invited to participate. Teachers are encouraged to choose activities that best match their students' learning needs and ability levels.

2.1 How to Use the Classroom Activity Toolkit

1. **Select** one or more activities to conduct with your class. If you have the option of conducting more than one activity with your students, please select activities from different activity categories: Student Engagement, Student Art Contest and Safety Education. (Please see the table on the next page for a visual outline of activities included in this toolkit.) ***If your class has little time to devote to the SJ2S initiative, please focus on the Student Engagement activities (section 1) as a first priority.***

2. **Obtain** any additional materials required for the activities you have selected. This toolkit draws on the transportation safety teaching materials provided by Alberta Transportation, specifically the StreetSafe program and the Alberta Driver's Guide). Your school may already have these materials on-hand in your school library. If not, you can call the number below to order the materials you need FREE OF CHARGE. (Please see the information box below.)

3. **Conduct** the activities you chose with your class. If your class participates in the School Route Hazard Mental Mapping Activity or the School Walkabout and Hazard Identification Activity, have students complete the SJ2S Student Worksheet and collect student work for submission to the TranSafe / Stantec Consulting Team. If your class participates in the Student Art Contest, please ensure that all students submit their contest entries by **Firday, October 17th, 2014.**

4. **Complete** the teacher form provided as an enclosure in this toolkit. This form asks about the number and age of your students, the activities you conducted with them, and a summary of their concerns and ideas regarding student transportation safety.

5. **Submit** your completed teacher form, all student work and all art contest entries to your school office. Your School Principal will communicate how the top student artwork will be selected. Then, your School Principal will mail all teacher forms, all student work, and the top 5 (five) art contest submissions per age category to the TranSafe / Stantec consulting team by **Friday, October 24th, 2014.**

This guide is developed for use with the StreetSafe Student Activity Booklet ("Student Booklet") and Teacher Resource Guide ("Teacher's Guide"), but it can also be used independently if required.

Student Activity Booklets and **Teaching Guides** may be requested **free of charge**:

Order online at **saferoads.com/streetsafe** or call **780-422-8839**

The **Alberta Driver's Guide** may be requested **free of charge:**

Call 780-422-8839 (English), or **780-415-3348 (français)**

2.2 Classroom Activity Toolkit Outline

The table below outlines the classroom activities included in this toolkit. The columns indicate the different activity categories: Student Engagement, Safety Education and Student Art Contest. The rows indicate the grade levels that each activity is recommended for. If you have the option of conducting more than one activity with your students, please select activities from different activity categories. The sections that follow contain descriptions and instructions for each activity identified below.

<table>
<tr><th></th><th colspan="2">1. Student Engagement</th><th colspan="2">2. Student Art Contest</th><th colspan="4">3. Student Safety Education</th></tr>
<tr><td></td><td colspan="2"></td><td colspan="2"></td><td>School Bus Safety</td><td>Pedestrian Safety</td><td>Cyclist Safety</td><td>Driver Safety</td></tr>
<tr><td>Pre-Kindergarten and Kindergarten</td><td rowspan="2">School Route Hazard Mental Mapping Activity</td><td rowspan="2"></td><td rowspan="5">Option A. Design a Street Sign</td><td rowspan="5">Option B. Design a Safety Brochure</td><td rowspan="2">School Bus Song</td><td>Cross / Don't Cross Game</td><td colspan="2" rowspan="2"></td></tr>
<tr><td>Grades 1-3</td><td>Crossing Street Song</td><td>Simon Cycles Game</td></tr>
<tr><td>Grades 4-6</td><td rowspan="3">School Walkabout and Hazard Identification Activity</td><td colspan="3">Traffic Safety Exercise Game</td></tr>
<tr><td>Grades 7-9</td><td colspan="3">"Battle for Blastoff " Board Game
Traffic Safety Charades / Skit
Traffic Safety Poetry Activity</td></tr>
<tr><td>Grades 10-12</td><td></td><td colspan="3">Alberta Driver's Handbook Trivia
Traffic Safety Debate</td></tr>
</table>

3 Student Engagement

Recognizing that students often see things in the public realm that adults don't see, the two activities described in this session provide a means for students to express their unique perspective on transportation safety challenges and improvement opportunities in their school vicinity. Student observations in turn comprise an integral part of the public consultation for the *Safe Journeys to School Initiative*.

3.1 School Route Hazard Mental Mapping Activity

Recommended for Kindergarten – Grade 6

Mental maps can be explained to students as "the maps of our surroundings that we have in our heads." For students, mental mapping sharpens their visuo-spatial thinking abilities while increasing their awareness of their local environment. This activity has two overarching components: a guided mental mapping, and a discussion component in which students share their work, first with a partner, and then with the class as a whole.

Part 1: Guided Mental Mapping

Ask students to visualize a mental map of the route from their home to the school. Ask students to pretend they are surveyors: a person who measures and checks things like streets, crosswalks and traffic signals. Ask if the students can remember: any landmarks, streets, crosswalks, traffic signals. Students can then be asked to draw their mental maps of their routes to school. Repeat the questions asked earlier (noting landmarks, streets, etc.) Let the students know they will be sharing their work with a partner.

Optional: Provide students with the opportunity to take their map home and bring it back the next day before continuing to Part 2. Some younger students may benefit from the additional time and opportunity to reflect on their route to school with their parents/siblings.

Part 2: Discussion with a Partner

Divide the class into pairs, either randomly, or by pairing up students who live in the same area. Have students take turns explaining their route to the other student. Then have the students work together to identify any dangers students might encounter on their journey to school. Students can be introduced to the word "hazard" as "any situation that is dangerous." Students can draw the hazards they identified on Post-It notes and affix them to the mental maps.

Closing Class Discussion

Ask the class some of the following questions for reflection:

- Was it difficult to make a mental map of your route to school? Why?
- Were there any hazards that your partner found that you hadn't thought about before?
- Are there any hazards on your route to school that you think the City should know about?

Collect all student work and submit it to your school office along with your completed teacher form.



3.2 Walkabout and Hazard Identification Activity

Recommended for Grade 5 – Grade 12

Adapted from Active and Safe Routes to School, www.saferoutestoschool.ca, by Green Communities Canada

School walkabouts provide students the opportunity to directly observe the traffic safety situation at their school, while also practicing the safe use of sidewalks and crosswalks in the area. Students are able to provide their input to a process that directly impacts them, while also helping to identify barriers that might not be noticed or obvious to adults.

We suggest giving the students roles, such as surveyor, engineer, traffic safety consultant and police officer, so that they can act out the role of one of these professions during the walkabout.

Included in this package is a map of each St. Albert school and a walkabout checklist that can be used by students during the walkabout.

Closing Class Discussion

Ask the class some of the following questions for reflection:

- What are some hazards in the school vicinity? (Write a list on the board.)
- How can the hazards be avoided?
- For the hazards that are more difficult to avoid, are there any hazards that you think the City should know about?

Collect all student work and submit it to your school office along with your completed teacher form.

4 Student Art Contest

There are two art project options for student submissions to the Art Contest:

Option A: Design a Traffic Safety Road Sign	Option B: Design a Traffic Safety Brochure
Create a piece of artwork on 11”x17” paper which reminds drivers why it is important to slow down in school zones.	Choose one way of getting to school (walking, cycling, school bus, or car). Create a brochure illustrating to other students how to be safe when getting to school.
	
Photo: Haste HUB for Active School Travel, www.hastebc.org	*Photo: Mrs. Sarah VanderVort, Nurturing the Learner Within, learnerwithin.ca*
Maximum of one **11”x17”** page, maximum thickness of **0.25”.**	

Art contest submissions will be grouped into grade caterogies and judged by the TranSafe / Stantec Consulting Team based on three criteria:

1. **Relevance:** To what extent does the student work relate to the student’s commute to school and/or a traffic safety challenge or solution? (10 points)
2. **Creativity:** To what extent does the student work demonstrate the student’s independent thought and consideration of the issue? (10 points)
3. **Effort:** To what extent does the student work demonstrate that the student has put a high level of effort into the project? (10 points)

Art contest submissions will be judged by grade category. Schools are asked to collect all contest submissions from students by **Friday, October 17th, 2014** and to select the top five submissions per age category and mail them to the TranSafe / Stantec Consulting Team by **Friday, October 24th, 2014**. Contest winners will be announced by **November 28th, 2014**, by email to all schools and on the City of St. Albert Safe Journeys to School webpage. Prizes will be awarded to students by **December 19th, 2014**.

Art Contest Grade Categories and Prizes

The contest grade categories, number of submissions allowed, and the prizes available are outlined in the table below:

Grade Category	Maximum # of Submissions per School	Grade Category Prizes	Overall Prizes
Pre-Kindergarten – Kindergarten	5 per school	1 prize of $20 for 1st place	1 prize of $100 for 1st overall place 1 prize of $75 for 2nd overall place 1 prize of $50 for 3rd overall place
Grades 1-3	5 per school	1 prize of $20 for 1st place	
Grades 4-6	5 per school	1 prize of $20 for 1st place	
Grades 7-9	5 per school	1 prize of $20 for 1st place	
Grades 10-12	5 per school	1 prize of $20 for 1st place	

Art Contest Submission Requirements

Dimensions and Art Media	Maximum of one **11"x17"** page. Maximum artwork thickness of **0.25".** Any media may be used, but the artwork must be completely dry when submitted and the total return envelope thickness may not exceed **0.75"** and the return envelope weight cannot exceed **500g. (Canada Post Regulation).** ***If you suspect that your school's return envelope may exceed these limits, please check with Canada Post and add additional postage to the prepaid return envelope provided to ensure that your envelope is delivered successfully.***
Entry Deadline	Submissions must be received or postmarked by **October 24th, 2014, 6 PM MST.** An internal school deadline of October 17th, 2014 is recommended.
Submissions	Schools may submit only **one piece** of artwork per student and up to **five pieces** of artwork per grade category, which includes submissions for Option A and Option B contest submissions combined. The following information must be indicated on each submission: • **Student's First and Last Name** • **Student's Grade** • **Student's School** Scanned artwork can be emailed to SJ2S@stantec.com. Originals can also be mailed in the enclosed prepaid envelope to: **Alicja Wlodek (D4 West)** **Stantec 10160 - 112 Street** **Edmonton AB T5K 2L6**
Permission to Use Student Artwork	Artwork submissions become the property of City of St. Albert and will not be returned. Contest participants and schools agreethat submitted artwork may be used, royalty-free, on the City of St. Albert website, on any Safe Journeys to School Initiative materials, and/or on public displays.
Judging	The submissions will be judged by the TransSafe/ Stantec Consultant Team.
Prizes	A maximum of one prize will be awarded per student. Prizes will consist of either Toys R' Us or West Edmonton Mall gift certificates in the amounts of: • 1st in each age category (Pre-K–K, 1-3, 4-6, 7-9, 10-12) $20 • 3rd overall $50 • 2nd overall $75 • 1st overall $100

5 Safety Education Activities

5.1 Pre-Kindergarten and Kindergarten Activities

Pre-Kindergarten and Kindergarten students are not yet able to assess traffic situations with sufficient reliability to traverse the road network independently. For this youngest age group, the focus of engagement activities is on introducing concepts of pedestrian and school bus safety.

Introduction

- Discuss how students came to kindergarten that day. (Please see also: Teacher's Guide, Kindergarten, p. 10.)
- Ask the students if they know what "safety" means (e.g., not getting hurt, being careful). Discuss some examples of safe behaviors when walking or taking the school bus.
- Tin demonstration. Show the students a large, unopened metal tin containing food. Hold it up and ask what would happen if this were dropped on a foot (e.g. Would it hurt a lot? Would a much bigger metal object like a car or school bus hurt even more if it hurt somebody?) If the tin contains preserved fruit, it could be opened for the students to enjoy. Ensure that students understand the take-home message that cars and school buses are like giant, fast-moving heavy tins.
- Optional Game of 20 Questions, in which students try to guess a word by asking questions to which the teacher responds either "yes" or "no" (Possible Terms: sidewalk, school bus, stop sign, walker/pedestrian)
- Explain that the City of St. Albert is holding an art contest for students about getting to school safely. Students could be reminded that the games and activities are to give them ideas for their art submission.



School Bus Song

Opener: Remind students that since all students take the school bus at one point or another, school bus safety is very important. Ask students to think of some safe and unsafe behaviors on school buses.

Class Song: "Safety on the Bus" introduces students to safe behavior while waiting for, embarking and disembarking the school bus, and associates each habit with a gesture.

SAFETY ON THE BUS

(To the tune of the first verse of "The Wheels on the Bus")

Wait for the bus where it is safe, it is safe, it is safe,
Wait for the bus where it is safe, until the bus stops.
(Say: "Bus stops...")
(Actions: Use a "Stop!" hand signal)

Kids for the bus wait quietly, quietly, quietly,
Kids for the bus wait quietly, until the doors open.
(Say: "Doors open...")
(Actions: Mimic opening the doors)

Kids for the bus go on in line, on in line, on in line,
Kids for the bus go on in line, when boarding the bus.
(Say: "On in a line...")
(Actions: Pop one finger up at a time and count)

Kids for the bus hold onto the handrail, onto the handrail, onto the handrail,
Kids for the bus hold onto the handrail when leaving the bus.
(Say: "Hold onto the handrail...")
(Actions: Mimic holding onto the handrail, or put down one finger at a time)

Kids for the bus leave with five steps, with five steps, with five steps,
Kids for the bus leave with five steps so they are safe.
(Say: One, two, three, four, five, goodbye!)
(Actions: Take five giant steps off the bus, then wave goodbye)

[... Reproduced from p. 31 of the StreetSafe Teacher Resource Guide for Kindergarten., Alberta Government]

Discussion: Ask students to suggest some of the safe behaviors from the song. Discuss what makes those behaviours safe. Remind students to keep those ideas in mind for the artwork they will be creating.

Crossing Street Song

Opener: Ask students to brainstorm some safe behaviors while walking, and especially while crossing the street. Have students try to find their safe behaviours during the song.

Class Song: "Crossing the Street" introduces students to safe behavior before and while crossing a street. Field trips provide a great opportunity to reinforce the practices in this song.

CROSSING THE STREET

(To the tune of the first verse of "London Bridge")

Here we go, across the street
Across the street
Across the street
Here we go, across the street
We cross safely!

First we take an adult's hand
Adult's hand
Adult's hand
First we take an adult's hand
We cross safely!
(Students hold hands)

Now we're stopping at the edge
At the edge
At the edge
Now we're stopping at the edge
We cross safely!

(While looking left and right)
Now we're looking left, right, left
Left, right, left
Left, right, left
Now we're looking left, right, left
We cross safely!

Now we're going straight across
Straight across
Straight across
Now we're going straight across
We cross safely!

As we cross, we still look
We still look
We still look
As we cross, we still look
WE CROSSED SAFELY!!!

[... Reproduced from p. 7 of the CPSC Second-Third Grade Lesson Plan, U.S. National Highway Traffic Safety Administration]

Discussion: Ask students to remember the safe behaviours from the song. Remind students that even in marked crosswalks, sometimes drivers make mistakes and don't stop. Remind students that it can be very dangerous to pick up or run after dropped items on the street and that they should ask for an adult's help if they drop something on a street.



Cross / Don't Cross Game

An adaptation of the Red Light / Green Light game, this game teaches students self-control while introducing pedestrian traffic control symbols.

Material: A stick mounted to a sign with a "red hand" on one side and a "walking man" on the other side.

Students begin in a line facing the teacher some distance away. When the teacher shows the "walking man" sign, the children look left, look right, look left again, and then walk quickly towards the teacher. When the teacher shows the "red hand" sign, the children freeze where they are. Once the first student reaches the teacher, the game re-starts.





Photo by Ms. Deborah J. Stewart

Check for Understanding: Ask the students why it is important to look both ways before crossing. If time allows, students answering correctly could take a turn at the teacher's role of leading the game. Students should also be asked if there are differences between real life and the game; i.e., ensure that students understand that if they are crossing the street and they see the hand when they are part way through, they should continue walking and not freeze in the street.



5.2 Grade 1-3 Activities

At these grade levels, the focus is on reinforcing concepts of pedestrian and school bus safety. Additionally, bicycle safety is typically introduced at this age group.

Introduction

- Discuss how students came to school that day. (Students could be recruited to tally each mode of transportation, e.g., walking, cycling, school bus, and car.)
- Ask the students what they remember about safety from previous years, and brainstorm a list on the board.
- Optional Game of 20 Questions, in which students try to guess a word by asking questions to which the teacher responds either “yes” or “no”. (Possible terms: sidewalk, school bus, stop sign, walker/pedestrian)
- Explain that the City of St. Albert is holding an art contest for students about getting to school safely. Students could be reminded that the games and activities are to give them ideas for their art submission.

School Bus Song

Opener: Remind students that since all students take the school bus at one point or another, school bus safety is very important. Ask students to think of some safe and unsafe behaviors on school buses.

Class Song: "Safety on the Bus" introduces students to safe behavior while waiting for, embarking and disembarking the school bus, and associates each habit with a gesture.

SAFETY ON THE BUS

(To the tune of the first verse of "The Wheels on the Bus")

Wait for the bus where it is safe, it is safe, it is safe,
Wait for the bus where it is safe, until the bus stops.
(Say: "Bus stops...")
(Actions: Use a "Stop!" hand signal)

Kids for the bus wait quietly, quietly, quietly,
Kids for the bus wait quietly, until the doors open.
(Say: "Doors open...")
(Actions: Mimic opening the doors)

Kids for the bus go on in line, on in line, on in line,
Kids for the bus go on in line, when boarding the bus.
(Say: "On in a line...")
(Actions: Pop one finger up at a time and count)

Kids for the bus hold onto the handrail, onto the handrail, onto the handrail,
Kids for the bus hold onto the handrail when leaving the bus.
(Say: "Hold onto the handrail...")
(Actions: Mimic holding onto the handrail, or put down one finger at a time)

Kids for the bus leave with five steps, with five steps, with five steps,
Kids for the bus leave with five steps so they are safe.
(Say: One, two, three, four, five, goodbye!)
(Actions: Take five giant steps then wave goodbye)

[... Reproduced from p. 31 of the StreetSafe Teacher Resource Guide for Kindergarten., Alberta Government]

Discussion: Ask students to suggest some of the safe behaviors from the song. Discuss what makes those behaviours safe. Remind students to keep those ideas in mind for the artwork they will be creating.

Crossing Street Song

Opener: Ask students to brainstorm some safe behaviors while walking, and especially while crossing the street. Have students try to find their safe behaviours during the song.

Class Song: "Crossing the Street" introduces students to safe behavior before and while crossing a street. Field trips provide a great opportunity to reinforce the practices in this song.

CROSSING THE STREET

(To the tune of the first verse of "London Bridge")

Here we go, across the street
Across the street
Across the street
Here we go, across the street
We cross safely!

First we take an adult's hand
Adult's hand
Adult's hand
First we take an adult's hand
We cross safely!
(Students hold hands)

Now we're stopping at the edge
At the edge
At the edge
Now we're stopping at the edge
We cross safely!

(While looking left and right)
Now we're looking left, right, left
Left, right, left
Left, right, left
Now we're looking left, right, left
We cross safely!

Now we're going straight across
Straight across
Straight across
Now we're going straight across
We cross safely!

As we cross, we still look
We still look
We still look
As we cross, we still look
WE CROSSED SAFELY!!!

[Reproduced from p. 7 of the CPSC Second-Third Grade Lesson Plan, U.S. National Highway Traffic Safety Administration]

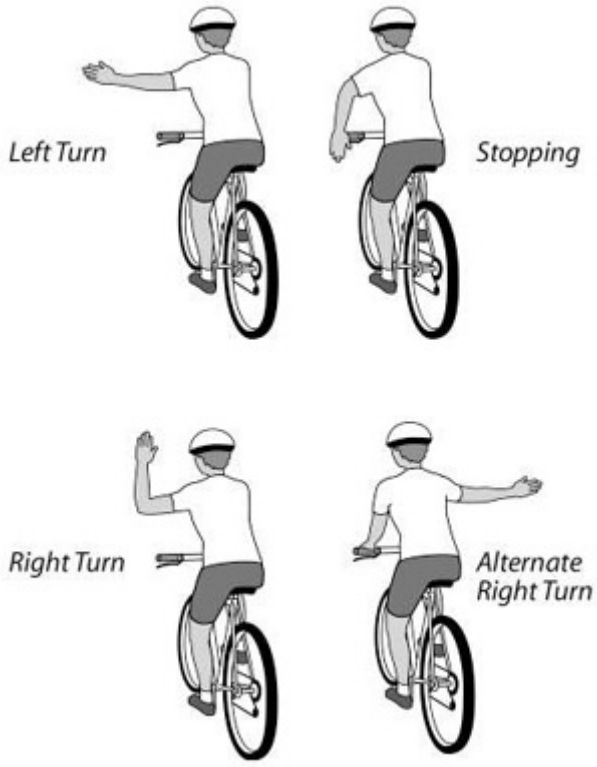
Discussion: Ask students to remember the safe behaviours from the song. Remind students that even in marked crosswalks, sometimes drivers make mistakes and don't stop. Remind students that it can be very dangerous to pick up or run after dropped items on the street and that they should ask for an adult's help if they drop something on a street. As an optional review, students

can be asked the next morning to draw or write in their journals on the topic of "How I was safe on the way to and from school."

Simon Cycles Game

Discussion: Ask students to brainstorm safety features of a bicycle and safe practices while using a bicycle. (Helmet, bell, reflectors, well-tuned bicycle, bicycle that is the right size)

Introduce the bicycle hand signals to students:



Game: In this adaptation of "Simon Says," students follow the leader's actions (either moving / turning to the left, right or stopping) when these actions are preceeded by the correct hand signal. If no hand signal, or the wrong hand signal is used, and the students do the movement, then the students are eliminated from the game. (To cover the "stop" signal, students can begin the game by walking in place.)

5.3 Grade 4-6 Activities

At this grade level, the focus is on reviewing safe practices and ensuring that older students take on a leadership role demonstrating safe behaviors to younger students.

Note from a Grade 6 Teacher

At these grade levels, you could start off by having a discussion about what students have heard about friends or community members who were hurt because of someone's unsafe behaviour. When I was in grade three, one of my friends didn't look before crossing the road while the other two friends did look. The friend who didn't look was hit by the truck coming down the road and was killed instantaneously. I'm sure that everyone has heard about someone who was hurt because of some unsafe behaviour. This was decades ago, but I still remember this event. I was injured in a car accident because someone was playing on his cellphone instead of looking at the road in front of him. I'm sure that everyone can relate a story that they have either heard or experienced themselves. This is a good way to get students to connect with the topic at hand by making it directly relevant to their lives.

Introduction

- Discuss how students came to school that day.
- Remind the students that they have covered a number of traffic safety lessons in previous years and that it is their turn to be role models for younger students.
- Explain that the City of St. Albert is holding an art contest for students about getting to school safely. Students could be reminded that the games and activities are to give them ideas for their art submission.

Traffic Safety Exercise Game

Activity: Divide the class into equal teams. Arrange two desks and chairs at the front of the room—one for each team. Give each team one piece of paper. Have one student from each team number the sheet from 1-5 (or 1-10) for the number of questions you will be asking the students.

The teacher will ask a traffic safety question (see questions in Battle for Blastoff, below) aloud to the students. Player One will have to write the answer on the piece of paper. Other players will be doing some sort of in-place exercise (jumping jacks, push-ups, sit-ups, knee lifts, etc.) behind the team member writing.

After one minute (or less if deemed appropriate), Player One will pass the paper to the next student. Player One will join the other players doing the exercise. During this next minute, Player Two will answer the second question. Player Two will also have the opportunity to edit the answer to the previous question. When the time is up, Player Two will pass the paper to the next player, and so on. Each player can edit any of the answers to the previous questions.

At the end, tally the number of correct answers to see which team wins.

Discussion: Go over the correct answers with the students.

"Battle for Blastoff" Board Game

The "Battle for Blastoff" board game is available from StreetSafe Alberta. *"Race through the streets of Earth, learn the planet's safety rules, and be the first to escape back to Planet Yurka!"* Divide the class into teams of four. As students play "Battle for Blastoff," they will answer traffic safety questions and unscramble traffic safety words as they race to the Escape Pod. The game takes approximately 30 minutes to play and provides a review of traffic safety topics covered in previous grades. Each game set is designed for 4 players. You can order additional game sets for your class from Alberta Transportation at **saferoads.com/streetsafe,** or by calling **780-422-8839.**





5.4 Grade 7-9 Activities

Students at the junior high level are generally familiar with road safety rules, so the activities suggested for this grade level serve as a fun review.

Traffic Safety Charades or Skit

Charades: The teacher can divide the class into groups of two to three and provide each group with a traffic safety hazard to illustrate through mime (charades). The rest of the students attempt to guess the traffic safety scenario being illustrated.

Examples of possible hazards to consider:

- Texting while driving, walking, or biking.
- Biking on a sidewalk on the wrong side of the road.
- Wearing dark clothing and not using bicycle lights at night.
- Opening a car door without shoulder checking.
- Drinking and driving.
- Darting out in between parked cars.
- Speeding.
- Jay-walking.

Students may also illustrate a hazard of their choosing.

Skit: Alternatively, students can be divided into a number of groups to develop and present short dramatic scenes on the topic of a traffic safety issue and how it can be avoided, or an improper behavior and the correct behavior to replace it. These skits could be presented to younger grades, or to the whole school, as part of a school-wide traffic safety day.

Discussion: After each presentation, it's a good idea to briefly discuss why each behavior is dangerous; for example, opening a car door without looking can cause a collision with a passing car or cyclist.

Traffic Safety Poetry Activity

Poetry is a great opportunity to tie traffic safety into curricular objectives for Language Arts.

Activity: Students can be encouraged to choose a type of poem (limerick, acrostic, haiku, etc.) and write a poem related to traffic safety. The poems could be included as part of safety brochures submitted in the art contest.

Example Acrostic Poem: Pedestrian

People
Experts at walking safely
Depend on signs and signals to help
Easily walk near traffic
Stay on the sidewalks or
Take the left side of the street
Remember all of the safety rules
Improve their walking each time they practice
Always cross at the crosswalks
Never forget to take an adult's hand

Reproduced from p. 37 of the CPSC Second-Third Grade Lesson Plan, U.S. National Highway Traffic Safety Administration]



5.5 Grade 10-12 Activities

At the High School level, the goal is to prepare students for responsible and skillful driving while reinforcing the concepts of pedestrian and bicycle safety.

Alberta Driver's Handbook Trivia

This game familiarizes students with the content of the Alberta Drivers' Guide and refines their ability to look up information in print media.

Required Material: A copy for each student of the Driver's Guide to Operation, Safety and Licensing (Fr: Guide du conducteur sur la deliver, la sécurité et la deliverance de permis de conduire), available free of charge from Alberta Transportation, by phone **780-422-8839 (English),** or **780-415-3348 (français)**

Game: Give students a few minutes to flip through the Drivers'Guide and brainstorm three good questions along with reference page numbers where the answer is found. For example:

- "What does a yellow painted line mean?"
- "Which way should the wheels be turned when parking facing uphill with a curb?"
- "How many demerit points for not remaining at the scene of an accident?"

Then divide the students into three groups. Each of the three groups takes turns asking a question of the other two groups, and the first of the other two groups to call out both the correct answer, and the page number where the answer is found, gets a point.

Traffic Safety Debate

A classroom debate can be a good way for students to think critically about traffic safety issues.

Debate: Divide the class into teams and ask each team to take a side and debate a traffic safety policy. Potential debate topics can include:

This House believes that bicycles should require licence plates and cyclists should require licences to ride.
This House believes that pedestrians should not have the Right-of-Way.
This House believes that there should be a maximum drivers' age.
This House believes that school drop off zones should be limited to school buses with no access to private vehicles.
This House believes that flashing amber crosswalk lights hinder, rather than enhance, pedestrian safety.





APPENDIX L

RICHARD FOWLER SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Richard S Fowler Junior High School

City of St. Albert
March 2, 2015





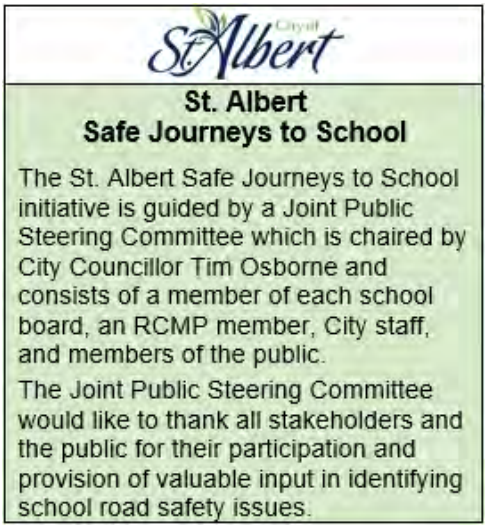
Richard S. Fowler Junior High School
Safe Journeys to School Plan

Address:	65 Sir Winston Churchill Ave	# Staff:	33
School District:	Catholic	# Students:	347
Grades:	7 to 9	# Buses:	8
Principal:	Susan Coates	#Bus Riders:	Not available

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.



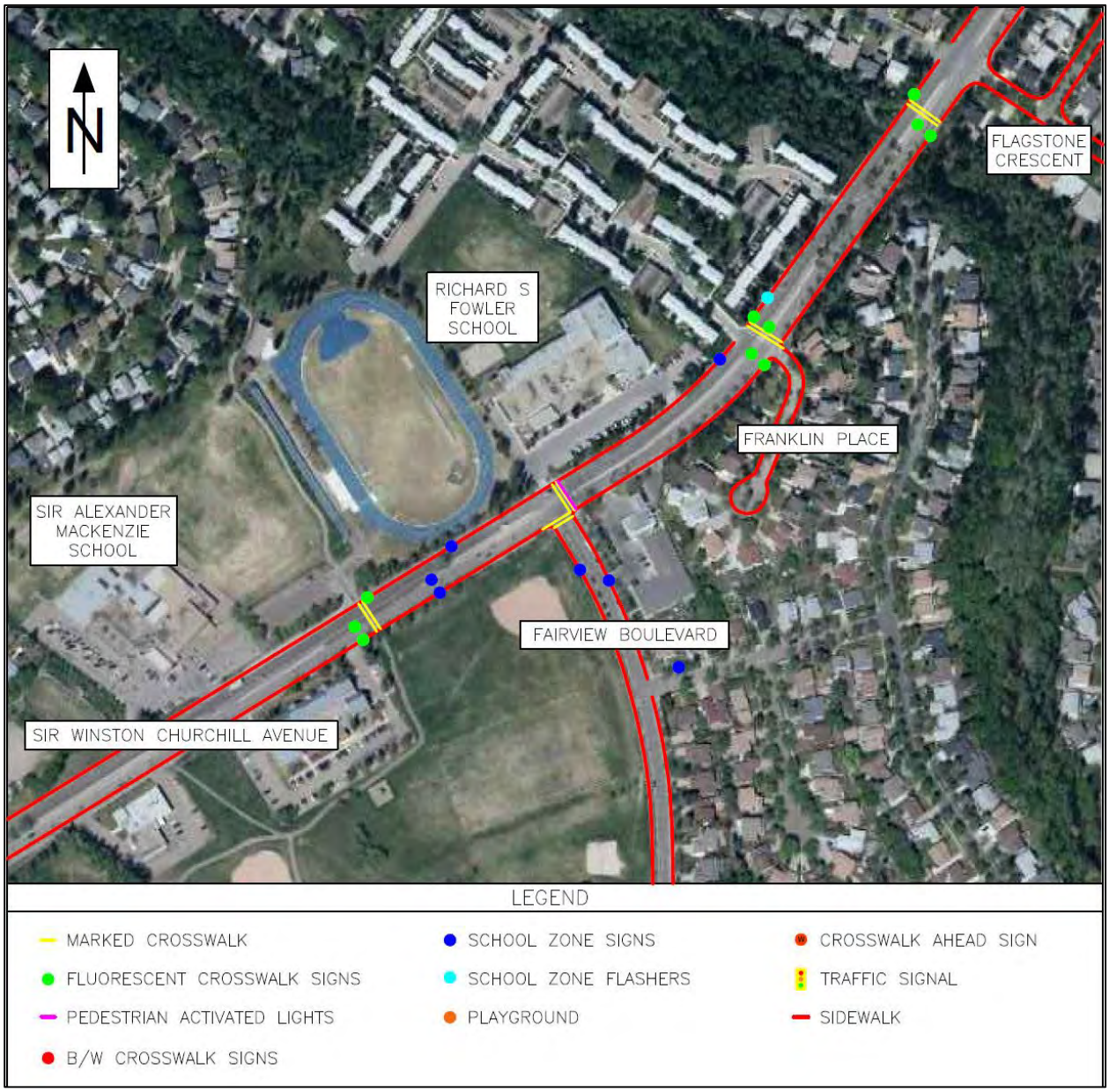
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	June 12, 2014	Date:	June 18, 2014
Location:	Richard S Fowler Junior High	Time:	Afternoon pick-up
Attendance:	7	Weather:	Mix sun and clouds

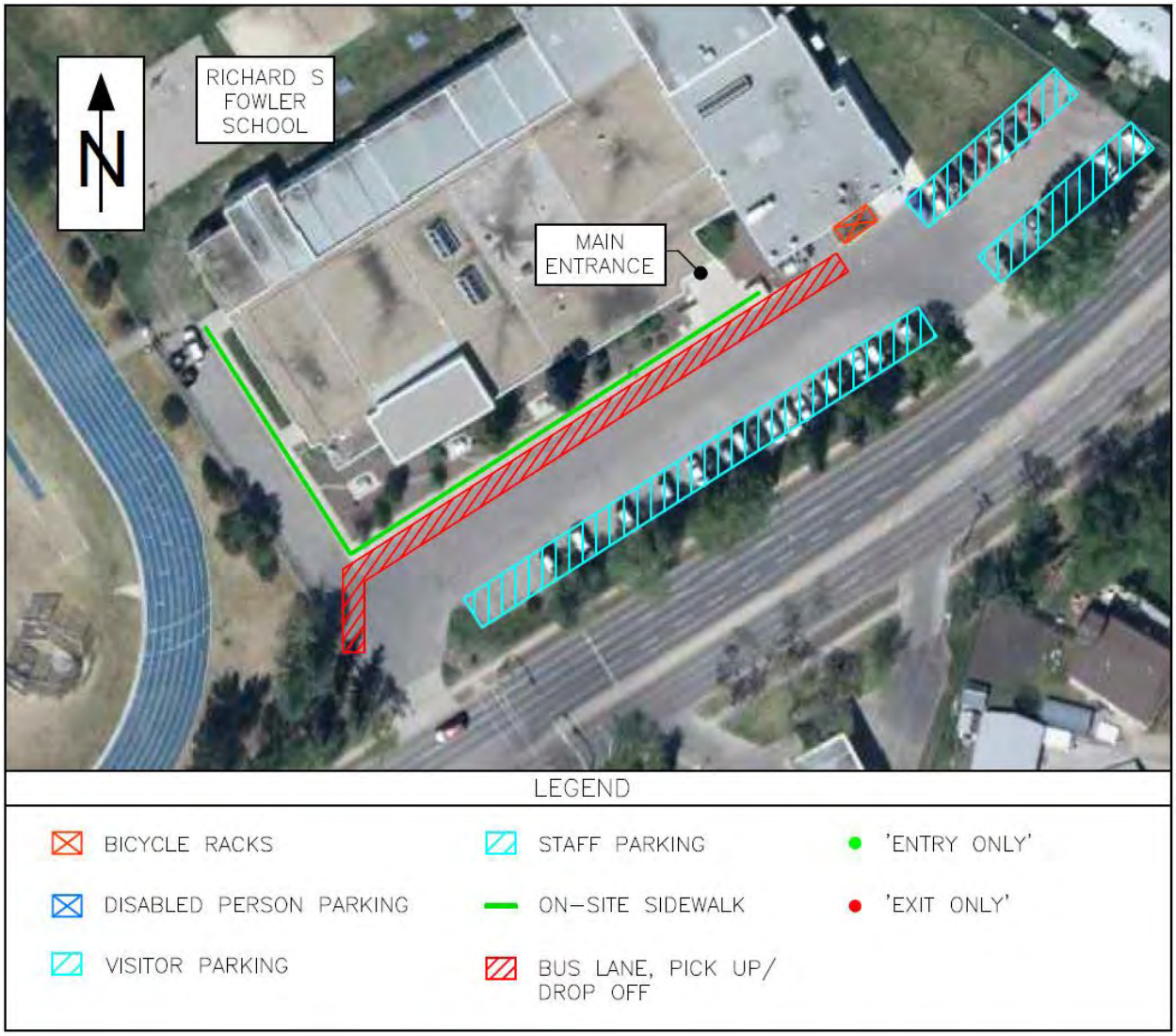
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



Open House Summary



Seven people attended an open house at Richard S Fowler Junior High School on June 12, 2014. Over 40 comments were received at the open house responding to our request on their concerns about students' safety on their way to/from school, ways to enhance the routes to school, information needed for school travel safety, and ways to encourage safe travel behaviour. To date a total of 16 people from the school completed the Student Transportation Survey.

Comments received by the workshop participants identified issues with high traffic volumes and speeds on Sir Winston Churchill Avenue with drivers not yielding to pedestrians, congested parking lot due to inadequate signs and markings, and a dangerous intersection at Sir Winston Churchill Avenue and Boudreau Road.

The detailed comments listed in Appendix A provided valuable information to the review team, and guided the areas of concentration for the subsequent site visit. All comments were reviewed in conjunction with the results of the site visit, collision analysis, and available traffic counts.

Parent Survey Summary

A total of 21 Safe Journey to School questionnaires were received from the parents of Richard Fowler's students. Respondents cited multiple concerns with the busy intersection of Boudreau Road and Sir Winston Churchill, especially with students crossing from nearby schools. The parking lot at the school was also highlighted as a problem. Respondents reported that the flow of traffic within the lot is not well established, causing buses, cars and children to be interacting unsafely.

Student Engagement Results

No completed questionnaires were received from students at this school.

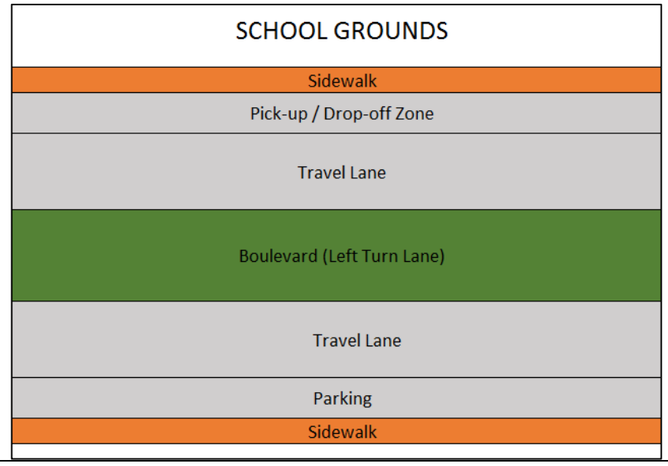
Collision History

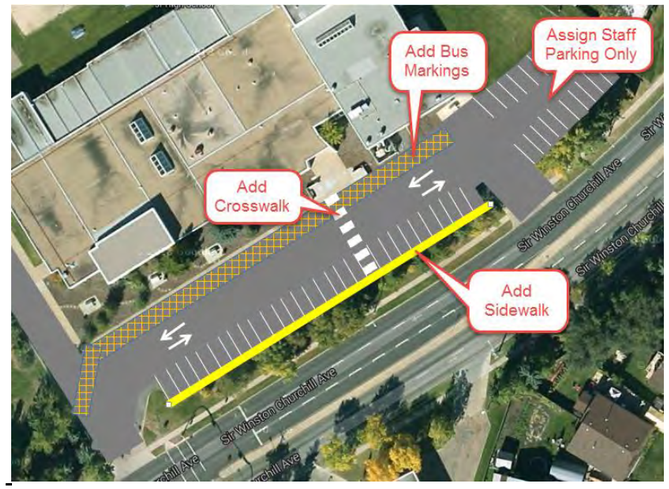


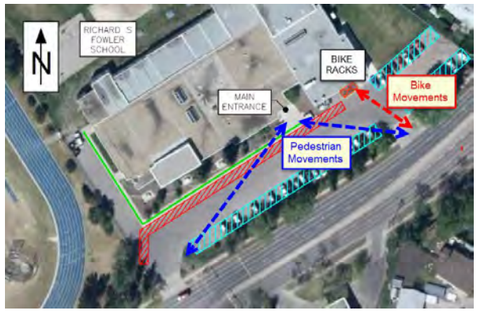
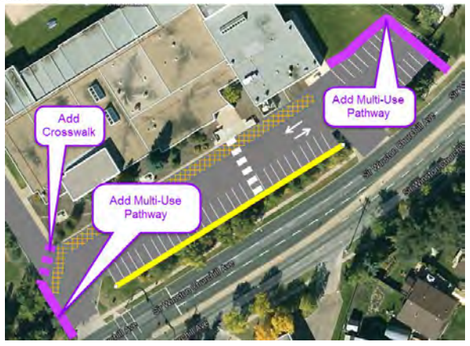
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

There have been two reported crashes involving pedestrians, cyclists or school buses in the area of the school in the past five years. Both of the crashes occurred at the intersection of Sir Winston Churchill Avenue and Fairview Boulevard. The pedestrian incident involved a pedestrian in the crosswalk being hit by a turning vehicle, and the school bus incident involved two vehicles turning out of the parking lot at the same time.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Short Demand for Pick-up / Drop-off Exceeds Parking Facilities** The high demand for pick-up and drop-off facilities as well as short term parking exceeds the supply of what is provided on-site. This creates congestion and conflicts between pedestrians and motorists, and creates an overflow of parking on Fairview Blvd thereby requiring the need for students to cross Sir Winston Churchill Avenue.		A. Encourage Walking and Cycling to Reduce Parking Demand In conjunction with the improvements to the safety for pedestrians and cyclists, encourage Active Transportation including full trip travel or dropping off students away from the school. B. Provide On-Street Pick-up / Drop-off Area Existing traffic counts and future traffic projections should be undertaken to determine if a reduction in travel lanes could be considered for the corridor. If so, consideration should be given to eliminating one travel lane in each direction and introducing parking lane. The parking lane on the north side could be designated as a pick-up and drop-off zone, with students being dropped off on the passenger side onto the sidewalk. Curb extensions could be placed at the crosswalks in order to keep parked cars clear of the crosswalk, reduce the crossing distance for pedestrians and increase their visibility. The 'road diet' would also encourage a reduction in speed through the corridor.	Encouragement Engineering	Short Term Long Term	School City of St Albert
2	**Speed on Sir Winston Churchill Avenue** The existing cross-section of Sir Winston Churchill Avenue consists of 4 travel lanes with left turn lanes at intersections. Observed traffic volumes did not support this number of lanes from a capacity viewpoint, and the excess width encourages speeding and passing through intersections. This creates unnecessarily long pedestrian crossings, possible sight obstructions of pedestrians crossing, and higher consequences of collisions if they were to occur. It also requires extra enforcement to encourage compliance with the speed limit.					

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Pedestrian / Vehicle Mix in Parking Lot** A mix of pedestrians and vehicles were observed in the parking lot in front of the school. Students walk between the line of buses to/from their parents' vehicles that are parked in the parking lot or waiting within the parking lot aisles.		<u>C. Create Pedestrian Route to Parking Stalls</u> It is suggested that students walking between the parking stalls and the school should be provided with a designated route. This could be achieved by installing a sidewalk in front of the parked vehicles (or placing curb stops to provide walking width on the existing pavement) and a crosswalk at the front entrance to the school. Ideally the crosswalk would be raised to increase the awareness of the pedestrian crossing. The parking lot circulation should be formalized by marking the school bus area and placing arrows to identify two way traffic and to discourage parents from stopping in the travel aisle. 	Engineering	Medium Term	School District
4	**Backup onto Roadway from West Access** Motorists entering the parking lot at the east access would often stop and look to the east to determine if there were any empty stalls in the parking area east of the access. At times this created a queue that would extend back into the westbound travel lane of Sir Winston Churchill Avenue, creating the potential for rear end collisions.		<u>D.Create Staff Parking Only Area</u> In order to reduce confusion and create consistent vehicle movements through the parking area, it is suggested that the east parking area be designated and signed as Staff Parking Only.	Engineering	Short Term	School District
5	**Parking in the Bus Pick-up / Drop-off Area** The current signage for the bus zone regulates the space as a No Parking area. This designation allows motorists to stop and actively load and unload, thereby making enforcement difficult when a vehicle is in the bus lane impacting the bus operations.		<u>E. Replace 'No Parking' Signs with 'No Stopping" Signs</u> It is suggested that the No Parking signs be replaced with the 'No Stopping" signs as shown here. This would create a bus lane that could be enforced without any confusion. 	Enforcement	Short Term	School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
6	**Cyclists Conflict with Pedestrians on Sidewalk** Sir Winston Churchill Avenue does not have a bike lane nor a marked wide curb lane that would accommodate students cycling to school. Riding comfort and safety is much better on the sidewalk and all student cyclists were seen to be on the sidewalk. The sidewalk is narrow and conflicts between cyclists and pedestrians were observed.		<u>F. Provide "Road Diet" with Bicycle Lanes on SWCA</u> In order to improve safety and encourage more students to ride their bike to school, it is suggested that the City consider providing cycle facilities to key generators like the school. This could be achieved on Sir Winston Churchill Avenue in a 'road diet' improvement as proposed in Enhancement 2. Any cycling facility improvement should be done in conjunction with an overall City plan in order to tie into an overall city bike network.	Engineering	Long Term	City of St. Albert
7	**Pedestrian/Cyclist Route to School Building Encourages Mixing with Vehicles/Buses** Many students are pedestrians or cyclists who leave the school building or bike rack area and walk through the parking lot to the sidewalk. This creates a number of conflicts with the school buses and parent drivers who are picking up their children.		<u>H. Create Pedestrian/Cycling Routes Around Perimeter of Lot</u> It is suggested that cyclist and pedestrian conflicts with vehicles in the parking lot be reduced by the construction of a multi-use pathway around the exterior of the parking lot. This would allow cyclists or pedestrians entering the school to remain on a sidewalk the full distance. 	Engineering	Medium Term	School District
8	**Congestion at West Access** Due to the long line of school buses, the first bus parks close to the west access. When it is time to depart there is confusion at times with motorists who are lined up alongside the bus as to who has the right-of-way.		<u>I. Assign Yielding Priority to the School Bus</u> It is suggested that a sign be installed that indicates to the motorists that they should give way to departing buses.	Engineering	Short Term	School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
9	**Condition of Crosswalk at Fairview Boulevard** The existing crosswalk facility on Sir Winston Churchill Avenue at Fairview Boulevard is currently in poor condition in that the Narrow crosswalk lines are faded and the push button is situated away from the concrete apron, thereby making it difficult for disabled persons to see and push the button. Although a pedestrian signal is in place to raise awareness for eastbound/westbound motorists, the awareness of the crosswalk for northbound and southbound turning traffic diminishes with low visibility of the crosswalk.		<u>J. Upgrade the Existing Crosswalk Facility at Fairview Boulevard</u> The visibility of the crosswalk could be increased by repainting the crosswalk lines and using a wider crosswalk line. The Manual of Uniform Traffic Control Devices indicates that crosswalk lines can be as wide as 200mm. Accessibility to the crosswalk push button is also a suggestion that could improve the accessibility of the crossing for the disabled.	Engineering	Short Term	City of St. Albert
10	**Boudreau Road and Sir Winston Churchill Ave Pedestrian Crossings** The safety of pedestrians at the intersection of Boudreau Road and Sir Winston Churchill has been identified as an issue for more than one school. The issues is addressed in the École Marie Poburan School plan.		(Refer to École Marie Poburan School Plan)			

Appendix A
Open House Comments

Public Workshop Summary

Richard S. Fowler Catholic Junior High School

June 12, 2014

1. Do you have any concerns about students' safety on their way to and from school?

- Biggest threat to kids is parents.
- Kids biking on the sidewalk almost ran over a pedestrian.
- Kids darting out in between buses after school, not checking, not stopping.
- At the east parking lot entrance: buses wanting to exit parking lot stuck waiting for pedestrians to cross at this pedestrian signal.
- Along Sir Winston Churchill Ave: drivers seem to treat roads with boulevards as two separate roads and ignore people in the crosswalk.
- Two way traffic in parking lot; traffic direction is not indicated on signs.
- Bike parking in school parking lot is in an unsafe location.
- Sir Winston Churchill Ave is on a hill, people speed down the hill.
- Along Sir Winston Churchill Ave at Alexander Mackenzie School: since there are no traffic signals on Sir Winston Churchill, people don't think about slowing down.
- Sir Winston Churchill, between Alexander Mackenzie School and Fowler JHS: drivers ignore people in crosswalks
- Fairview Blvd is congested, many cars park here, as there's inadequate parking in this area.
- Sir Winston Churchill Ave is congested.
- No place to park on Sir Winston Churchill Ave.
- No visibility for Left Hand Turn from Boudreau Ave onto Sir Winston Churchill Ave because of incline.
- Intersection at Boudreau Ave and Sir Winston Churchill Ave is very busy and dangerous to cross.
- ESSMY road exit, near intersection of Boudreau Ave and Sir Winston Churchill Ave, people make U turns on Boudreau road.

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - At crosswalks, have stop lights for all vehicles to stop (similar to lights in front of St. Albert Place)
    - Additional parking on northeast side of school (in the wedge) – drop off / pick up area.
    - Keep parent cars off the parking lot.
    - Can use more "School Zone" signage going west on Sir Winston Churchill Ave.
    - Bus lanes in the school parking lot need to be repainted.
    - Along Sir Winston Churchill Ave at Alexander Mackenzie School, "I like the bus pull in," with reference to a concrete pad installed as a pull-out for buses. Fowler JHS should have a similar pull-out bus pad.
    - Bicycle parking in school parking lot should be moved to someplace safe.
    - Snow in east side of parking lot, needs to be pushed up onto the lawn to create more room in the parking lot. This will ease congestion.
    - Expand parking lot for a drop off /pick up area, eliminate grass area between parking lot and street.
    - At intersection of Ridgewood Terrace and Sir Winston Churchill Ave, need another traffic signal at this intersection.
    - Widen east entrance to school parking lot.
    - School buses coming from the east should turn left from Sir Winston Churchill Avenue into the east entrance to the school parking lot. School buses coming from the west should turn right from Sir Winston Churchill Avenue into the west entrance to the school parking lot.

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

    - Drivers need to learn that pedestrians have right of way.
    - Children need to learn the equivalent of 'defensive driving' – they need to learn how to evaluate if it is safe to cross the street, etc. This needs to be part of the school curriculum – can't assume parents will teach their children this.
    - "Rules of the Road" program / lesson for older kids.

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - More police presence when kids are coming/going to/from school.
    - Educate and enforce bus lanes and drop off areas for parents.
    - Enforce speed limits in school zones.
    - Sometimes kids prefer to be driven to school, even if they could take the bus.
    - School buses are late sometimes; it's more convenient for parents to drive kids to school and head to work than to wait with them until the school bus arrives.
    - Encourage drivers to pick students up later. Supervision needed from 3:10pm until 3:20-3:2pm.
    - Encourage parents / drivers to follow a staggered pick up time.
    - To reduce the number of drop offs, offer subsidized bussing, free bussing , and promote / coordinate carpooling.

5. **How can we track progress and measure our success in achieving these goals?**

    - Goal is to reduce the number of private vehicles dropping off students.
    - Every child gets home safe at the end of the day.
    - Reduce number of students who have to be driven because of the musical instruments they transport, as students can't bring musical instruments on the school bus.
    - Reduce number of students walking through parking lot.

Reduce number of cars in parking lot.

Appendix B
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?		X
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?		X
	Is there an on-site pick-up / drop-off facility?		X
	Is the pick-up / drop-off facility large enough for the demand?		X
	Does on-site vehicle circulation minimize conflicts?		X
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?		X
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?		X
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X
Lighting	Is there adequate lighting in the parking lots?		X
	Is there adequate lighting on the pedestrian pathways?	n/a	

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		X
	Is adequate space provided for school bus area?		X
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	n/a	
	Do signs adequately identify the intended street space usage?	X	
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?	X	
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?	X	
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the school?	X	
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?	X	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?		X
	Are appropriate bicycle crossing facilities provided?	X	
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	n/a	
Bike Paths	Were bike paths adequately maintained?	n/a	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?	X	
	Were unsafe maneuvers observed?		X
	Did unsafe loading / unloading occur?	X	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X
	Were pedestrian-vehicle conflicts observed?	X	
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?	X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX M

STURGEON HEIGHTS SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Sturgeon Heights School

City of St. Albert
March 2, 2015





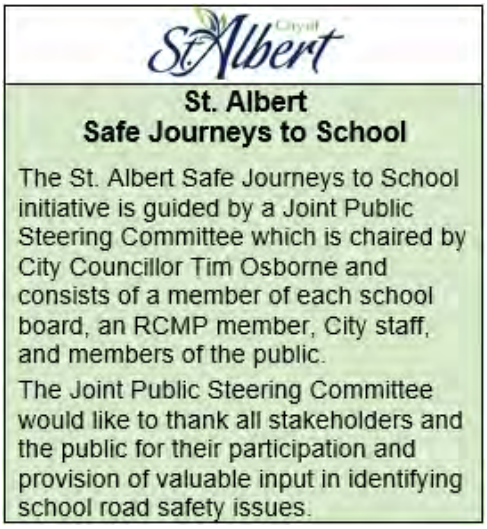
Sturgeon Heights School
Safe Journeys to School Plan

Address:	50 Hogan Road	# Staff:	40
School District:	Sturgeon County	# Students:	453
Grades:	Preschool to Grade 9	# Buses:	8
Principal:	Jonathon Konrad	#Bus Riders:	Not available

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.



Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	June 17, 2014	Date:	June 19, 2014
Location:	Sturgeon Heights School	Time:	Morning Peak
Attendance:	7	Weather:	Rain

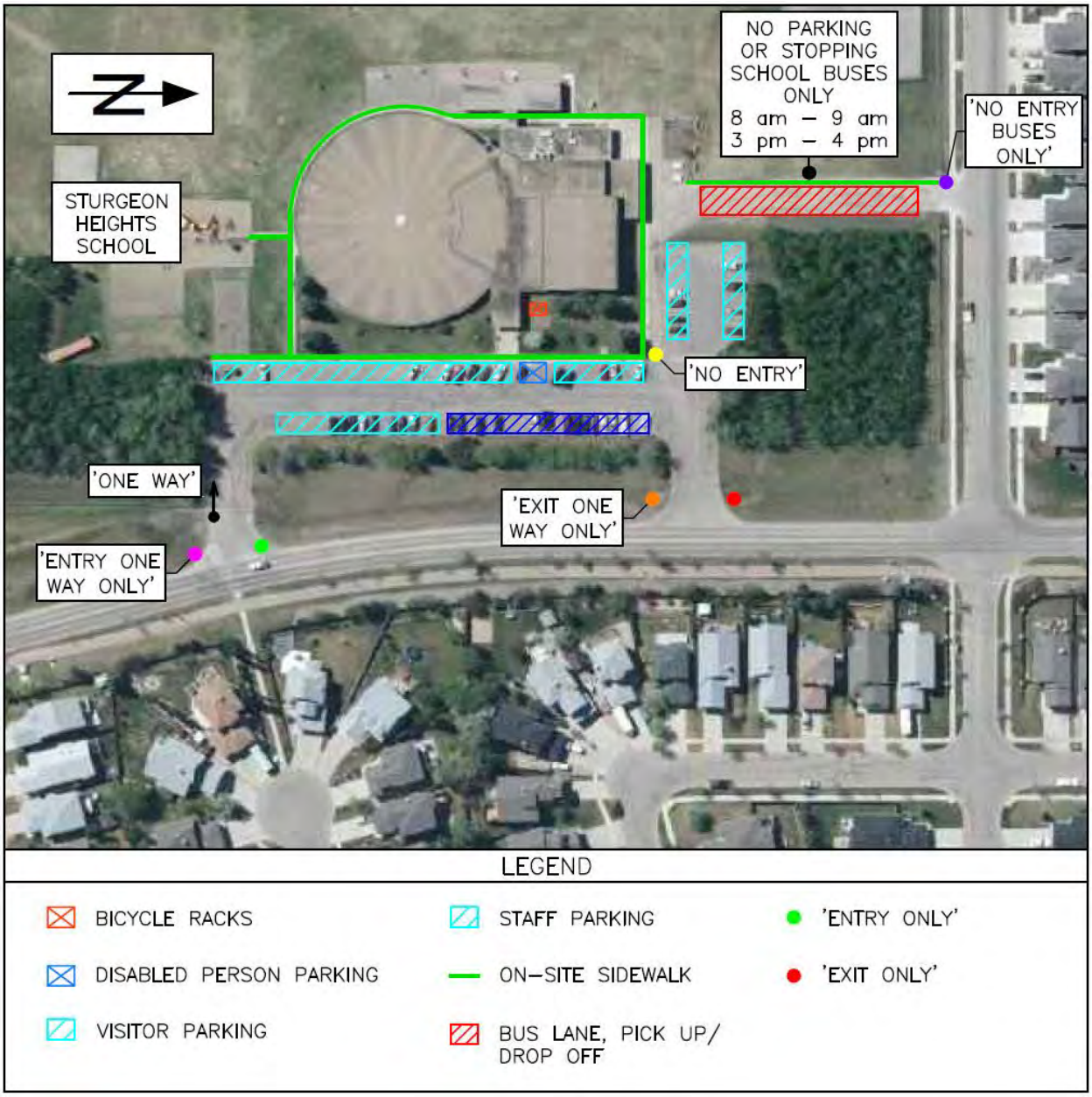
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY



Seven people attended an open house public workshop at Sturgeon Heights School on June 17, 2014. Approximately 20 comments were received at the open house is response to questions on their concerns about students' safety on their way to/from school, potential ways to enhance the routes to school, the information needed for school travel safety, and ways to encourage safe travel behaviour To date a total of three people from the school completed the Student Transportation Survey.

Comments received by the workshop participants identified issues with the visibility of the school zone and crosswalks, congestion within the parking lot, and lack of snow removal on pedestrian paths behind the school.

The detailed comments listed in Appendix A provided valuable information to the review team, and guided the areas of concentration for the subsequent site visit. All comments were reviewed in conjunction with the results of the site visit, collision analysis, and available traffic counts.

PARENT SURVEY SUMMARY

A total of 4 Safe Journey to School questionnaires were received from the parents of Sturgeon Heights' students. Hogan Road was the major concern for the survey respondents. They noted that drivers often do not stop at the marked crosswalk to the school, making this street dangerous for children to cross.

STUDENT ENGAGEMENT RESULTS

No completed questionnaires were received from students at this school.

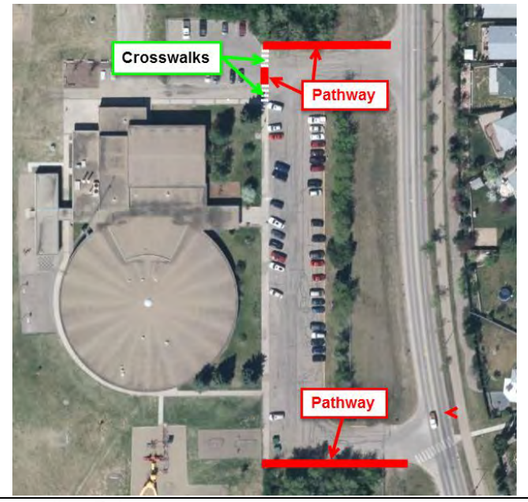
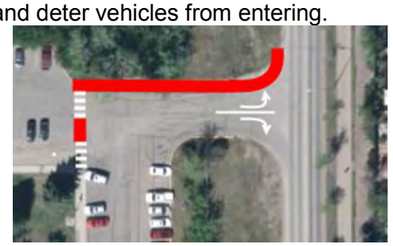
COLLISION HISTORY

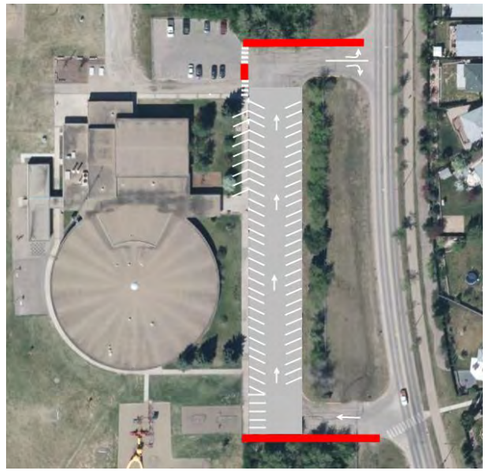


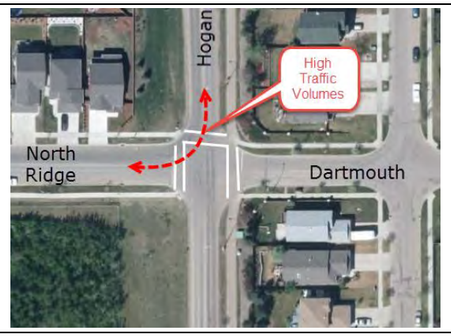
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

The collision history does not show a pattern of collisions close to the Sturgeon Heights School. A pedestrian collision was recorded on a crosswalk on Hogan Road at Delwood Place, but it is unclear whether the child that was hit was a Sturgeon Heights student. Likewise a cyclist who was hit by a vehicle backing out of the driveway on Deer Ridge Drive near Dennison Drive may or may not have been a Sturgeon Heights student.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Pedestrians and Cyclists in Parking Lot** There is no separated pedestrian and cycle route from the two access locations on Hogan Road to the school entrance / bicycle racks. Pedestrians and cyclists entering from these areas mix with the vehicles in the parking lot until they reach the sidewalk in front of the school, thereby increasing the potential for pedestrian-vehicle conflicts.		<u>A. Create Pathways from Street to School Outside of Driveways</u> Consideration should be given to creating a separate route for pedestrians and cyclists to travel between the access locations and the school entrance / bicycle racks. These should be on the exterior of the parking lot so as not to require conflicts at the entrances, and should cross the north parking area and bus exit with crosswalks. Ideally, the route should be a raised multi-use pathway, but an interim pathway could be achieved with paint. Cyclists should be encouraged to walk their bikes on the pathway within the school property. 	Engineering	Short Term	School District
2	**Excessive Width at Driveway Accesses** The width of the driveway access locations are excessive. At the entrance, the excessive width encourages fast entries, thereby increasing the potential and consequence of conflicts with other vehicles, pedestrian or cyclists. At the exit, the width allows for three exiting vehicles (with only two directions – left and right). This encourages parents to leave at the same time as when the buses leave, without considering that the buses may want to turn right in front of them.		<u>B. Narrow and Formalize Driveways</u> With the construction of the walkways suggested in Enhancement 1, the width of the entry and exit driveways could be reduced. The exit driveway could include lane markings to formalize a right turn and left turn exit – painted arrows would reinforce the exit only configuration and deter vehicles from entering.  When Hogan Road is four-laned it is suggested that the access driveways be constructed with sidewalk let-downs as opposed to curb returns. This would further reduce speeds upon entry.	Engineering Engineering	Short Term Long Term	School District City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Inadequate Parking Lot Signage and Markings** The existing one-way system with angle parking for pick-up and drop-off adjacent the school sidewalk is working well. However, the parking stalls are not properly marked and there is no indication on-site of the one way configuration. This could create confusion for visitors not familiar with the operation. Although he parking on the west side of the parking lot accommodated most pick-up / drop-off activity, for those parked on the east side it is necessary to walk through the parking lot to the school entrance.		<u>C. Mark and Sign Parking and Access Aisle Direction</u> It is suggested that the angle parking on the west side of the parking lot be painted and signed for Pick-up / Drop-off parking. In addition, arrows could be painted in the access aisle to reinforce the direction of travel.  <u>D. Encourage Longer Term Parking on East Side</u> In order to efficiently use the safer parking stalls on the west side of the parking lot, parents should be encouraged to park on the east side of they will be staying at the school for longer than normal. This could be achieved through school newsletters and/or handouts.	Engineering Education	Short Term Short Term	School District School
4	**No Pedestrian Access on West Side of Hogan Road** There is currently no sidewalk facility on the west side of Hogan Road between North Ridge Drive and the school. Pedestrians are either walking on the narrow shoulder or walking on the east sidewalk and crossing Hogan Road at the north access.		<u>E. Construct a Temporary Asphalt Walkway on West Side of Hogan</u> Assuming that the widening of Hogan Road will occur in the longer term, it is suggested that a temporary asphalt walkway be constructed on the west side of Hogan Road between North Ridge Drive and the school's north access. This shoulder should be at the same elevation as the road so that it can be kept clear of snow in the winter by the roadway snow plows. <u>F. Construct a Concrete Sidewalk on West Side of Hogan</u> Upon the four-laning of Hogan Road, a concrete sidewalk on the west side of the roadway should be constructed along the full length of the roadway.	Engineering Engineering	Short Term Long Term	City of St Albert City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
5	**Lack of Visibility and improper Alignment of South Access Crosswalk** The crosswalk signs on Hogan Road at the south entry crosswalk are placed in advance of the crosswalk as opposed to the typical placement at the crosswalk. In addition, the street trees on the east side of the roadway obstruct the sight line to the sign for northbound motorists. Both issues could reduce the awareness of a pedestrian at the crosswalk. There is the potential for westbound cyclists coming out of the pathway to enter the crosswalk without stopping. The existing crosswalk is also not aligned perpendicular to the roadway, thereby making the crossing distance unnecessarily long.		<u>G. Relocate the Crosswalk Signs at South Access Crosswalk</u> It is suggested that the crosswalk signs be relocated to the appropriate location at the crosswalk, and maintenance of the street trees is undertaken to improve sight lines. It is also suggested that the crosswalk be aligned with the proposed parking lot pathway, making the crosswalk perpendicular to the roadway, and that a rail be placed at the end of the walkway to prevent cyclists from entering the crosswalk without stopping. 	Engineering	Short Term – 1st Priority	City of St Albert
6	**J.J. Nearing School Queues Impact Crosswalk** During the morning drop-off rush to the adjacent J.J. Nearing School, southbound queues on Hogan Road back up into the crosswalk at the Sturgeon Heights School's south entrance. The queues block access into the school as well as restrict the northbound motorists' visibility of any pedestrians crossing eastbound on the crosswalk.		<u>H. Coordinate School Start-Up Times with JJ Nearing School</u> While suggestions will be made on the J.J. Nearing School plan to reduce the congestion at that site, it is suggested that the two schools coordinate the school times so that the morning and afternoon peaks do not occur at the same time.	Coordination	Short Term	Schools
7	**Lack of Crosswalk at Dartmouth Crescent** The traffic volumes are increasing at the intersection of Hogan Road and North Ridge Drive, due mainly from the growth of the North Ridge Drive residential developments. In particular, the turning volumes to/from the North Ridge Drive west leg and the Hogan Road north leg are creating greater conflicts with pedestrians on the crosswalks at these legs. There is no crosswalk on the south leg of the intersection, where the Dartmouth Crescent residents could cross with less conflicting traffic.		<u>I. Install Crosswalk on South Leg of Dartmouth Intersection</u> It is suggested that a crosswalk be located on the south leg of the intersection of Hogan Road and Dartmouth Drive.	Engineering	Short Term – 1st Priority	City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
8	**School Zone on North Ridge Drive is Too Short** The west boundary of the school zone on North Ridge Drive is located between Northstar Close and the school bus lane. A third of the frontage of the school property is not located within the school zone, nor is the crosswalk on North Ridge Drive at Northstar Close.		<u>J. Lengthen the School Zone on North Ridge Drive</u> It is suggested that the existing school zone sign be relocated westward to the west edge of the school property. This will incorporate all the school frontage within the school zone including the school crosswalk at Northstar Close and be consistent with school zones throughout the City.	Engineering	Short Term	City of St Albert
9	**Discontinuous Pedestrian Access from North Ridge Drive** The pedestrian access to the school from properties located to the northwest is from the south sidewalk on North Ridge Drive onto the sidewalk on the west side of the bus lane. There is an approximate 2 metre gap between the North Ridge Drive sidewalk and the school sidewalk that is blocked by vegetation and a fence, thereby forcing pedestrians into the bus lane and creating potential conflicts.		<u>K. Connect School Sidewalk to North Ridge Drive Sidewalk</u> The fence should be shortened and the school sidewalk extended to connect with the North Ridge Drive sidewalk.	Engineering	Short Term	School District
10	**Lack of Pedestrian Crossing for New Growth Area** As the North Ridge neighbourhood continues to grow increased traffic and pedestrian activity also grows. New housing is increasing the pedestrian demand to cross North Ridge Drive and crossing facilities are lacking west of Northstar Close.		<u>L. Install Crosswalk on North Ridge Drive West of Northstar Close</u> Although vehicle and pedestrian volumes may not currently meet the warrants for a pedestrian crosswalk, it is suggested that a crosswalk be placed on North Ridge Drive at the intersection with Natalia Way. This crosswalk would encourage crossing at an appropriate location for students walking to/from Sturgeon Heights School and will develop the safe journey to school as residents move into the new neighbourhood.	Engineering	Short Term – 1st Priority	City of St Albert

Appendix A
Open House Comments

Public Workshop Summary
Sturgeon Heights School

June 17th, 2014

1. **Do you have any concerns about students' safety on their way to and from school?**

    - Hogan Road will become a 4 lane road
    - When people pass J.J. Nearing(corner of Hogan Road and Deer Ridge Drive), they don't know there is another school after it
    - Crosswalk isn't marked well (signs/lights) across Hogan Road coming into south edge of parking lot
    - No sidewalks along Hogan Road(north of school, west lane) or along the north edge of the parking lot
    - Parking lot needs lines/arrows painted
    - Back paths are snowed in in the winter
    - Daycare pick up and traffic through exit (North Ridge Drive and Hogan Road)
    - Enforcement of parents parking in teacher parking zone

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - Potential bump outs at north parking lot exit onto Hogan Road
    - Need sidewalk along south and north edges of the parking lot (along entrance driveway) and along west lane of Hogan Road
    - Need better signage/painted lines for one-way traffic in parking lot
    - Need more school zone signs (or more visible ones) north of the school
    - Need traffic lights/crosswalk at intersection of North Ridge Drive and Noble Close
    - Need a crosswalk where bus lane and North Ridge Drive meet
    - New sign or path at existing crosswalk along Hogan Road (at south entrance to parking lot
    - Better road for parent drop off

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

    - Have police in uniform teach kids, reinforce safety rules – officers have more authority
    - Parents don't read notices, need announcements at events
    - Hands-on, practical training for students on road: real road, real traffic, real people!
    - Children's input:
        - Look both ways before you cross
        - Ride bike on sidewalk
        - Walk bike across the street
        - Don't cross where there's cars
        - Put on seat belt
        - Go medium in school zones, not too slow, not too fast
        - Police should talk to people who speed first, then give them a ticket, then another ticket, then make them go to jail or take their car

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - Not too many people speed in school zones now
    - Drivers can pass school buses – not allowed in other jurisdictions
    - $5 Tim Horton's gift card rewards – not always tickets

5. **How can we track progress and measure our success in achieving these goals?**

    - N/A

Appendix B
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?	X	
	Do parent volunteers assist in controlling parking?	X	
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X	
	Is there an on-site pick-up / drop-off facility?	X	
	Is the pick-up / drop-off facility large enough for the demand?	X	
	Does on-site vehicle circulation minimize conflicts?	X	
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?		X
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?	X	
	Are pedestrian-vehicle conflict areas minimized in the parking lots?	X	
Lighting	Is there adequate lighting in the parking lots?		X
	Is there adequate lighting on the pedestrian pathways?	n/a	

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?	n/a	
	Is adequate space provided for school bus area?	n/a	
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	n/a	
	Do signs adequately identify the intended street space usage?	n/a	
	Do parent volunteers assist in controlling parking?	n/a	
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?		X
	Are sidewalks continuous along the major routes to the school?		X
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?	X	
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the school?	X	
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?		X
	Are pedestrian signal crossing timings appropriate?	n/a	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?		X
	Are appropriate bicycle crossing facilities provided?	n/a	
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?		X
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	X	
Bike Paths	Were bike paths adequately maintained?	n/a	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?		X
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?	X	
	Were unsafe maneuvers observed?	X	
	Did unsafe loading / unloading occur?	X	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X
	Were pedestrian-vehicle conflicts observed?	X	
Bicycles	Were unsafe crossings by cyclists observed?	n/a	
	Did cyclists ride inappropriately on sidewalks?	n/a	
Peds	Did pedestrians jaywalk in the vicinity of the school?	X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	X	
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX N

ECOLE MARIE POBURAN SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

École Marie Poburan

City of St. Albert
March 2, 2015





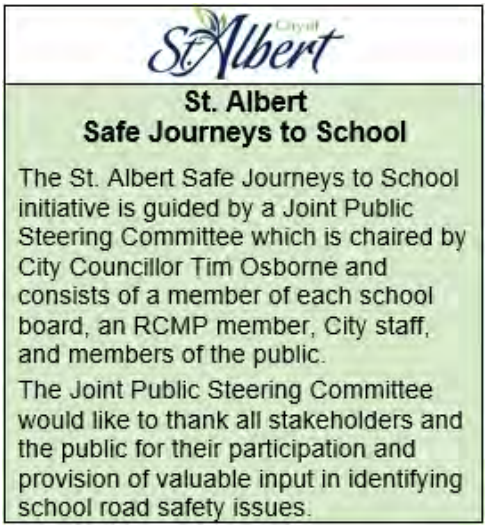
École Marie Poburan Elementary School
Safe Journeys to School Plan

Address:	100 Sir Winston Churchill Ave	# Staff:	25
School District:	Catholic (French)	# Students:	409
Grades:	K to Grade 6	# Buses:	8
Principal:	Marie Gamache-Hauptman	# Bus Riders:	208

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.



Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	June 18, 2014	Date:	June 19, 2014
Location:	School gymnasium	Time:	Afternoon pick-up
Attendance:	20	Weather:	Rain

AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan has been developed by the school to identify space usage and improve circulation within the school site.



Open House Summary



Twenty people attended an open house public workshop at École Marie Poburan on June 18, 2014. Over 100 comments were received at the open house in response to questions on their concerns about students' safety on their way to/from school, potential ways to enhance the routes to school, the information needed for school travel safety, and ways to encourage safe travel behaviour. In addition, a detailed document entitled *Locations of Concern, Issues, and Recommendations – March 17, 2014 Draft* produced by the École Marie Poburan 2013/2014 Traffic Safety Task Force was provided to the review team.

Comments received by the workshop participants identified the following challenges that impact student transportation safety, either directly or indirectly:

- High traffic volumes, speeding and drivers not yielding to pedestrians along Sir Winston Churchill Avenue, Park Avenue and Woodlands Road;
- Lack of crosswalks or sidewalks where needed;
- Poorly marked or poorly visible crosswalks, school zones and parking zones;
- Inadequate parent parking, drop-off and pick-up areas;
- Inadequate snow removal, snow piles in parking lot, and windrows along roads;
- Lack of markings for the school bus waiting area and unsafe student behaviour; and
- High cost of bussing and strict rules for bussing eligibility.

The detailed comments listed in Appendix A provided valuable information to the review team, and guided the areas of concentration for the subsequent site visit. Comments were reviewed in conjunction with the results of the site visit, collision analysis, and available traffic counts.

Parent Survey Summary

A total of 36 Safe Journey to School questionnaires were received from the parents of École Marie Poburan's students. Results of the parent survey were similar to that of the open house. Respondents noted that the streets around the school – Woodlands Road, Boudreau, Sir Winston Churchill Avenue – were troubling due to the traffic volumes, speeding, and drivers falling to yield or not seeing pedestrians crossing at intersections. Respondents noted that sidewalks are non-existent in places and often not cleared of snow and ice and windrows are left along the streets. Respondents stressed the lack of parking around the school (along Park Avenue in particular) and in the parking lots.

Collision History

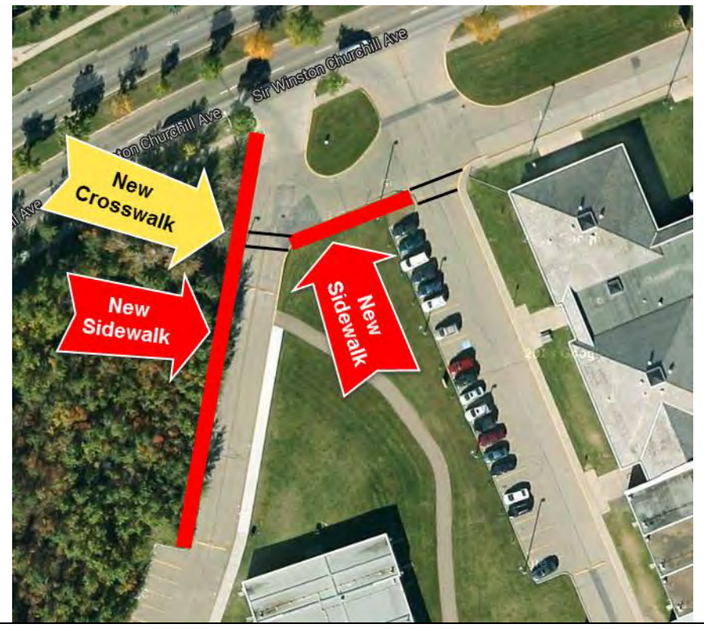
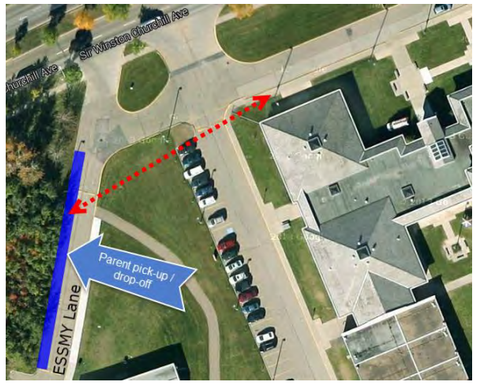
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

Four of the nine recorded collisions in the area of the school occurred on Boudreau Road, with three occurring at the Sir Winston Churchill Avenue intersection. This intersection has high traffic volumes with both right and left turning movements creating potential conflicts with cyclists and pedestrians. A westbound right turning movement contributed to the fatal collision at the intersection of Sir Winston Churchill Avenue and Woodlands Road where a student was hit while crossing the north leg crosswalk.



SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Short Demand for Pick-up / Drop-off Exceeds Parking Facilities** The high demand for pick-up and drop-off facilities as well as short term parking exceeds the supply of what is provided on-site. This creates congestion and conflicts between pedestrians and motorists.		<u>1a. Encourage Walking and Cycling to Reduce Parking Demand</u> In conjunction with the improvements to the safety for pedestrians and cyclists, encourage Active Transportation including full trip travel or dropping off students away from the school. <u>1b. Continue to Encourage Efficient Use of Space</u> The School has developed a parking and circulation plan that encourages appropriate pick-up and drop-off activities for the lanes and parking lots surrounding the school. This should continue to be encouraged through the distribution of the plan's handout – at the beginning of the school year and periodic reminders. <u>1c. Continue with On-Site Reminders and Enforcement</u> Reinforce No Stopping / No Parking areas with signs and continue with providing reminders to violators (handout) and active Parking enforcement.	Encouragement Education Enforcement	Short Term Short Term - Continuing Short Term - Continuing	School School School and Police
2	**Pedestrian/Vehicle Mix in East Parking Lot** •High demand area for parking encourages entry at east access seeking a space, then backing out when none is found. At the same time pedestrians are crossing to parked cars and to cross grass to Park Avenue. •Occasional parking in access aisle making it difficult to enter/exit parking stalls.		<u>2a. Reconfigure East Parking Lot to Separate Pedestrians</u> To separate the vehicles from the pedestrians it is suggested that the east parking lot be reconfigured so that the parking spaces are on the west side adjacent the existing sidewalk. Walking between the school and the parked cars would therefore occur on sidewalks. <u>2b. Provide Curb Extension and Crosswalk at East Parking Lot</u> To minimize the crossing distance of the east parking lot, and to raise awareness of crossing pedestrians it is suggested to construct a curb extension at the entrance to the parking lot and mark and sign a crosswalk.	Engineering Engineering	Medium Term Medium Term	School District School District
3	**Poor Accessibility to/from Park Avenue Pick-up / Drop-off Area** No direct pedestrian route from Park Avenue sidewalk to the school entrance reduces desirability of this opportunity to stay clear of the on-site congestion.		<u>3. Provide Sidewalk from East Parking Lot to Park Ave</u> To accommodate pedestrians walking to/from Park Avenue a concrete sidewalk could be provided to encourage the crossing of the east parking lot at a location where sight lines are best and backing up manoeuvres are not occurring. 	Engineering	Medium Term	School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
4	**Pedestrian/Vehicle Conflicts Between Sidewalk and School Entrance** •Students walking to school from the west on Sir Winston Churchill Ave cross a minimum of two access aisles (ESSMY lane and west lane) and highly congested areas. •Students walking to school from the east on Sir Winston Churchill Ave cross the access into the east parking area.		<u>4a. Provide Connection to Sidewalk at NE Corner of Site</u> To separate pedestrians walking to/from the intersection of Sir Winston Churchill Avenue and Woodlands Road from the vehicles using the east parking lot, provide a new sidewalk from the City sidewalk to the proposed crosswalk and curb extension identified in Enhancement 3 (see figure in Enhancement 3). <u>4b. Provide Connection to Sidewalk at NW Corner of Site</u> To reduce the conflicts with vehicles that pedestrians currently have walking between the northwest corner of the site and the school it is suggested that a sidewalk connection be provided from the City sidewalk to a new crosswalk crossing the ESSMY lane, and a new sidewalk connecting this crosswalk to the existing crosswalk crossing the school's west access lane. <u>5. Provide a Sidewalk on the ESSMY Lane</u> To reduce the need for pedestrians to walk on the ESSMY lane to/from their parked vehicles it is suggested that a sidewalk be constructed along the west side of the lane from the 90 degree parking to the proposed crosswalk suggested in Enhancement 2B. 	Engineering Engineering Engineering	Medium Term Medium Term Medium Term	School District School District School District
5	**Pedestrian/Vehicle Conflicts Between ESSMY Lane and School Entrance** Parents park and pick-up/drop-off students in the ESSMY Lane. There are no sidewalks on the west side of the lane, therefore students have to cross the lane to get to/from their parent's southbound vehicle and also cross the west access lane adjacent the school.					

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
6	**Pedestrian/Vehicle Mix West Lane Pick-up / Drop-off Area** Parents pick-up / drop-off in the west lane south of the school where there are no pedestrian facilities, thereby necessitating dropping kids into and walking in the travel lane. This is exacerbated during the winter when windrows narrow the lane.		6. Provide a Sidewalk on the West Access Lane In order to reduce the need for pedestrians to walk within the west access lane, consideration should be given to constructing a sidewalk on the east side of the lane opposite the ESSMY school. This would allow drop-off / pick-up to occur on the passenger side of the vehicle, and provide a pedestrian route to the school free from conflicts. 	Engineering	Medium Term	School District
7	**Parking in the West Lane Pick-up / Drop-off Morning Operation** Northbound drop-off activities are encouraged at the school's west doors during the morning drop-off. However, parents park in this area to walk students into the school, reducing the efficiency and causing congestion.		7a. Clarify Signage to Reinforce No Unattended Vehicles The existing signage provides clear direction for the afternoon pick-up period where this space is used for bus pick-up. However, the morning use of a drop-off zone is contradicted by the signage. Signs for the morning use should indicate that No Parking is allowed, and the practice of walking the student into the school could be discouraged by a sign tab indicating No Unattended Vehicles.  7b. Monitor Drop-Off Zone Staff and/or parent volunteers could monitor the drop-off zone when the signs are installed (and periodically afterwards) to explain the sign and the expected behaviour.	Engineering Education	Short Term Short Term	School District School

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
8	**Small Waiting Area for School Bus Pick-up / Drop-off Area** The sidewalk in front of the school where the school bus picks up and drops off students is relatively narrow. During the afternoon the students at times are waiting for the buses to arrive; the sidewalk is congested with waiting students as the bus pulls in close to the sidewalk.		<u>8a. Increase Width of Sidewalk in Front of School</u> It is suggested that the existing sidewalk in front of the school where the school buses pick-up and drop-off should be widened to accommodate waiting students. <u>8b. Paint Line Back from Curb Along Sidewalk in Front of School</u> A yellow line could be marked on the concrete 1 metre back from curb (or half the width of the existing sidewalk until Enhancement 8A occurs) to provide guidance to the students to stay back from the curb until boarding occurs. Lessons could be provided in class to inform students to wait behind the line with reminders being provided at the sidewalk. 	Engineering Education	Medium Term Short Term	School District School
9	**Windrows on Park Ave Block Accessibility to Sidewalk** The standard winter maintenance procedure for Park Avenue is to plow snow from the centre to the curb. The resulting snow windrows block accessibility from vehicles to the sidewalk creating the need to walk in the travel lanes on Park Avenue.		<u>9. Increase Priority for Windrow Clearance</u> Other winter maintenance options exist that would not leave long term windrows of snow along the curb edge. These include the extra step of picking up the windrows or plowing to the middle of the road and picking up the centre windrow. While it may not be practical to have immediate windrow pick up, the City should consider implementing a procedure of snow pick up with a high priority.	Engineering - Maintenance	Short Term	City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
10	**Pedestrian Crossing at Sir Winston Churchill Avenue and Woodlands Rd / Park Ave Intersection** • During peak half hour before and after school the vehicle and pedestrian volumes increase due to the school activity. Pedestrian crossings in north-south and east-west occur, predominantly on the south and west legs. The west leg crosswalk is pedestrian signal controlled. • Southbound delays have reportedly created aggressive driver actions, both in terms of crossing SWCA and in turning right in front of pedestrians stepping onto the crosswalk on the west leg. • Side street pedestrian crossing distance is 25 metres with median on south leg. • Collision history and public comments identify vehicle turning movement conflicts with east-west pedestrian crossings, but none observed during site visit. • Traffic counts have been undertaken in 2013 and 2014. Using these volumes, the TAC Signal Warrant Analysis Procedures have resulted in: Count / TAC Analysis / Score / Warranted? May 2013 / New (2007) / 80 / No May 2013 / Old (2003) / 98 / Almost May 2013* / New (2007) / 111 / Yes * based on peak 15 minute counts • The analysis indicates that while there are short durations (15 minute peaks) where a traffic signal would be beneficial, the majority of the time it is not warranted.		10a. Implement Adult Crossing Guard Program on SWCA at Woodlands In conjunction with the Alberta Motor Association (AMA) consideration could be given to implementing an Adult Crossing Guard. Properly trained adults could assist the students in crossing during the peak congested times, raising awareness to the motorists that pedestrian crossing activities are taking place. In particular, working in conjunction with the pedestrian signal that stops east and westbound traffic, the crossing guard can raise the awareness of the north and southbound turning motorists of the crossing pedestrian. It is recognized, however, that the existing crossing demand is not as high as the typical demand warranting adult crossing guards. 10b. Install Advance Warning Sign and Crosswalk Paving Textures If adult crossing guards are not supported the next alternative would be to raise awareness of the pedestrian crossing activity. This could be achieved by erecting advance "Turning Vehicles Yield to Bicycles and Pedestrian" signs for southbound right turning and northbound left turning movements to Yield to Bicycles and Pedestrians. This could further be enhanced by adding LED blinking lights framing the sign that could flash constantly or be hard-wired to the intersection controller to flash only on the pedestrian crossing phase.  Additional awareness could be achieved by highlighting the pedestrian crosswalk using colour texture pavement.   10c. Install Traffic Signal Applying recent traffic count information to the 2007 traffic signal warrants indicates that the warrant currently is not met, but short peak periods would benefit from a signal. Warrants provide guidance in the decision to install traffic signals – to do so prior to warrants being met may result in unintended safety issues. Warrants are to be used as guides, with engineering judgement being used in the final decision. In this case: • Aggressiveness due to delays is creating pedestrian-vehicle conflicts; • Pedestrians are children who have less skill in identifying potential conflicts; • A traffic signal does not eliminate the pedestrian conflicts with turning vehicles. • Volumes are increasing – it is anticipated that the warrant will be met in the future. For these reasons it is suggested that the intersection be monitored on an annual basis and a traffic signal be installed when warrants are met. If the above measures cannot implemented, the advancement of the signal prior to the warrant being met could be a consideration.	Education Engineering City	Short Term Short Term Medium Term	City of St Albert / School District City of St Albert City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
11	**Southbound Lane Confusion on Woodlands Rd at Sir Winston Churchill Avenue** The southbound approach on Woodlands at the Sir Winston Churchill Ave intersection is approximately 5.5m wide with markings indicating one lane. It is often used as two lanes, with reports of vehicles in both lanes proceeding straight ahead into a single lane.		11. Formalize Two Lane Approach Southbound on Woodlands at SWCA Restrict parking on the west side of Woodlands for 30 metres approaching Sir Winston Churchill and provide a lane line dividing the approach into two lanes. The left lane should have arrow markings indicating through and left movements, with the curb lane marked as a right turn lane. School buses will likely need to take both lanes to make the right turn movement due to their turning radius.	Engineering	Short Term	City of St Albert
12	**Sir Winston Churchill Avenue and Woodlands Rd / Park Ave Off-set Left Turn Bays** The east and westbound left turn bays are off-set from each other thereby reducing the available sight distance of approaching vehicles. This could increase the effort for left turning motorists to choose an appropriate gap and take awareness away of pedestrians crossing on the north and south leg crosswalks.		12. Monitor Left Turn Operations on SWCA at Woodlands Although the east and westbound left turning operations are currently not resulting in poor safety performance, the number of conflicts and crashes may increase when a traffic signal is implemented. If these were to occur, consideration of a protected left turn phase may be considered.	Engineering	Long Term	City of St Albert
13	**Boudreau Road and Sir Winston Churchill Ave Pedestrian Crossings** • The intersection has high traffic volumes with significant turning activity. Advanced left turn arrows are available for all movements, but permissive left turns require choosing limited gaps during the peak periods. The work load for left turning motorists is high, limiting the awareness of pedestrians crossing. In particular, the high volumes on Boudreau Road create limited gaps and sight lines to oncoming vehicles are limited due to off-set left turn lanes and the vertical curve west of the intersection. • Pedestrian crossing distance is approximately 30 metres, including 5 lanes and a median. • Relatively large curb radii at each corner allow for higher right turning speeds, increasing the potential and consequences of conflicts with pedestrians. • There are approximately 30 pedestrian crossings at the intersection during the one hour periods surrounding the morning and afternoon school bell times.	 	13a. Implement North and Southbound Protected Only Left Turns at SWCA and Boudreau Road The implementation of protected only left turn phases at intersections can often reduce the level of service of the overall intersection and increase overall delay. However, it is suggested that these impacts be evaluated and compared to the safety benefits of installing north and southbound protected only left turn phases. This would reduce the workload for the left turning motorists, as well as separate the timing of the pedestrian crossing activity from when these movements are occurring. 13b. Raise Pedestrians' Awareness of Turning Vehicle Conflict at SWCA and Boudreau Pedestrian Crossings Prior to the implementation of protected only left turn phases it may be possible to raise the pedestrians' awareness of the turning conflicts by posting a police officer at the corner to discuss the hazards with the students. This could be combined with enforcement if the site can be easily and safely enforced.	Engineering Education / Enforcement	Short Term Short Term	City of St Albert Police

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
14	**Noncompliance at Poirier Avenue and Parkwood / Kirkwood Drive Crosswalk** • Comments were received that many motorists do not stop for pedestrians at the crosswalk on Poirier Avenue at Kirkwood Drive • This is a direct route for pedestrians to walk to both École Marie Poburan and ESSMY. • Visibility of the side mounted crosswalk signs can be restricted by vehicles in the adjacent lane and the street trees, particularly westbound due to the horizontal curve of the roadway. • Traffic counts were conducted in 2013 and warrants for a Special Crosswalk were met.		<u>14. Install a Special Crosswalk on Poirier Ave at Parkwood Dr</u> Based on the City's count program and pedestrian warrant analysis a Special Crosswalk has been deemed warranted. It is suggested that the City install the Special Crosswalk (example below) to raise awareness of pedestrians in the vicinity of the crosswalk which should increase motorist compliance in stopping. 	Engineering	Short Term	City of St Albert
15	**Missing Sidewalk Links** Missing sidewalks were identified on two main corridors leading to the school. These included the north side of Sir Winston Churchill Avenue east of Woodlands Road and on the east side of Boudreau Road between Sir Winston Churchill Avenue and Westwood Drive.		<u>15. Construct Missing Sidewalks on Sir Winston Churchill Ave and on Boudreau Rd</u> In conjunction with an overall sidewalk infill program it is suggested that missing sidewalk links be constructed based on a priority that gives high priority for major roadway connections leading to schools. 	Engineering	Medium Term	City of St Albert

Appendix A
Open House Comments

Public Workshop Summary

École Marie Poburan Catholic Elementary School

June 12, 2014

1. Do you have any concerns about students' safety on their way to and from school?

- High traffic flow since schools weren't designed for so many drivers. We need to reduce the number of drivers.
- Witnessed near miss at 53.644212, -113.593201 in the marked crosswalk
- Cost of bussing is very high and is a disincentive to taking the school bus. $900 is far too costly for three children to ride (cheaper to drive). (3 additional marks of approval.)
- Fear of being rear-ended when stopping at crosswalks.
- Pervasive speeding makes it dangerous to follow the speed limit.
- More direct sidewalks are needed along desired lines emanating from the school. (3 thematic comments)
- I don't consider bussing an option for my child (it's a safety issue) so I would like to see some green space traded for more parking. We have so much green space it would be okay to take a little away for parking.
- Woodlands road has two lanes although they are not marked so it's often congested and confusing. Furthermore, these two lanes merge into one lane on Page, thereby increasing the chaos.
- Near location A on EMP's Map, a utility box creates a blind spot for pedestrians crossing Sir Winston Churchill (SWC) Ave westbound.
- Not enough pedestrian crosswalks, especially from SWC Ave going SE towards the school, so students are walking in the parking lot and on roadways.
- Intersection at Fraser and Flagstone Cres.: drivers disregard the stop sign.
- Existing school zone hours must be extend and enforced; the school zone hours do not capture Junior and Senior High walkers who often start around 8 AM.
- Number 1 concern from the bus drivers is students running up next to the bus.
- No visibility for the left hand turn movement turning from Boudreau travelling NW to SWC Ave travelling SW.

- Primeau Lane and Boudreau Road Intersection: No crosswalk on NW leg, cars not stopping before turning, many close calls.
- Teacher of 15 years says, no other schools seen to date where buses are passing students so closely (just 3 feet or less).
- Turning signal at Poirier and SWC Ave is confusing.
- Drivers (parents) are often in a panic on the way to school due to running late and traffic delays.
- Cars don't wait for pedestrians when turning.
- Narrow sidewalk in the bus loading area in front of the school due to snow and due to an already narrow sidewalk in summer.
- Near D Children walk on the road.
- At Pourier and Parkwood intersection, high student traffic and cars not stopping.
- Near D, the crosswalk is not marked and so cars park on top of it and crowd around it.
- Near E, no sidewalk and tall windrows, lots of students on the road. Often parents drop off children into the middle of the road instead of onto the curb side of the vehicle because the road is so narrow and there is no sidewalk.
- From H to D, children exit from vehicles onto the road despite high traffic volumes and poor visibility.
- Near H there is no sidewalk and high windows so there are lots of children on the road (2 marks of approval).
- Cars don't stop at intersection of Park Ave with SWC Ave.
- Grassy area near intersection of Park Ave with SWC Ave is dangerous and needs a sidewalk.
- Very difficult NE to SW turn from Park Ave to SWC Ave.
- No appropriate waiting area, children are too close to buses; combined with the perennially late buses (since EMP is the last school to get picked up) kids are often outside while buses are still arriving and running or playing very close to moving buses.
- Close calls almost daily along Woodlands Road.
- Sidewalk connections especially needed heading NE from the school.
- Woodlands road is used by a lot of buses going to Keenoshayo and Neil M Ross.

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - Crosswalk on Woodlands at Neil M Ross needs additional safety features.
    - Sidewalks on the North Side of SWC Ave are discontinuous. Repaint crosswalks, install more visible signs.
    - Stop lines on SWC Ave near Park Ave need to be moved – difficult to see the red light.
    - Park and SWC Ave likely needs full traffic signal – near misses happen there daily.
    - Marked crosswalk needed at GPS location 53.642294, -113.598730 with sidewalk extension to connect to the sidewalk along the south side of SWC Ave
    - Put a fence up at GPS 53.642409, -113.597288 to stop kids from running down the hill into the parking lot.
    - Informal walking school buses along SWC have limited sidewalks and where present, icy sidewalks. Needs maintenance.
    - All sidewalks need snow maintenance during the wintertime.
    - All sidewalks and curbs in the area need to be reviewed for discontinuities. (One example is directly in front of the school at the crosswalk.
    - Consider widening the road between D and E, to improve circulation and have space to stop/park on both sides of the road. (1 similar comment)
    - Need more parking for drop off and for parents to be able to park and walk into the school with their children. (1 additional marks of approval)
    - Only the first segment of the walking path from D to EMP is paved (as far as the ESSMY entrance) and the unpaved portion is also not cleared during the winter.
    - Paint “School Zone” on the pavement surface at the start of the school zone.
    - Signage for Parents: “Drive Safe – Safety for Everyone”
    - School Zone signage on arterial roads needs to be present both to the right of the right lane and to the left of the left lane (in the median) in each direction. Right now the left lane poses a multiple threat hazard because folks go speeding through and don’t stop at crosswalks.
    - Paint a line on the sidewalk next to the pick up zone for buses so that students know where to wait for the bus. (2 similar comments)
    - Crosswalks need better lighting, bright neon paint, more signage.

- Paint curbs red in no parking zones.
- Signs in front of school indicating no stopping, no dropoff, no pick up near rear visitor parking.
- Transportation Engineer from the community suggested use of RRFBs (below) on the GM1 school crosswalks signs.



- Consider moving bicycle racks.
- The parking lot to the NE of the school is very poorly designed and accessing it conflicts with buses. Why not cut off the existing access from the front of the school, replace it with a sidewalk, and create a new access driveway from Park Ave? The pavement markings also need to be re-done in a more logical layout, perhaps with cars being parked on the school-side rather than far side of the parking lot.
- No safe way to cross the bus lanes in front of the main entrance
- Lots of parking against the school's regulations in front of the main entrance, and by the entrances/exits to SWC Ave.
- In the parking lot to the NE of the school there are 4 parking stalls taken up during the winter to store snow – waste of space and should instead be put in a safe place for students to play with the snow. Consider the baseball diamond area, near the walking path, for snow storage; GPS Coordinate 53.641249, -113.596758. That area receives supervision and is a safe spot for kids to play while they wait.
- Windrows need to be lowered at the entrances/exits from the school onto SWC Ave. This has been done already at Park Ave and Kirkwood and has drastically improved visibility.
- Near H there is a steep hill leading downwards to the road and children play there. The hill might need to be removed. Even though it looks nice it's a safety hazard. (2 similar comments)
- Near H, consider installing a kiss and drop turnaround with 5 minute parking.
- Cars turning right onto SWC Ave not stopping before the unmarked crosswalk connecting the sidewalks running along SWC Ave.
- Consider widening the parking lot to the NE of the school.

- Continuous multi-use trails needed along Boudreau.
- EMMSY dumpsters are in a narrow section of the road and should be moved.
- The 53.640650, -113.597809 turning radius is too sharp for buses, especially with windrows during the winter.
- One way routes need to be officially signed.
- Clear roads and take away the snow. (Mention of a Scandinavian country where snow is piled up in safe public park areas and children are invited to play?)
- Can we extend the parking lot to the NW of ESSMY School (known as the student parking lot) (1 additional mark of approval)
- Parking lot in the forest located at 53.641332, -113.600420
- Remove windrows along sidewalks and put snow in a safe location for children to play.

What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?

- Communication between schools and a platform to share best practices and ideas
- Big communication blitz in the fall to reach new families.
- Change student behavior through programs encouraging point pause and proceed at crosswalks.
- In September, hold a parent partnership night where Traffic safety committee speaks to parents in gym and hands out the traffic rules.
- Blitz and sidewalk safety reminders shortly before first snowfall.
- Progress made so far: one way road next to the school ensures that students are dropped off on the right side of the road, eliminating the need to cross. This is a good design.
- Safety partner roundup (1/2 hour teaching time per week)
- Police/bylaw presence, not just for speeding but also for parking enforcement
- More supervision before and after school
- Drivers should be reminded not to enter crosswalks when the pedestrian is still in it.
- No turning right on a red in a school zone (1 additional marks of approval.)
- Along the 1 way road from ESSMY to EMP, supervision for kids is needed at all times, including coming in from recess; all it takes is one shortcutting car for an

incident to occur. If a child starts darting across the road supervisors are needed to remind them this is not safe, even if a car doesn't happen to be there at the time. This will encourage good habits.

- No pick ups or drop offs at the front of the school

3. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - Use ESSMY students from across the street as volunteer patrollers (which could be counted towards fulfillment of their volunteer hours).
    - To reduce the number of student drop-offs by car, consider bussing options for students outside catchment area; consider school buses dropping off at multiple schools, consider an amalgamated Catholic/Public school bus system, consider a variety of fare products for school buses for families who only need the bus on certain days. Buses appear to be running under capacity so these initiatives could increase utilization.
    - Need flexible bus zones to qualify for bussing.
    - Consider Park and Ride bussing options that are free.
    - A number of retirees and seniors living in the local area are willing to volunteer as crossing guards (or to work without seeking the Alberta 3 hour minimum billing time)
    - Paid/volunteer adult crosswalk guards needed on busy intersections and crosswalks on arterials. (1 additional marks of approval.)
    - The RCMP needs to be portrayed as a partner in a preventative role, instead of reactive one. The presence of RCMP or even people in safety vests is a trigger for students who witnessed the tragedy, so positive reinforcement, that seeing the RCMP is a good thing, needs to happen.
    - Blitz needed for school enforced regulations; people quickly fall back into old habits.
    - Separate dismissal times for the bus and for pickups. (e.g., 3:35 bus, 3:45 pickups) This would reduce traffic volume and give the bus a time advantage.
    - Allow kids who are being picked up to play in the gym until busses have left, to ease congestion. Grade 6 students from ESSMY could be used as babysitters in fulfillment of their required volunteer hours. (1 additional mark of approval.)
    - Bus subsidy or discounts for large families with many kids. (4 additional marks of approval.)

- Tickets need to be handed out for taking on the cell phone when in parking lot.
- Speeding (doing 70 kph in a 30 zone) on Park Ave needs to be enforced
- People don’t stop at the Park Ave intersection with Parkwood Dr.
- Speeding on Parkwood Dr. needs enforcement – lots of shortcutting; residents are very frustrated.
- Crosswalks at Parkwood and Park Ave are ignored and need enforcement.

Appendix B
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?		X
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X	
	Is there an on-site pick-up / drop-off facility?		X
	Is the pick-up / drop-off facility large enough for the demand?		X
	Does on-site vehicle circulation minimize conflicts?	X	
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?	X	
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?		X
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?	X	

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?		X
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?	X	
	Is adequate space provided for school bus area?	n/a	
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X	
	Do signs adequately identify the intended street space usage?		X
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?		X
	Are sidewalks continuous along the major routes to the school?		X
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections obstructed by geometrics?		X
	Are sight lines at intersections obstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the school?	X	
	Are the existing pedestrian crossing facilities adequate for the crossing activity?		X
	Are crossing facilities appropriately signed?		X
	Are pedestrian signal crossing timings appropriate?	X	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?	X	
	Are appropriate bicycle crossing facilities provided?		X
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	X	
Bike Paths	Were bike paths adequately maintained?	n/a	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?	X	
	Were unsafe maneuvers observed?	X	
	Did unsafe loading / unloading occur?		X
	Did motorists leave unattended vehicles in pick-up/drop-off areas?	X	
	Were pedestrian-vehicle conflicts observed?		X
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?	X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX O

KEENOSHAYO SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Keenooshayo Elementary School

City of St. Albert
March 2, 2015





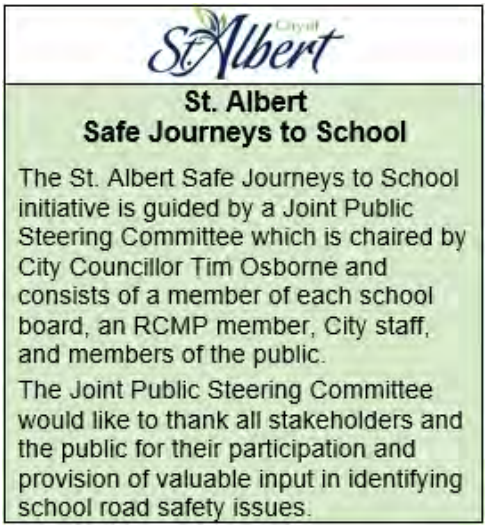
Keenooshayo Elementary School

Safe Journeys to School Plan

Address:	40 Woodlands Road	# Staff:	42
School District:	Public	# Students:	325
Grades:	Kindergarten to Grade 6	# Buses:	12
Principal:	Michael Erickson	# Bus Riders:	125 (approx.)

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.



Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.

Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	June 16, 2014	Date:	June 19, 2014
Location:	Keenooshayo School	Time:	2:50 pm to 4:20 pm
Attendance:	10	Weather:	Overcast, Rain

AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY

Ten people attended an open house public workshop at Keenooshayo Elementary School on June 16, 2014. Approximately 12 comments were received at the open house is response to questions on their concerns about students' safety on their way to/from school, potential ways to enhance the routes to school, the information needed for school travel safety, and ways to encourage safe travel behaviour.

Open house public workshop participants identified the following challenges that impact student transportation safety, either directly or indirectly. The following challenges have been reported by parents, teachers and other individuals who attended the workshop:

- Drivers speeding through crosswalks and not yielding to pedestrians, in particular, the intersection at Woodlands Road and Sturgeon Road.
- Shortage of parking and illegal parking on and near school property, especially along Woodlands Road, causing increased congestion in the parking lot.
- Parents of preschool children disobeying signs and parking in the bus lane.
- Dropping off children from the driver's side of the vehicle into oncoming traffic.
- Steep grade on multi-use path between Wentworth Crescent and Wimbledon Crescent.

These comments (listed in Appendix A) provided valuable information to the review team, and guided the areas of concentration for the subsequent site visit.





PARENT SURVEY SUMMARY

Survey Responses: 13

Survey respondents for Keenooshayo Elementary School indicated that the majority of trips to the school range between 2.5 km and 5 km. A smaller amount of trips less than 2.5 km were also reported. Respondents also indicated that these trips were most often made on a school bus, while a smaller proportion of children walked or were driven to school. These modes of transportation were chosen due to their relative convenience, safeness and quickness. Those that chose to not have their children walk or bike to school cite unsafe vehicular traffic, length of trip and extreme weather to be the deciding factors.

Speeding and lack of driver awareness were the two most cited concerns of the survey respondents. They noted that drivers do not see pedestrians at crosswalks and often have to slam on their brakes or do not stop at all. Speeding was also seen as an issue as respondents reported that drivers often speed through school zones or past bus stops. Suggestions for improvement included adult crossing guards, traffic calming measures such as speed bumps and photo radar, and increased police enforcement.

COLLISION HISTORY

Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.



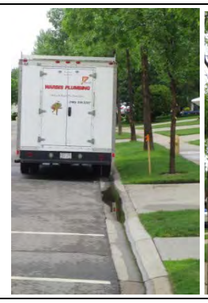
A total of three crashes were recorded in the area surrounding the school over the past five years. All three occurred along Woodlands Road. The two school bus crashes occurred during snow/ice conditions. A pedestrian crash occurred at the Westwood intersection where overhead pedestrian flashers are located. “Failure to Yield right of way to Pedestrian” was reported, but details regarding which side of the intersection or whether the lights were flashing were not indicated on the record. A visit to the intersection by the study team indicated that the flashers were functioning properly.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Mixture of Passenger Vehicles and Buses in On-Site Pick-Up / Drop-off Area (PU/DO)** The mixture of buses and vehicles poses a number of problems: including vehicles changing lanes in the vicinity of buses, the difference in typical required loading/unloading duration, and the importance of the stop location for buses and their "fleet" operation.		<u>A. Redesign On-Site Pick-Up / Drop-Off Area to Provide 3 Lanes</u> In the on-site PU/DO area, there is the luxury of a relatively wide cross-section (about 10 metres). This is wide enough to accommodate three "lanes", with minimal separation in-between. Improved separation of bus and parent PU/DO and more efficient utilization of the entire drop-off area can be achieved through greater definition of this area. The redesign would include the physical separation through the use of clear signage, raised curbs, or alternatively highly visible pavement markings. With physical separation, only immediate loading would be permitted. The "three lane" cross-section would be split into a 1)bus-only lane; 2)parent-only lane; and 3)a through lane. The crosswalk could be relocated to just downstream of the "front of the queue", and raised to give it greater emphasis. Raised separation between the bus and parent PU/DO lanes can provide both refuge before crossing to the school and a defined path for students to walk along. A schematic has been provided in FIGURE 1. Note, the bus lane could possibly be used for general PU/DO outside of the peak bus times.	Engineering	Medium Term	School District
2	**Underutilization of On-Site PU/DO** The on-site pick-up / drop-off area is wide enough for vehicles to stop to drop off along both the "left" and "right" curbs. However, very few vehicles were observed stopping on the left side. Although pedestrians would be required to stop, the utilization of this area would relieve some of the congestion along the right curb, as well as on the street, including vehicles stopping at the transit stop.					
3	**Jaywalking Across Parking Lot** Very few student pedestrians were observed using the crosswalk marked halfway across the lot to the stairwell near the street. This was sometimes related to vehicles stopping on or near the crosswalk, and other times student simply preferred to take a diagonal and more direct route to the location of their vehicle.		<u>B. Provide Channelization between Parking Lot and Crosswalk</u> To encourage pedestrians to use the crosswalk when approaching the school from the street, they can be directed from the stairwell to the crosswalk with low-lying shrubbery. Providing a handrail on either side of the stairwell is also expected to improve the utilization and safety of both the stairwell and the crosswalk.	Engineering	Short Term	School District
4	**Parking on or Near Crosswalk** On several occasions, vehicles were observed parking on or very close to the crosswalk across the drop-off area. This is expected as it is very close to the crosswalk. However, it could result in conflicts with pedestrians in the crosswalk and discourage them from using it.		<u>C. Enhance Crosswalk Visibility</u> A crosswalk with a raised profile is expected to make it more attractive. Other measures to make it more visible, such as a marking a zebra pattern, will also enhance its use and visibility. <u>D. Supervise Pedestrian Movements</u> Parents or student patrols can be present to encourage students to cross at the crosswalk, or to control their movements across the parking lot.	Engineering Encourage-ment	Short Term Short Term	School District School

5	**On-Site Capacity for School Buses** During the bus pick-up time, a total of 7 buses were noted being present at the same time. This exceeded the capacity of the lane and resulted in queuing onto the street, causing additional on-street congestion and buses blocking sight lines near the driveway and crosswalk near the entry driveway.		<u>E. Review Bus Routing and Arrival Times</u> It is assumed that the allocation of bus routes has attempted to keep the buses relatively full. However, we understand that there are still 12 buses being used to transport 125 students. Opportunities for consolidating some of the bus routes can be revisited with the objective of reducing congestion at the school. An alternative would be to attempt to stagger arrival times, although it is recognized that this may be difficult to coordinate given the number of uncertainties that influence arrival times. <u>F. Permit buses to Use On-street PU/DO Area as Overflow</u> Buses are not restricted from using the on-street PU/DO area. However, no buses were observed waiting there in the afternoon. Bus operators should be encouraged to utilize it when they or are informed that the on-site bus PU/DO area is full.	Education Encourage-ment	Short Term Short Term	School District School District
6	**Clarity of One-Way Operation** Although no wrong-way movements were observed, the one-way sign in the parking lot is missing an arrow.		<u>G. Enhance One-Way Signs and Markings</u> Besides replacing the one-way sign (missing the arrow), it is suggested that a larger sign be provided at the driveway, oriented more directly to entering traffic, and that pavement arrows be used in the parking lot to further discourage wrong-way movements and u-turns.	Engineering	Short Term	School District
7	**On-Site Crosswalk Not Fully Accessible** It was noted that the crosswalk does not have a wheelchair ramp on the school side. There is a wheelchair ramp at a different location, but that encourages wheelchair movements at a less visible location.		<u>H. Install Curb Ramps for On-Site Crosswalk</u> The far side of the crosswalk from the school is not accessible for wheelchair users. A curb ramp should be provided at this location.	Engineering	Short Term	School District
8	**Parking Spaces Near Driveway/Crosswalk Conflict Zones** There are a couple of parking spaces for vehicles near the diagonal crosswalk. These have the potential to obstruct the view of pedestrians entering the school site from vehicles exiting the site.		<u>I. Remove Parking Spaces In Conflict Areas</u> These parking spots should be removed to maintain clear sight lines, particularly for vehicles exiting the driveway from the parking lot on the north side of the school. The restriction can be communicated through signing and hatch markings. <u>J. Enforce Parking Regulations</u> The patrols or police can help to ensure that these spaces are kept clear.	Engineering Enforcement	Short Term Short Term	School District School

9	**Special Crosswalk Display** The crosswalk overhead display at Westwood is the old standard and not highly visible. The font size is small, there are no crosswalk signs, and the crosswalk markings were found to be hardly visible for southbound traffic. This could reduce the effectiveness of the device in terms of capturing driver attention and higher yield rates.		<u>K. Upgrade Special Crosswalk to Current TAC Standard</u> It is suggested that the crosswalk be upgrade to the standard display associated with the "Special Crosswalk", as defined by the Transportation Association of Canada and illustrated here: 	Engineering	Medium Term	City
10	**Crosswalk Timing at Sturgeon Road** The special crosswalk currently in place at Sturgeon was timed as flashing 28 times (approximately 30 seconds) when activated. This was observed to be excessive. The risk of excessively long cycles is the loss of driver respect, as well as the higher probability that subsequent pedestrians will try to proceed during the same phase instead of activating a new phase.		<u>L. Review Crosswalk Flasher Timing at Sturgeon Road</u> The timing of the flashing phase can be verified by City staff using the walking speed criteria it has adopted, and a slight reduction can be applied if appropriate. The criteria should be applied consistently at all the schools. Brief observations during the afternoon peak period suggested that volumes are low and no unusual risks are present; therefore, the level of crossing control is already more than adequate.	Engineering	Short Term	City
11	**Compatibility of Speed Zones** The special crosswalk at Westwood is located between Ross and Keenooshayo School, and therefore within the 30 km/h zone. There may be a contradiction in the use of "30 km/h when flashing" when in fact the speed limit is 30 km/h during school hours regardless of whether the device is in flash mode. This may lead drivers to think they are no longer in a school zone.		<u>M. Monitor Speeds Along Section With Adjacent School Zones</u> Speeds at the crosswalk during flash and no-flash times should be monitored to determine whether this is a real issue. In the case of a collision or lawsuit, drivers may currently be able to argue that they were led to believe that the speed limit is 50 km/h if the device is not flashing. The new Special Crosswalk standard display does not refer to a speed limit. <u>N. Provide School Zone Signs Between the Two Schools</u> Due to the long distance between the two school zone signs, it is suggested that an additional school zone be posted on the approaches to the crosswalk location.	Enforcement Engineering	Medium Term Medium Term	City City
12	**Allocation of Staff and Visitors Parking** On the side of the parking lot against the school, parking is designated as staff parking, while on the opposite side it is unspecified. Parents were observed to park in some of these stalls to pick up students, who had to cross the parking lot. While no conflicts were observed, the potential for conflicts exists.		<u>O. Reverse Locations of Staff and Scramble Parking</u> To minimize conflicts involving pedestrians in the parking lot, the visitors or scramble stalls can be located on the school side and staff parking on the opposite side. Staff typically arrive before and parent drop-off times and leave after the pick-up time, and therefore are not expected to be parking or unparking when student pedestrians are in the parking lot.	Engineering	Short Term	School

13	**On-Street PU/DO Parking Regulations** A time restricted parking limit is in place for the on-street pick-up / drop-off area. This permits parents to leave their vehicles unattended. Several of these vehicles were observed to be stopped for well over 30 minutes.		<u>P. Limit On-Street Parking Restrictions To Peak Bus Times</u> It is suggested that on the street pick-up / drop-off area, that it would be more effective to implement a “no attended vehicle” regulation in place of the existing time-based regulation. Those parents wishing to come inside to drop off or pick up their children can parking further from the school, where there are no time restrictions, and walk with their children to protect their safety.	Engineering, Education	Short Term	City
14	**Vehicles Parking Near Crosswalks** The on-street parking restrictions at the crosswalks do not make it illegal for vehicles from stopping on or near the crosswalks (they only make it illegal for the driver to leave the vehicle). Vehicles that are stopped for any amount of time near crosswalks are considered hazardous to pedestrian safety at the crosswalks.	 	<u>Q. Change Regulations from “No Parking” to “No Stopping” Near Crosswalks</u> “No stopping” signing should be a consistent practice across all the schools, in the vicinity of crosswalks, to the prescribed distance specified in the City’s bylaws. Furthermore, the stopping restriction should not be limited to certain times of the day. This should be accompanied by public education regarding the difference between the two rules and the applicable distances.	Engineering, Education	Short Term	City
15	**Pedestrian Conflicts at South Driveway** The inbound driveway represents a wide conflict area for pedestrians, since no sidewalk or pathway is provided to the front of the school from south of this driveway. The sidewalk currently leads pedestrians right into this conflict area.		<u>R. Extend South Sidewalk Or Pathway To Front Of School</u> The sidewalk can be extended onto the school property to the front door. Alternately, an additional path between the existing trees can be provided along the pathway located just to the south that currently leads to the side/back door, to provide the option to walk directly to the corner of the building and along the front of the school to the front entrance. 	Engineering	Medium Term	School District
16	**Pedestrian Conflicts at East End of Parking Lot** Pedestrians who leave school from the back door and walk to the front of the school are entering a conflict zone (between the two rows of parked vehicles). A parked vehicle backing out at the same time could cause a conflict.		<u>S. Provide Directional Signing for Pedestrians at East End of Lot</u> It is suggested that signing and/or a railing be provided to guide pedestrians to the left. If Suggestion ‘O’ (moving visitor parking to the school side of the lot) is adopted, students should typically only need to proceed to the left. If they are walking to the street, this guidance would also lead them to the start of the diagonal crosswalk or the other crosswalk at the front of the school. An example is shown on the photo to the left.	Engineering	Short Term	School District

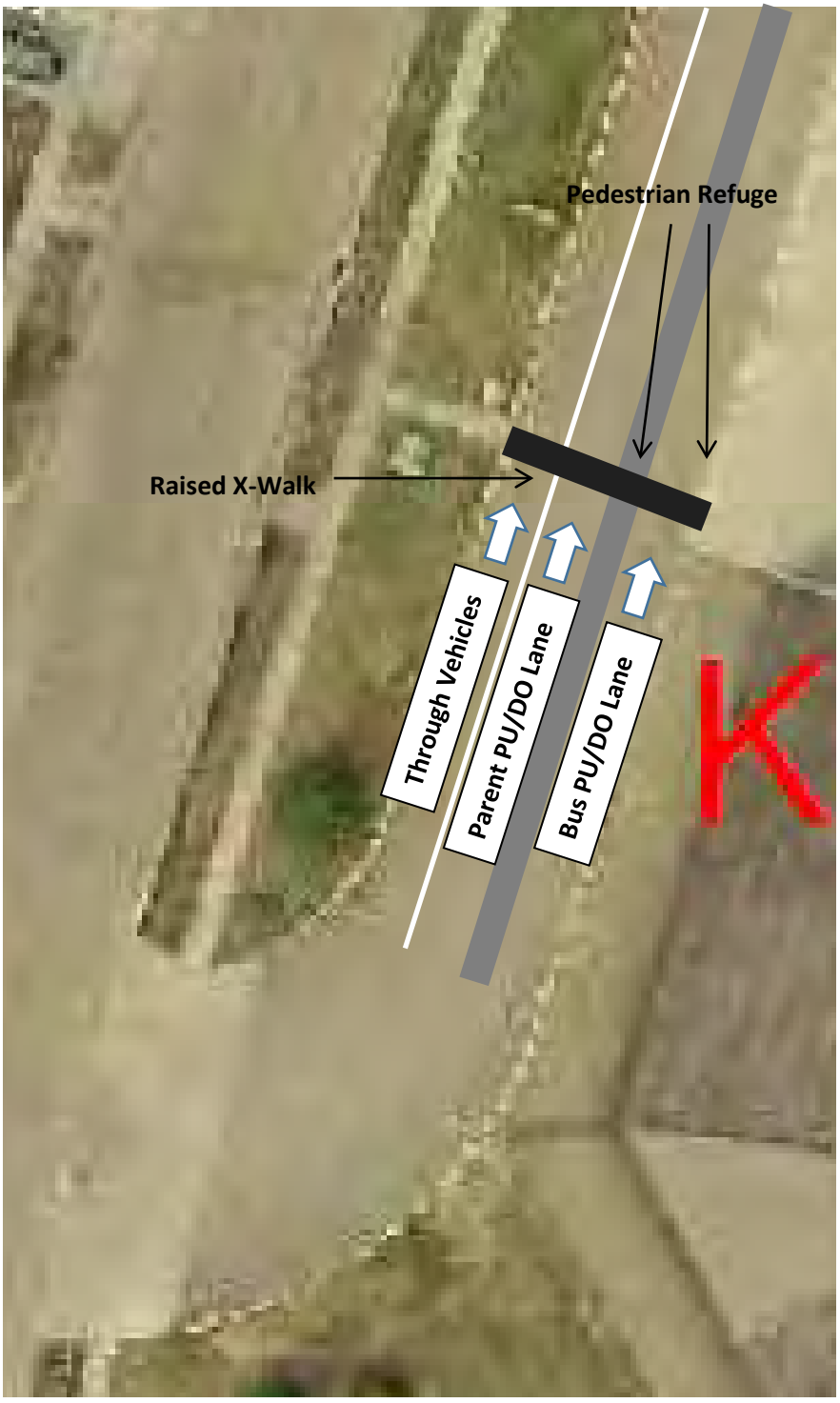


FIGURE 1 POSSIBLE LAYOUT FOR ON-SITE PICK-UP/DROP-OFF AREA

Appendix A
Open House Public Workshop Comments

Public Workshop Summary

Keenooshayo Elementary School

June 16, 2014

1. **Do you have any concerns about students' safety on their way to and from school?**

    - Drivers fail to slow down at crosswalks, especially the crosswalk located at Woodlands Road & Sturgeon Road.
    - Steep hill on the multi-use path between Wentworth Crescent and Wimbledon Crescent passing through GPS point (53.645937, -113.596685).
    - Difficult to find parking; shortage of parking by school – Woodlands Road.
    - Parents of preschool children arrive early, park in bus lane and disobey signs.
    - Double or triple parking in the parking lot.
    - Parents dropping off children in driver's side into oncoming traffic.

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - Might only be feasible for new schools under construction, but bus lanes are needed to separate buses from the rest of the traffic.

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

    - Crossing guards, especially at Woodlands Road & Sturgeon Road.

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - Clear and obvious signage
    - Ask RCMP/police to run bike rodeo promoting bike safety
    - Make kids cross at crosswalk.
    - Need to change opinions and behaviour – parents have a sense of entitlement to stop and park in the drop-off zone.

5. **How can we track progress and measure our success in achieving these goals?**

    - Students who bike to school are safe

Appendix B
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?		X
	Is there sufficient visitor parking?	X	
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?		X
	Is there an on-site pick-up / drop-off facility?	X	
	Is the pick-up / drop-off facility large enough for the demand?		X
	Does on-site vehicle circulation minimize conflicts?		X
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?	X	
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?	X	
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?	X	

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		X
	Is adequate space provided for school bus area?	N/A	
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X	
	Do signs adequately identify the intended street space usage?	X	
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?	X	
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?	X	
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the school?		X
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?		X
Bike Paths	Are bicycle facilities provided in the vicinity of the school?	X	
	Are appropriate bicycle crossing facilities provided?		X
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	N/A	
Bike Paths	Were bike paths adequately maintained?	N/A	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?		X
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?	X	
	Were unsafe maneuvers observed?		X
	Did unsafe loading / unloading occur?		
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X
	Were pedestrian-vehicle conflicts observed?	X	
Bicycles	Were unsafe crossings by cyclists observed?		X
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?		X
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX P

VITAL GRANDIN SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Vital Grandin Catholic School

City of St. Albert
March 2, 2015





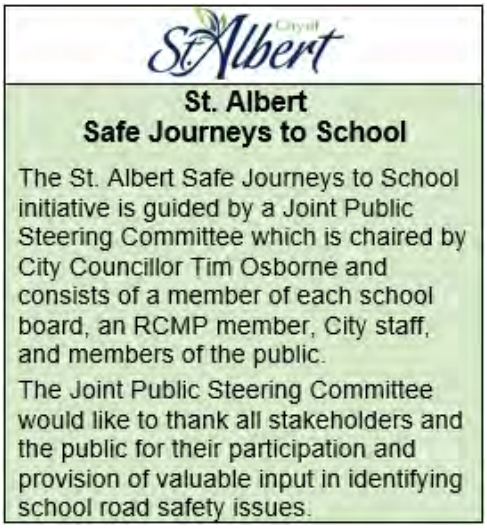
Vital Grandin Catholic School

Safe Journeys to School Plan

Address:	39 Sunset Blvd	# Staff:	36
School District:	Catholic	# Students:	275
Grades:	Pre-School to Grade 6	# Buses:	7 (incl. special needs)
Principal:	Marina Lotoski	# Bus Riders:	190 (approx.)

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.



Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.

Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	June 19, 2014	Date:	June 20, 2014
Location:	Vital Grandin School	Time:	8:00 am to 10:00 am
Attendance:	7	Weather:	Clear, dry

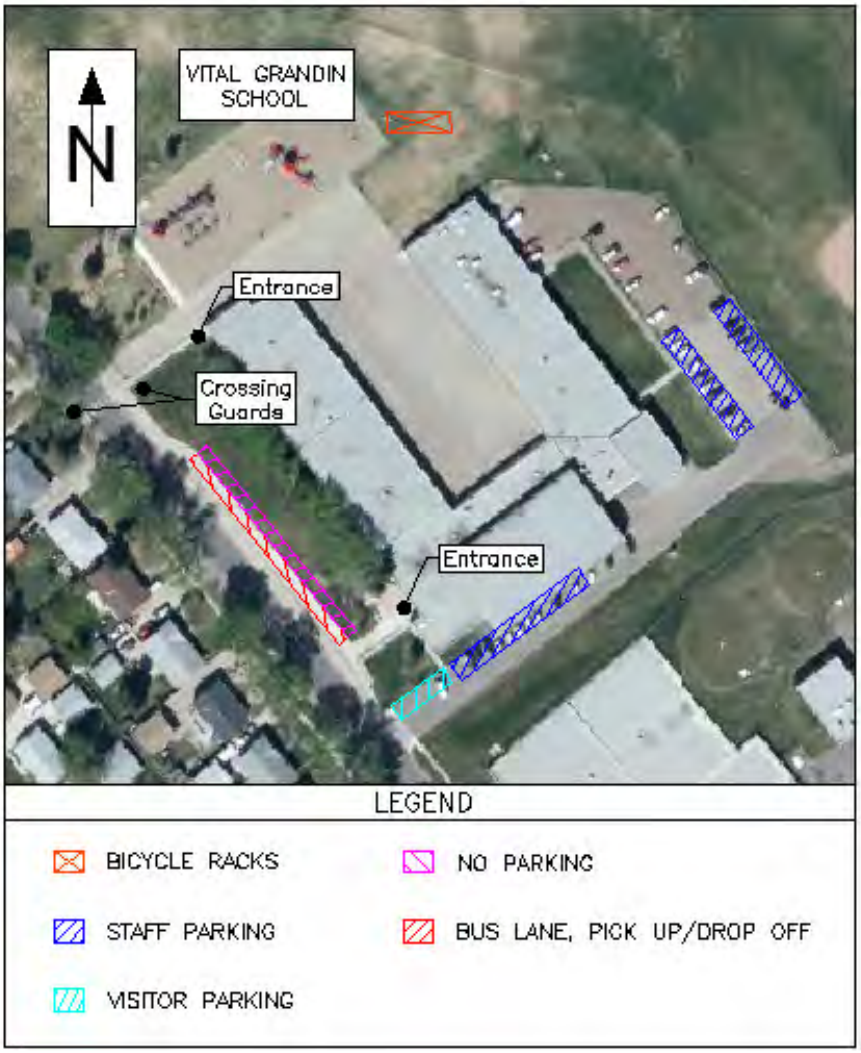
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



Site Plan

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



Open House Summary

Seven people attended an open house public workshop at Vital Grandin Catholic Elementary School on June 19, 2014. Sixteen (16) comments were received at the open house is response to questions on their concerns about students' safety on their way to/from school, potential ways to enhance the routes to school, the information needed for school travel safety, and ways to encourage safe travel behaviour.

- Traffic congestion on and near school property.
- Poor visibility of crosswalks.
- Improper parent parking and student drop-off and pick-up behaviour.

- Limited pedestrian accessibility to the school property due to inadequate snow removal and tall windrows next to sidewalks.

These comments (listed in Appendix A) provided valuable information to the review team, and guided the areas of concentration for the subsequent site visit.

A focus group consisting of school staff was also held, and the comments reinforced the findings of the open house public workshop. Detailed comments are included in APPENDIX B.





PARENT SURVEY SUMMARY

Survey Responses: 4 (K – Gr 6)

The majority of the survey respondents for Vital Grandin Catholic School reported trips of over 5 km. Other respondents also reported trips between 1 km and 5 km. For these trips, respondents noted that the majority are made by school bus, with a smaller numbering using private vehicle. These modes of transportation were chosen by the respondents due to their relative convenience. Respondents chose not to have their children walk or bike to school due to the length of trip, extreme weather, and unsafe encounters with people.

Bussing was the primary concern for the survey respondents. They noted that they are concerned over the lack of monitoring of students on the school bus and that bus stops are often in unsafe locations, such as in locations which force children to cross busy roads. Suggestions for improvement include taking attendance on the school bus, locating bus stops in safer areas, and increased education for students walking to and from the school or bus stops.

STUDENT SURVEY SUMMARY

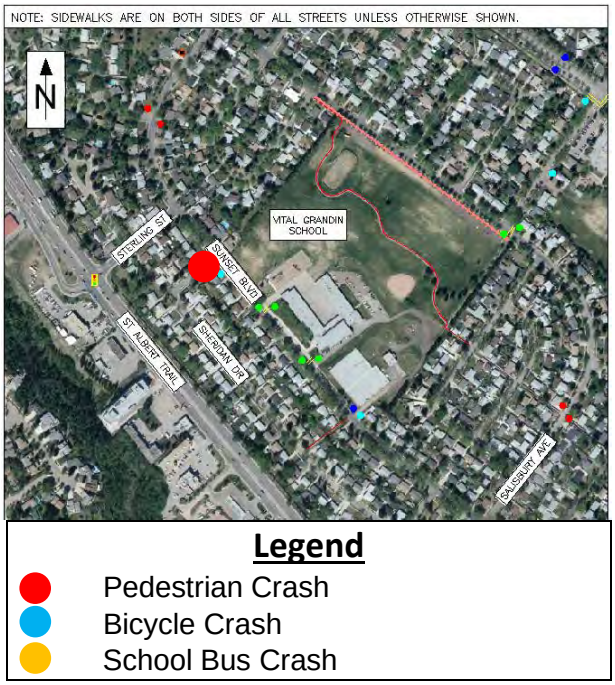
No completed student surveys were received from this school.

COLLISION HISTORY

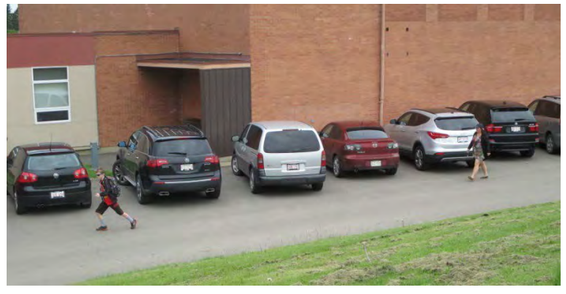
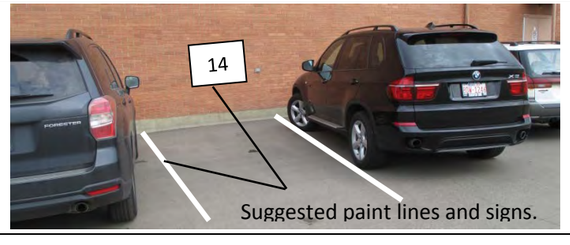
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

One collision occurred in the immediate vicinity of the school: a pedestrian collision at the intersection on Sunset Blvd and Sheridan Dr. in 2009. A bicycle collision occurred at Sunset and Hebert in 2010 in the evening; unfortunately, no further details for either of these collisions were recorded.

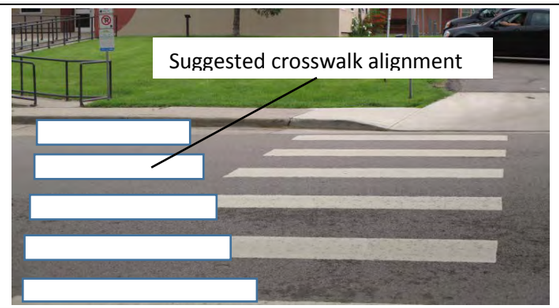
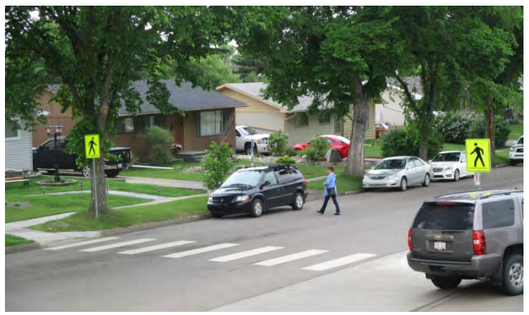
Other collisions in the area were located closer to other schools and are described in the respective reports.



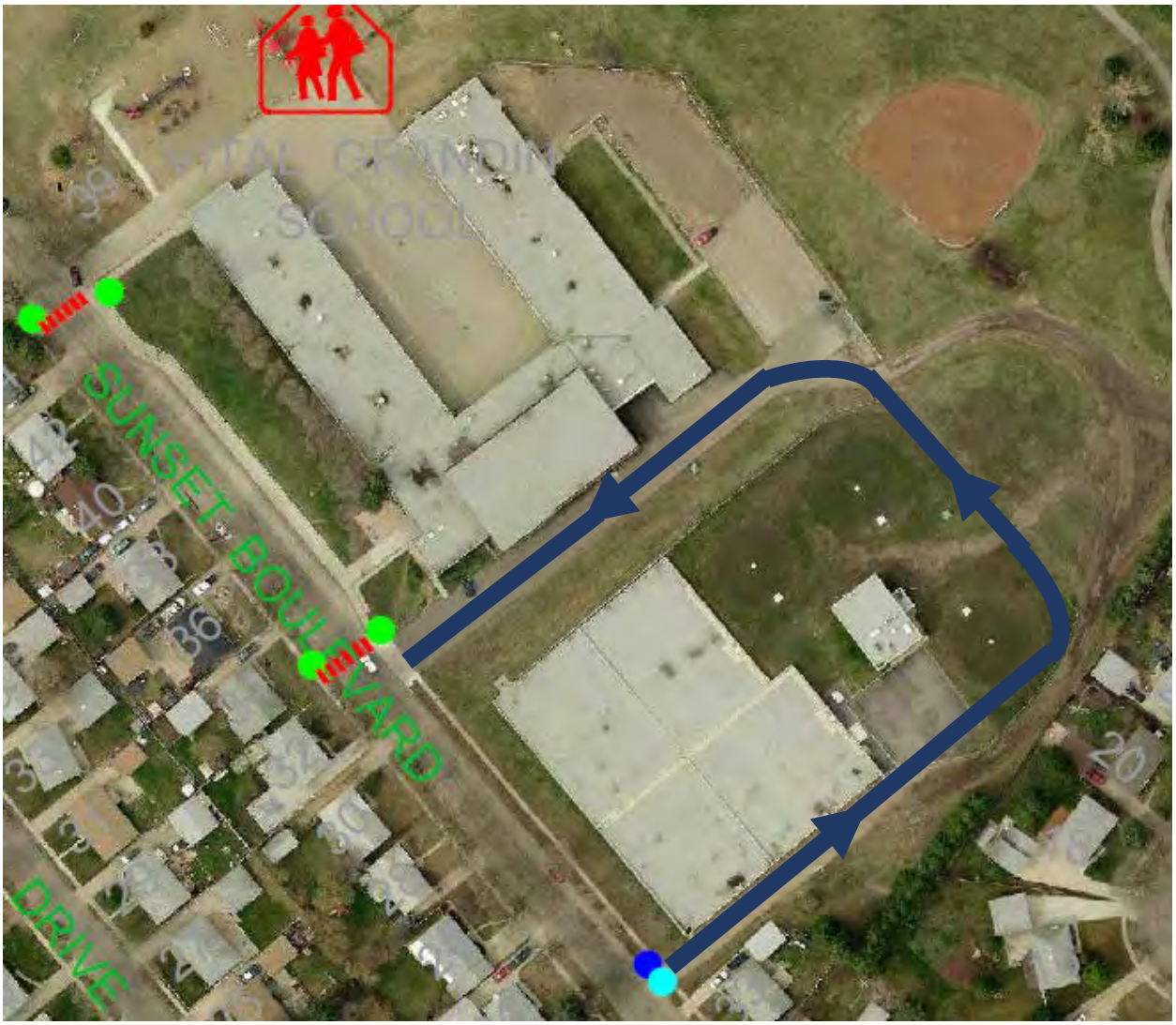
SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Inadequate Width of East Parking Lot for Drop-Off or Through Movements** The east parking lot and driveway, which is the only paved access to the school site, is not wide enough for vehicles to stop without blocking through vehicle access in either direction. This results in queuing back to the driveway. During snow conditions, the paved portion is further reduced.		<u>A. Increase Capacity of Pick-Up / Drop-Off Area</u> See description under Enhancement 5A <u>B. Utilize Reservoir Access Road for Vehicle Circulation</u> An unpaved road circulates the Sturgeon Heights Pumping Station immediately east of the school. It is currently being utilized by vehicles to avoid the congestion within the east parking lot, and meets Sunset one block to the east. It is suggested that the City and the School Division explore formalizing this route for the circulation of school traffic, and that the road be upgraded and maintained. See the figure following the table. A visit of the reservoir driveway on Sunset indicated that sight lines are clear.   Under this scenario, the safest and most efficient operation would involve vehicles entering from the reservoir driveway and exiting at the current school driveway. The school zone would need to be moved further east. With one-way circulation, a sidewalk could be provided between the school building and parked vehicles to removing the existing pedestrian conflicts. The one-way operation would need to be reinforced with signs and markings to maximize compliance. Under this scenario, there may be enough room for the regular parking to be provided; otherwise the stalls can be angled in the other direction. Alternately, the feasibility of moving some of the embankment could be explored.	Engineering Engineering	Short Term Long Term	School District City
2	**Two-way Vehicle Circulation** In spite of the narrow width, two-way vehicle circulation is permitted. It was noted on multiple occasions that this led oncoming to vehicles conflicting and either mounting the embankment or entering the parking stalls to avoid one another. Backing movements can be very dangerous in parking lots with small children.					
3	**Issues with Angle Parking** Angle parking is considered less safe than perpendicular (regular) parking as it limits sight lines to crossing pedestrians. Also, although it results in marginally greater width to accommodate through vehicles, it also takes up more space, limiting the overall capacity.					
4	**Inefficient Parking Utilization** The parking stalls on the side of the school are not marked. As a result, vehicles were observed to park without maximizing the available space, limiting the overall parking capacity.		<u>C. Paint Lines and Provide Signs for On-Site Parking Stalls</u> It is suggested that parking stalls be painted, to maximize the use of the space while providing a safer and more consistent offset between vehicles. Lines should be painted approximately every two years. Signing on the outside of the building can help to reinforce the parking stalls.	Engineering	Short Term	School District

5	**Vehicle Blocking Sidewalk and Driveway** On multiple occasions, SUV's were observed blocking as much as half of the driveway and the sidewalk, near the crosswalk location. This was observed to alter the path of pedestrian movements and obstruct sight lines between vehicles exiting the driveway and pedestrians entering the crosswalk.		D. Eliminate Parking Stalls Closest to Driveway Under the existing parking lot configuration, it is suggested that as a minimum, the parking space closest to the driveway be eliminated (hatched and signed as a no parking area). If greater utilization of the on-street pick-up / drop-off area can be achieved, it is preferable that all three parking spaced be eliminated and the area reserved for immediately loading in both directions. E. Enforce Immediate Loading / Unloading This arrangement would require that personnel be available to enforce the immediate loading. F. Relocate Handicapped Stall If a second handicapped stall is required, it is suggested that it be provided on the side of the other handicapped stall away from the driveway, to keep the entrance area for immediate loading only.	Engineering	Short Term	School/District
6	**Abuse of On-Site Parking Regulations** Several vehicles were noted to exceed the 15-minute limit for the parking spaces closest to the driveway. In addition, the handicapped parking spaces were used as overflow when the other spaces were filled. This behaviour was in part indicative of the lack of parking supply close to the school entrance, and the underutilization of the on-street pick-up / drop-off area.					
7	**Missing Sidewalk Link** The only sidewalk that's missing in the entire neighbourhood is immediately west of the school. A beaten path has formed due to the pedestrian demand along this segment. It is understood that the installation of a sidewalk has been programmed in the City's schedule.		F. Provide Missing Sidewalk Link immediately west of school It is suggested that the missing sidewalk be raised on the City's priority list due to the proximity to the school and location along the pick-up / drop-off area.	Engineering	Medium Term	City
8	**Height of Path** The beaten path is approximately half a metre above road level. Adjacent to the embankment is a zone for the loading/unloading of passengers. This height discrepancy makes loading and unloading activities more difficult and risky. During snow conditions, the slippery conditions and snowbanks make it next to impossible.		G. Flatten roadside with missing link west of school Although it may be costly, it is suggested that the feasibility of lowering the grounds along this segment be considered. It is assumed that the City will be exploring this prior to the sidewalk installation, in response to the challenges for pedestrians moving between parked cars and the sidewalk.	Engineering	Medium Term	City

9	**Alignment of East Crosswalk** The east crosswalk is currently aligned with the driveway, which can place student pedestrians in conflict with vehicles entering the driveway, particularly those parked near the driveway.		<u>H. Realign East Crosswalk Towards School Entrance</u> It is suggested that the crosswalk be realigned as shown schematically in the photo, to be lined up with the entrance to the walkway to the school entrance. The crosswalks should be marked perpendicular to the roadway. This alignment is more consistent with the pedestrian desire line to the school entrance. To accommodate disable users, a curb ramp will need to be provided on both the school side and the opposite side of the road.	Engineering	Short Term	City
10	**Speeding on Sunset** During the school hours, a handful of vehicles were observed travelling well above the 30 km/h speed limit. While this was not during the peak pick-up and drop-off activity, and crossing guards were not present, these high speeds could make it more difficult for vehicles to stop in the event of a pedestrian suddenly entering the roadway.		<u>I. Curb Extensions at Crosswalk Locations on Sunset Blvd.</u> Curb extensions are proven to reduce vehicle speeds while improving pedestrian safety and visibility. Curb extensions at both locations would also make the crosswalk locations more attractive to pedestrians and result in less jaywalking. <u>J. Encourage Students to Cross at Crosswalks</u> The improved crosswalks will be wasted unless there is a significant decrease in jaywalking. This can be achieved through encouragement to use the crosswalks and the presence of patrols to this end. Student safety patrols at the west crosswalk can also encourage pedestrians walking along the sidewalks to/from the west to cross at the crosswalk and not in-between. <u>K. Conduct Speed Enforcement on Sunset Blvd.</u> Police staff may wish to confirm the observed prevalence of speeding through scientific measurement. The engineering measures can be enforced by police presence outside of the peak pick-up / drop-off activity, when the speeding was noted by the observers to occur.	Engineering Encourage-ment Enforcement	Medium Term Medium Term Short Term	City School RCMP
11	**Jaywalking to Vehicles Across the Street** On several occasions, pedestrians (both students and parents) were observed crossing Sunset at locations between the two crosswalks, particularly closer to the east crosswalk, to provide the shortest/quickest possible route between their vehicle and the school entrance.					
12	**Misunderstanding On-Street Pick-up / Drop-off Regulations** The parking restrictions posted on the school side of Sunset Drive were observed to be misunderstood. Vehicles rarely used the area; it appeared that drivers assumed the area was restricted for buses. As a result, parents would drop off further from the school or across the street, which resulted in some jaywalking and students crossing the main driveway.		<u>L. Limit On-Street Restrictions to Peak Bus Times</u> To achieve greater utilization of this area outside of the peak bus times, it is suggested that parents be educated about the use of the space, so that those who are currently stopping across the street or in the parking lot can use this space outside of the peak bus times. For example, the regulations can be no stopping for 15 minutes before school starts and for 15 minutes after school ends. However, the area should be used for immediate (un)loading only. <u>M. Encourage Stopping at Downstream End of Area in Front of School</u> Parents are encouraged to proceed to the end of the area to immediately (un)load to be closer to the west entrance while avoiding blocking other vehicles from using the area.	Education Encourage-ment	Short Term Short Term	City School

13	**Parking Restrictions at Crosswalks** The on-street parking restrictions at the crosswalks do not make it illegal for vehicles from stopping on or near the crosswalks. Vehicles that are stopped for any amount of time near crosswalks are considered hazardous to pedestrian safety at crosswalks.		<u>N. Change Regulations from "No Parking" to "No Stopping" Near Crosswalks</u> "No stopping" singing should be a consistent practice across all the schools, in the vicinity of crosswalks, to the prescribed distance specified in the City's bylaws. This should be accompanied by public education regarding the difference between the two rules and the applicable distances.	Education	1st Priority	City
14	**Shrubs Restricting Sightlines Between Driveway an Sidewalk** Across Sunset, the shrubs in front of one of the houses is located at the corner of the front yard adjacent to both the sidewalk and the driveway. Vehicles backing out may find it difficult to see small children walking east along the sidewalk. This may also be the case at other locations along the sidewalk.		<u>O. Encourage Property Owner Across the Street to Trim Shrubs</u> Trimming the shrubs will improve sight lines to an extent, but this will not be sufficient without suggestion "P". The property owner can be encouraged, and the City can provide warning prior to <u>P. Encourage Property Owners to Un-park Safely</u> The residents can be encouraged to back-in their vehicles into the driveway, and to honk their horns whenever they are leaving their driveway.	Engineering Encourage-ment	1st Priority Short Term	City/School City/School
15	**Sidewalk Condition (Heave)** Adjacent to the shrub that block sightlines, the sidewalk was heaving, which represents a trip hazard for pedestrians.		<u>Q. Repair Heaving Sidewalk East of School</u> It is suggested that the sidewalk be repaired or replaced.	Engineering	Medium Term	City
16	**Sidewalk Closure** On the south sidewalk east of the school, the sidewalk was closed to block a surface hazard along one of the properties. An extended closure can result in an increased risk, since pedestrians may be forced into the roadway.		<u>R. Repair Sidewalk On South Sidewalk East Of School</u> It is suggested that the sidewalk be repaired or replaced as soon as possible, and the obstacle be removed.	Engineering	Medium Term	City
17	**Review School Bus Behaviours and Stops** Parents claimed that the lack of monitoring con school buses and the safety of school bus stops are deterrents to taking the school bus.		<u>S. Review School Bus Routes, Stops and On-Board Procedures</u> The School District is asked to undertake a review of these elements of school bus transportation, in response to concerns.	Education	Short Term	School District



POSSIBLE ROUTE FOR NEW CIRCULATION ROAD

Appendix A
Open House Public Workshop Comments

Public Workshop Summary

Vital Grandin Catholic School

June 19, 2014

1. **Do you have any concerns about students' safety on their way to and from school?**

    - N/A

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - One-way traffic flow in south parking lot, entrance by reservoir, exit by school
    - Widen road through south lot
    - Could use some area by reservoir to make loop
    - Move TELUS box toward reservoir
    - Expand back parking lot
    - Make turn around loop in back parking lot
    - Shift sidewalk funding to widen road next to gym
    - Make an indent to create a drop-off zone north of the school in addition to a sidewalk. Would only need to remove trees at exit and entrance
    - Place yellow flashing lights over existing crosswalk
    - Requires *effective* signage to alert drivers exiting urban zones to "stop on flashing red" requirements in rural zones, to be applied to all roads (collector, arterial and above)

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

    - Educate public about disparity between requirements for stopping for a bus in rural vs. urban zones
    - Emphasize safety in parent handbook
    - Provide educational signs – "no passing busses when red lights are flashing" – at every exit from City

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - Have safety patrollers tell people not to park where they are not supposed to
    - Education about rural bus pick up bylaw (all traffic stops): pickup on rural highway: drivers need to stop in all directions
    - Enforcement of vehicles not stopping for buses

5. **How can we track progress and measure our success in achieving these goals?**

    - N/A

Appendix B
School Focus Group Comments

School Focus Group Summary

Vital Grandin Catholic School

June 19, 2014

1. **Do you have any concerns about students' safety on their way to and from school?**

    - People making U-turns in school zone
    - Snow windrows along streets – kids need to climb over them
    - Crosswalk further down Sunset Boulevard (north of school) – poor visibility, people speed through it
    - Kids are walking into traffic on road for pick-up and drop-off
    - Residents near school do not plow their sidewalks
    - Meeting centre parking takes up some of the back parking lot, reduces parking
    - No automatic door or handicap access at back door
    - One too many visitor parking spots in south lot, right next to entry
    - Visibility in trees in back field – limbs overgrow to create hideouts
    - Can't see to left when turning out of parking lot – speed camera van parks too close
    - Congestion in the mornings in the south parking lot due to two-way traffic
    - People park in the bus zone overnight (big trucks, etc.), and don't move in time for plowing at 7 am.
    - Hill down from playground to drop off area – concern of kids slipping down it and under cars

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - Need sidewalk from drop-off area in front of the school to the school
    - Need lights over crosswalk
    - After buses are gone, parents could drop off in bus lane
    - Making south lot one way traffic
        - Could route through road around reservoir – road needs paved and plowed

    - Or create road through back field
- No stopping along south wall of school
- Drop off by front doors for latecomers
- Move parking in south lot along other side, may need parking plugs there
- Create an indented drop off zone, push back sidewalk and fence
    - Possibly angle parking?
- Trim limbs on trees behind school to prevent people from hiding there.

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

- Use the sidewalks – people will park and cross the street wherever in front of the school (both adults and children)
- Children should walk close to the grass, not the curb when buses come in
- When bus comes in late, line up against wall
- Parents need to know that u-turns are not allowed (highlight this)
- People need to know patroller signals – public in general (non-school people)
- Direct traffic at start of year to establish traffic flow
- Teachers walk with students to learn bus and safety practices
    - Also covered in health education curriculum
- Talking and education at start of the year
    - Educate parents on proper traffic flow, drop-off and pick-up areas

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

- Patrol during parent drop off
- Bylaw officers' job to patrol and ticket – shouldn't fall on school staff

5. **How can we track progress and measure our success in achieving these goals?**

- Snow is removed regularly
- Sidewalk is installed and plowed – need to clarify who is responsible for this, the City or the school

Appendix C
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?		X
	Do parent volunteers assist in controlling parking?	X	
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?		X
	Is there an on-site pick-up / drop-off facility?		X
	Is the pick-up / drop-off facility large enough for the demand?		X
	Does on-site vehicle circulation minimize conflicts?		X
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?	X	
	Are bike-vehicle conflict areas between the street and the bike racks minimized?	X	
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?		X
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?	X	

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?	X	
	Is adequate space provided for school bus area?	n/a	
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?		X
	Do signs adequately identify the intended street space usage?		X
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?	X	
	Are the sidewalks clear of obstructions?		X
Sight Lines	Are sight lines at intersections unobstructed by geometrics?	X	
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the school?	X	
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?	n/a	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?	X	
	Are appropriate bicycle crossing facilities provided?		X
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?		X
Sidewalks	Were sidewalks adequately maintained?		X
	Were pedestrian shoulders adequately maintained?	X	
Bike Paths	Were bike paths adequately maintained?	X	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?		X
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?		X
	Were unsafe maneuvers observed?		X
	Did unsafe loading / unloading occur?		X
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X
	Were pedestrian-vehicle conflicts observed?		X
Bicycles	Were unsafe crossings by cyclists observed?		X
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?		X
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X
	Did pedestrians ignore pedestrian crossing facilities?		X
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX Q

JJ NEARING SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

J.J. Nearing Catholic Elementary School

City of St. Albert
March 2, 2015





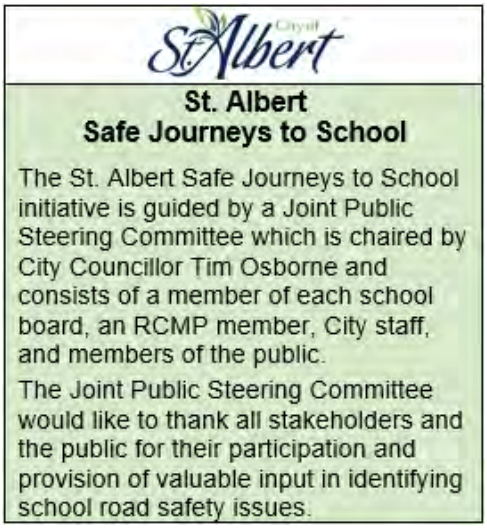
J.J. Nearing Catholic Elementary School
Safe Journeys to School Plan

Address:	196 Deer Ridge Drive	# Staff:	40
School District:	Catholic School District	# Students:	463
Grades:	Kindergarten to Grade 6	# Buses:	4
Principal:	Jan Maslyk	#Bus Riders:	60

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.



Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	August 28, 2014	Date:	October 8, 2014
Location:	JJ Nearing School	Time:	AM Peak Drop-off
Attendance:	46	Weather:	Overcast

AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



Open House Summary



There was some concern regarding speeding along Deer Ridge Drive and Hogan Road as well as the lack of adequate signage for both school zones (JJ Nearing and Sturgeon Heights) along Hogan Road. However, by far the greatest concern was the lack of parent parking and adequate drop-off area which results in double and triple parking in front of the school. Although a few workshop participants commented that it's good to encourage bussing and walking to school, the common theme was that the solution must include more parking and a better drop-off area. Detailed responses can be seen in Appendix A.

Parent Survey Summary

A total of 20 Safe Journey to School questionnaires were received from the parents of J.J. Nearing's students. The greatest concern of survey respondents around the school was the lack of parking and a proper drop-off and pick-up area. Respondents noted that this leads to a myriad of issues including double parking, parking in teachers' stalls, and overall traffic congestion. Deer Ridge Drive and Hogan Road were cited as problematic streets around the school due to traffic, lack of driver awareness, speeding, improper snow clearance, and uncontrolled crosswalks. Jaywalking was highlighted as a chronic problem around the school; respondents noted that many close calls have occurred due to students and parents failing to cross at a crosswalk.

Student Engagement Results

No completed questionnaires were received from students at this school.

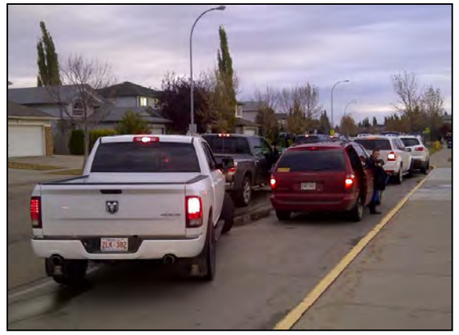
Collision History

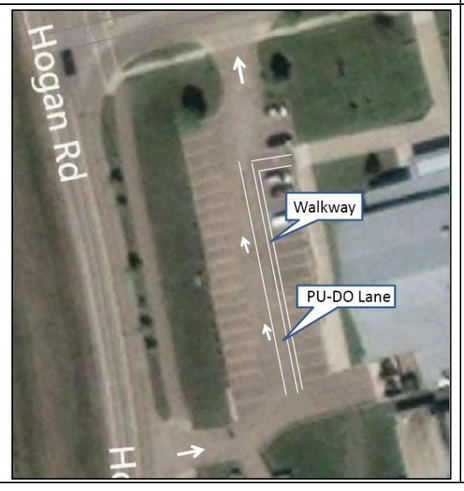
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can at times provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

Few pedestrian, cyclists and school bus collisions have occurred within the vicinity of the J.J. Nearing School in the past five years, thereby leaving no discernible pattern of collisions.



SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Lack of Visitor Parking and Pick-up / Drop-off Facilities** The demand for short term parking and pick-up / drop-off facilities exceeds the supply on-site and adjacent the school. This leads to excessive congestion in front of the school as parents double park to pick-up / drop-off students and wait in the travel lane until a parking space opens up. In favourable weather, some parents are willing to park further away but during winter conditions demand adjacent the school is worse. Not observed but noted at the open house was jaywalking across Deer Ridge Drive to parents vehicles parked on the north side – this could possibly occur during the higher demand winter months.		1a. Encourage Safety Over Convenience Without deterrent or encouragement otherwise, parents will often seek the closest location to the entrance door to drop-off or pick-up students, thinking that it is best for the students. Efforts to educate the parents about the dangers of choosing convenience over safety can influence a change. This could be through teaching the students to tell parents where to pick-up / drop-off, by having staff monitor the frontage area, or by organizing a Parent volunteer program to hand out pamphlets encouraging safe behaviour. This could also be followed up with enforcement.	Education	Short Term	School
			1b. Build Additional On-Site Parking Lot There currently is no visitor parking on site for parents to park and enter the school for short durations. It appears that there are opportunities on-site for additional parking (e.g. southwest corner of lot) – a long term objective of determining funding for the construction of additional parking would decrease the demand for parking and loading in front of the school. Similarly, a pick-up / drop-off lay-by could be constructed on the east side of Hogan Road adjacent the school to provide additional facilities.	Engineering	Long Term	School District
2	**Unattended Vehicles in Pick-up / Drop-off Zone** Parents utilize the pick-up / drop-off zone for short term parking – leaving their vehicle unattended while they walk their children into the school. This reduces the efficiency of the pick-up / drop-off zone and creates additional obstructions for parking and embarking.		2. Encourage Improved Behaviour With New Signs Currently the signs state “Drop-off / Pick-up Only” with some parents thinking this allows delivering their children to the classroom. Clarification is achieved with “No Parking” signs with a “No Unattended Vehicles” tab underneath. In conjunction with Enhancement 1a, parents should be encouraged to move their vehicles up to the front of the line as other vehicles leave, thereby allowing new vehicles to join at the back of the queue. This would eliminate awkward parking into vacant spaces and improve the efficiency of the zone.	Engineering	Short Term – 1st Priority	City
3	**Parked Vehicles Block Pedestrian Visibility** No Parking signs are placed on the south side of Deer Ridge Drive 6 metres west of the crosswalk at Dubonnet Way and 4 metres east. This is insufficient distance to maintain sight lines to the crosswalk sign, waiting pedestrians and to the student crossing guard. Parking on the south side of Deer Ridge Drive is also blocking visibility of pedestrians from eastbound traffic. Even with the signage, parking up to the crosswalk was observed.		3. Construct Curb Extensions at Crosswalks Extending the curb at crosswalks into the street adjacent the travel lane increases the visibility of the pedestrians at the curb edge and reduce the distance (exposure) that the pedestrian has to cross. By extending the curb extension a minimum of 6 metres from the crosswalk sight lines can be increased to meet the minimum stopping sight distances for motorists within the school zone. Curb extensions would provide protection at the crosswalks both at Dubonnet Way and at Hogan Road.	Engineering	Medium Term	City

4	**Speeding on Hogan Road** Speeds on Hogan Road outside of the peak traffic times were observed to be in excess of the school zone speed limit. During the peak period before school starts, left turn queues on Hogan regulated the speeds to be more compliant. The Hogan Drive school zone is longer than normal due to it being zones for two schools back to back.		<u>4. Install Speed Reader Boards on Hogan Road</u> As part of the City program to rotate speed reader boards around different sites of the City, Hogan Road should be added to the candidate list. Periodic placement of speed reader boards will provide reminders to motorists to obey the speed limit, and provide information to the police for enforcement justification. The occasional speed enforcement just beyond the speed reader board installation greatly increases the effectiveness of the speed reader board during non-enforced times. The frequency of use at this location can be based on the readings of the speed reader board.	Engineering	Short Term	City
5	**Vehicle/Pedestrian and Cyclist Conflicts at Hogan Drive Entrance** Pedestrians and cyclists using the multi-use path on the east side of Hogan Drive access the school through the staff parking lot. This creates conflicts with vehicles utilizing the parking lot for drop-off activities.		<u>5. Provide Sidewalk / Pathway from the East to School Building</u> There is an existing gap in the fence just south of the Hogan entrance. A paved pathway could be connected through this location. Conversely a sidewalk on the south side of the Hogan entranceway would suffice. A short term solution would be to separate a pathway on the south side of the existing asphalt entrance way using curb stops. 	Engineering	Medium Term	School District
6	**Non-Structured Drop-off Facility in Staff Parking Lot** Student drop-off is allowed within the staff parking area but occurs haphazardly with double parking occurring creating vehicle-pedestrian conflicts. Note: Student pick-up is not allowed as some staff leave at same time as students and would not be able to exit their parking space.		<u>6. Formalize Lane for Pick-up / Drop-off With Paint Markings</u> To better delineate where vehicles and pedestrians should be in the combined staff parking and pick-up / drop-off area, paint markings should be placed to delineate a walking area, a pick-up / drop-off lane and a through lane. 	Engineering	Short Term	School District

7	**Vehicle – Pedestrian Conflicts at Staff Parking Lot Exit** The staff parking lot has a one-way configuration with entrance off of Hogan Drive and exit onto Deer Ridge Drive. Motorists tend to drive onto / through the sidewalk without stopping to take a look for gaps in traffic on the roadway. As the peak drop-off time coincides with the peak pedestrian demand on the Deer Ridge sidewalk, the potential for pedestrian-vehicle conflicts occurs.		7. Provide Stop Sign at Outbound Driveway To remind motorists of the pedestrians crossing on the sidewalk, a stop sign should be erected and a stop bar be painted just prior to the sidewalk.	Engineering	Short Term	School District
8	**Vehicle – Pedestrian Conflicts at Delwood Place and Newmarket Way** High pedestrian demand exits the neighbourhood at Delwood Place to take advantage of the signalized crossing of Hogan Road. The intersection at Newmarket Way is controlled with a westbound yield sign with relatively high curb radii that encourages faster speeds. No crosswalks are provided for the pedestrians.		8. Install Stop Control and Crosswalk at Delwood Place and Newmarket Way To address the potential vehicle-pedestrian conflict at the intersection of Newmarket Way and Delwood Place a stop sign is recommended on the east leg. In addition, it is suggested that a crosswalk on the north leg of the intersection could be justified by it being a safe route to school that aligns with a pedestrian route to the half signal on Hogan Road.	Engineering	Short Term	City

Appendix A
Open House Comments

Public Workshop Summary

J. J. Nearing Catholic Elementary School

August 28, 2014

The complete summary for this workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

    - Lots of speeding on North Ridge Drive.
    - Potential future traffic concern along Hogan Rd to Villeneuve Road
    - People don't realize there are two schools in the area (along Hogan Road)
    - Cars park in the crosswalk (Deer Ridge Drive in front of JJ Nearing Catholic Elementary School)
    - Limited crosswalks between schools (across Deer Ridge Drive)
    - People try to make up lost time and speed between schools (Hogan Road)
    - People speed along this road (Hogan Rd)
    - Cars parked along both sides and kids run out between cars (Deer Ridge Drive)
    - Lots of jaywalking (across Deer Ridge Drive in front of school)
    - Limited parking and double parking (Deer Ridge Drive in front of school)
    - People park down this street here (Dubonnet Way)

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - Need more school zone signs along Hogan road
    - Crosswalk needed (crossing Hogan Road and parking lot near rear corner lot home)
    - Create parking or drop off area (on school grounds, east of school)
    - This should be a parent drop off area (the parking lot near Hogan Road)
    - Can a parking lot go here? (the green area near the south end of the parking lot behind the school the triangular area)
    - Can get rid of all the comments and focus on the parking issue
    - Good space for a parking lot (east of school fronting Deer Ridge Drive)

- Teachers should park here (east of school near Deer Ridge Drive and Dorchester Park
- Create parking lot that has been planned for almost 2 years (upper left corner near Deer Ridge Drive and Dorchester Park)
- Use this space for parking/drop off (in front of Dorchester Park)
- Better pick up / drop off area

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

    - Mindset – people don't want to worry about catching the bus – they don't take the bus
    - Educating kids is huge! Not to run between cars
    - Practice "traffic" safety in the halls with students when moving through the school
    - Communication that you should not jaywalk and do u-turns in parking lot

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - Walking school bus (parents in some area take turn walking a group of children)
    - Have more school buses
    - More people should walk to school instead of driving
    - Parental concern over kids walking to school is a perception only
    - Kids like taking the bus, but the bus can be expensive for some people

5. **How can we track progress and measure our success in achieving these goals?**

    - No comments

Appendix B
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?		X
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?		X
	Is there an on-site pick-up / drop-off facility?	X	
	Is the pick-up / drop-off facility large enough for the demand?		X
	Does on-site vehicle circulation minimize conflicts?	X	
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?		X
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?		X
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?		X

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		X
	Is adequate space provided for school bus area?		X
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X	
	Do signs adequately identify the intended street space usage?	X	
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?		X
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?		X
	Are sight lines at intersections unobstructed by vegetation or street furniture?		X

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the school?		X
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?	X	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?		X
	Are appropriate bicycle crossing facilities provided?		X
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?		X
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	X	
Bike Paths	Were bike paths adequately maintained?		n/a
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?	X	
	Were unsafe maneuvers observed?		X
	Did unsafe loading / unloading occur?		X
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X
	Were pedestrian-vehicle conflicts observed?	X	
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?	X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	X	
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX R

ÉCOLE LA MISSION SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Ecole La Mission

City of St. Albert
March 2, 2015





Ecole La Mission

Safe Journeys to School Plan

Address:	46 Heritage Drive	# Staff:	17
School District:	Greater North Central Francophone	# Students:	163
		# Buses:	6 AM / 7 PM
Grades:	K - 6	#Bus Riders:	est. 145
Principal:	Claude Viel		

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

St. Albert
Safe Journeys to School

The St. Albert Safe Journeys to School initiative is guided by a Joint Public Steering Committee which is chaired by City Councillor Tim Osborne and consists of a member of each school board, an RCMP member, City staff, and members of the public.

The Joint Public Steering Committee would like to thank all stakeholders and the public for their participation and provision of valuable input in identifying school road safety issues.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common issues and citywide strategies are described under separate cover.

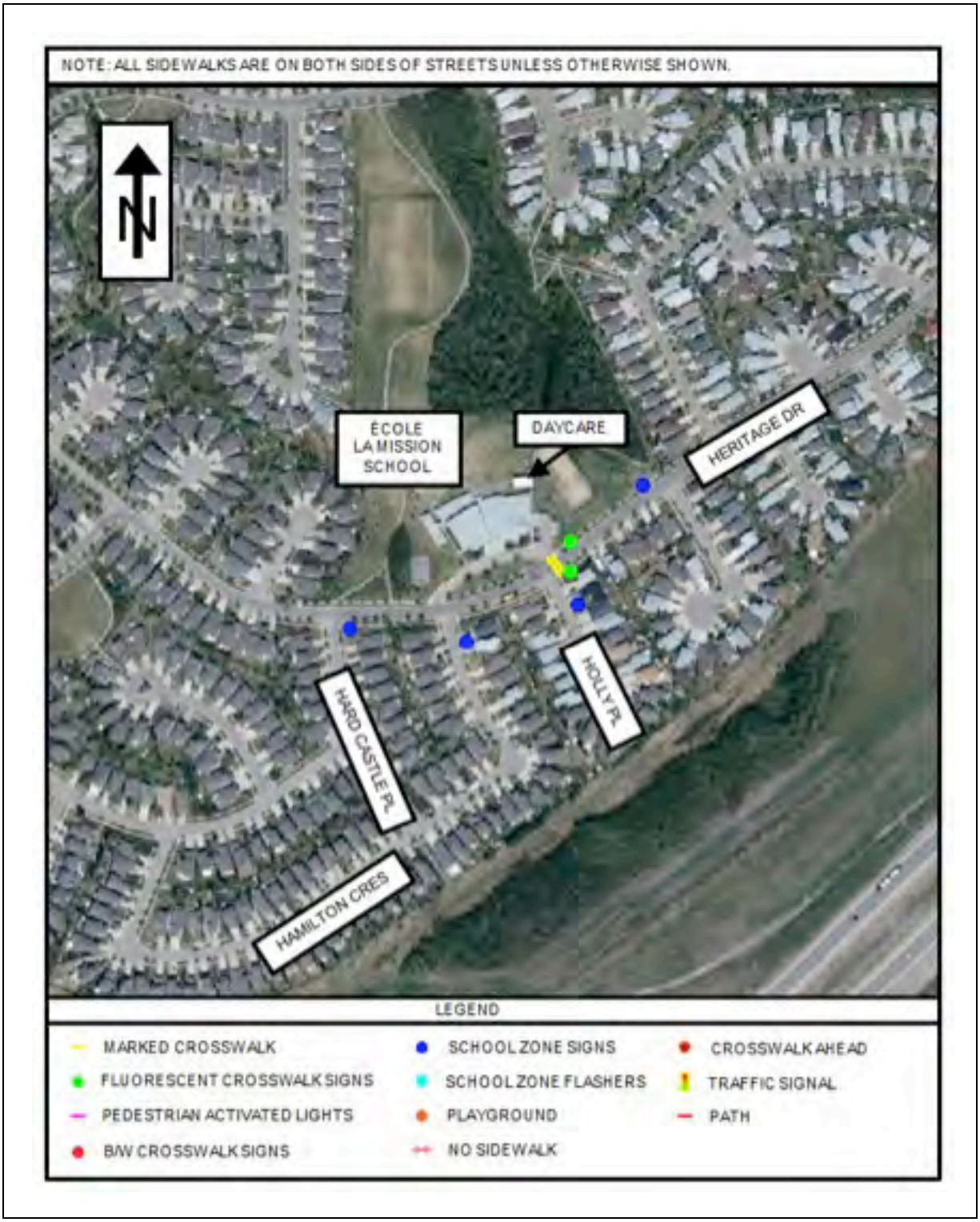
Enhancement opportunities have been identified for each of the schools reviewed. It may not be feasible to implement all measures at once; therefore, the initiative has identified a variety of short, medium and long-term improvements for each responsible organization to consider as resources become available. Prioritization for implementation will be required. Short-term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 24, 2014	Date:	October 8, 2014
Location:	During School BBQ	Time:	2:45 – 4:45 PM
Attendance:	109	Weather:	Overcast, 14 C

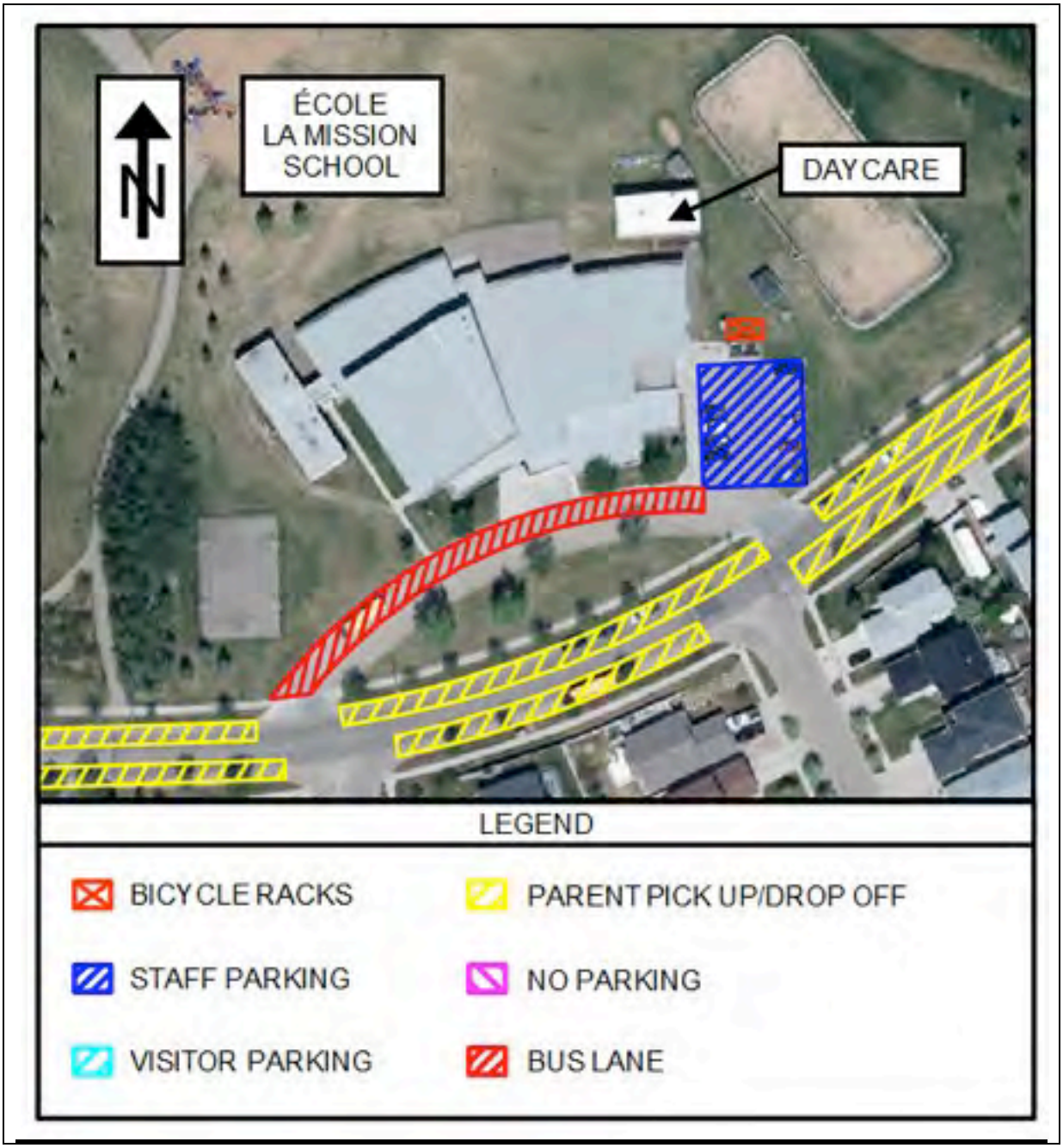
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY

September 4, 2014

The major concern that was brought forward in this workshop was the current state of Heritage Drive and at crossing opportunities at Holly Place, Hamilton Crescent, Harvest Crescent, Hardcastle Place, and the asphalt shared-use path.

At Holly Place, the right turn takes drivers directly into the bus drop-off area where they are not looking for or seeing students. The need for crosswalks at Hamilton Crescent, and flashing warning lights at Harvest Crescent, Hardcastle Place and the shared use path was also suggested.

Speed along Heritage Drive was also seen as an issue and speed bumps were suggested as an option. In addition, participants expressed the need for increased police presence to monitor speeding.

PARENT ENGAGEMENT RESULTS

Total Survey Responses: 19

Survey respondents for Ecole La Mission reported that their children travel anywhere from 2.5 km to 5 km or more to the school. The majority place their children on a school bus, while some drive their children in their private vehicle. These modes of transportation were chosen due to their convenience, affordability and quickness. The respondents chose not to have their children walk or bike to school due to the length of the trip, extreme weather and unsafe vehicular traffic.

The greatest concern of the respondents was the state of the school parking lot in the winter. They noted that the snow isn't ploughed leading to cars and buses getting stuck. Another concern had to do with crossing busy roads such as Heritage Drive to get to their school bus stops.

STUDENT ENGAGEMENT RESULTS

TOTAL SURVEY RESPONSES: 66

The students surveyed at Ecole la Mission indicated high numbers choosing to take the school bus or being driven to and from school. They indicated that those choices were made mainly due to the convenience of those modes of transportation. During inclement weather, the majority of the students stated that they forwent active modes of transportation for the school bus or a private vehicle.

Crossing the street, bus or car accidents, and busy roads ranked the highest of possible dangers the students' may face on their journey to and from school. They noted that living closer, getting to and from school faster, and better road safety would encourage active modes of transportation. They also suggested more crosswalks, more lights, signs, and supervision,

and better drivers. For their personal journey's to school, the students surveyed noted that better behavior on the school bus, better drivers wand less traffic would help to improve their trips to and from school.

COLLISION HISTORY

Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the figure below. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

The pedestrian collision indicated in the diagram below occurred on March 12, 2012 at 3:55 PM and involved a child straying onto the roadway during play struck by a westbound car. There is currently a playground zone in place.



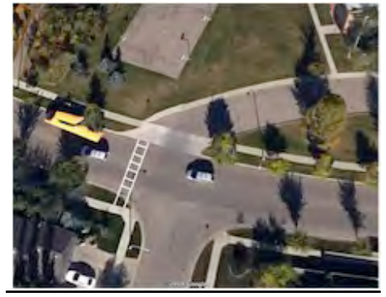
Legend

- Pedestrian Crash
- Bicycle Crash
- School Bus Crash

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Pedestrian connection from front entrance to Heritage Drive** There is a strong desire line for pedestrians from the front entrance to access Heritage Drive but there is no identified crossing point. There is a wheel chair ramp that invites pedestrians to cross between waiting school buses to waiting parents on Heritage Dr.		<u>1a. Provide crosswalk through bus loop</u> At the wheel chair ramp, install a marked and signed crosswalk and ensure school buses stop at least 5 metres east to keep visibility open. <u>1b. Provide sidewalk connection through the landscaped area</u> Install a sidewalk connection through the landscaped area to complete the connection from the bus loop to the sidewalk. 	Engineering Engineering	Short Medium	School District School District
2	**Front Entrance – narrow sidewalk** Sidewalk in front of school where children wait for school buses is narrow and buses come close to waiting children.		<u>2. Install buffer to separate sidewalk from road</u> Initially this buffer can be tried with paint and or parking blocks. If successful, more permanent curb extensions or something decorative like bollards or planters may be introduced to keep buses back from the waiting children. 	Engineering	Medium	School District

3	**One Way Operation of Bus Loop** The bus loop in front of the main entrance is reserved for buses only at certain times but this is sometimes not observed. At 8 metres, the loop is wide enough to accommodate 2 lanes of traffic although this is not the intent. The bus loop is intended to operate as a one way yet the signs are not clear. The bilingual signs indicating bus only use are small, difficult to read and obscured by trees.	 	<u>3a. Post signs to clearly indicate reserved use of bus loop</u> One way signs at the east entrance and Do Not Enter signs at the west exit should meet MUTCDC standards. Larger clearly worded signs are required. Separate English and French signs would be easier to read than combined on one sign. Recommend use of symbols where possible. The sign example below (with appropriate wording) would be more noticeable. <u>3b. Post No Stopping signs along south side of loop</u> No Stopping signs along the south side of the loop will discourage double parking although this was not observed during site visit. 	Engineering	Short	School District
4	**Parking Restrictions on Heritage Drive at Holly Place and at Hamilton Crescent** Parents park cars close to driveways, through T-intersections and block crosswalks. Parking/Stopping restrictions are not posted on street. Particularly due to the curvature of the road, visibility at the crosswalks may be limited.		<u>4. Post stopping restrictions on Heritage Drive and near crosswalks</u> Install appropriate parking controls on Heritage Drive. No Stopping signs should be installed at appropriate distances from the crosswalks at Holly and Hamilton. Minimum 15 m restriction on the near side and 10 m on the far side is recommended. Red indicates recommended “No Stopping” zones. 	Engineering	1st Priority	City

5	**Park north of school – Security Concerns** Concerns expressed by principal regarding security of students in park at rear of school. Children may wander. Animals and predators may be in woods.		<u>5. Install fencing to separate wooded area from school property</u> 	Encouragement	Medium	City/School District
6	**Pedestrian Crossings at Heritage Drive & Hamilton Crescent** Pedestrians crossing at unmarked crosswalk with limited visibility due to parked cars and road curvature.		<u>6a. Install crosswalk signs and markings at Hamilton Crescent</u> Install ladder style painted crosswalk with appropriate crosswalk and no stopping zone signs (see #4) at Hamilton Crescent. 	Engineering	1st Priority	City
6a	**Pedestrian Crossings at Heritage Drive & Hardcastle Place** Pedestrians crossing at unmarked crosswalk with limited visibility due to parked cars and road curvature. Pathway meets sidewalk on north side of Heritage Drive and there is a bus stop on the south side, creating a potential desire line.		<u>6b. Install crosswalk signs and markings at Hardcastle Place</u> Install ladder style painted crosswalk with appropriate crosswalk and no stopping zone signs at Hardcastle Place. 	Engineering	1st Priority	City

7	**Area between parking lot and bus loop – Pedestrian Connections through Parking Lot** Pedestrian connections are not defined. The sidewalks are not visible through the driveways. Pedestrian connections are often obscured by deep snow.		7a. Paint crosswalk between parking lot and bus loop, and continuity lines through driveway aprons 7b. Keep all pedestrian connections clear of snow and windrows 	Engineering / Encouragement Engineering	Short Short	School District School District
8	**Crosswalk Visibility at Heritage Drive & Holly Place** Crosswalk is not as visible as it could be and bushes limit visibility of pedestrians. Crosswalk lines are too narrow and are worn.		8a. Provide ladder-style crosswalk at Heritage Drive and Holly Place  8b. Remove or relocate bush on corner of Heritage and Holly 	Engineering Engineering	1st Priority 1st Priority	City City/property owner
9	**On-Site snow maintenance –** parking lot and bus loop	Lack of ploughing and windrows on-site are interfering with driver and pedestrian mobility according to feedback.	9. Ensure driving and walking paths are maintained and cleared of snow (same as 7b)	Encouragement	Short	School District
10	**Speeding on Heritage Drive**	Excessive speeding not observed during site visit and City's speed study indicates good compliance on Heritage Drive. The school zone is clearly signed.	10. Place speed reader boards on Heritage Drive This could be a candidate location for the City to place new speed reader boards and to work with Police on targeted speed enforcement as follow up.	Encouragement/Enforcement	Short	City/Police
11	**AMA School Patrol**	There is currently no school crossing patrol program at this school. According to the principal, there are concerns about safety of children acting as patrollers. School population may be inadequate to support a program, especially considering the high number of bused and driven students.	11. Review need for school patrol program Recommend contacting AMA to discuss and understand the nature of the school safety patrol program and determine if a program could be implemented and supported. Also suggest partnering with AMA on their pilot program called Way To Be – Living Respectfully.	Encouragement	Short	School District

Appendix A
Open House Comments



1. **Do you have any concerns about students' safety on their way to and from school?**

- Corner of Holly Place, turning right onto Heritage Drive – Parents are turning into school bus drop off area and not seeing students
- Heritage Drive and Hamilton Crescent intersection – Crosswalks needed
- Trees west of asphalt trail and park, behind school – Bees nest here
- Too many crosswalks at Grandin

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

- AMA safety patrols – crossing guards X2
- Levasseur Road and Hudson Road Intersection – Need Sidewalk x2. Ped phased light
- Heritage Drive, in front of the school just west of Hamilton Crescent and east of Holly Place – Speed Bumps, consider seasonal speed bumps at start of year.
- Heritage Drive and Harvest Crescent intersection – Warning yellow light
- Behind school parking lot – Side walk here, crosswalk A-B
- Heritage Drive and asphalt trail just west of school – Add crosswalk and flashing beacons here
- Heritage Drive and Hardcastle Place intersection (part of asphalt trail ends here) – Warning yellow light, RRFB flashing lights
- Heritage Drive and Hamilton Crescent intersection – Crosswalks needed

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

- Bilingual brochures with safety tips for drop off and pick ups

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

- Positive referrals for safe behavior
- Recognize students for safe behaviors
- Best practice already observed: Principal stands by roadway at peak driving times to supervise.
- Holly Place – Weekly Police monitoring speeders

5. **How can we track progress and measure our success in achieving these goals?**

    - N/A

Appendix B
Student Engagement Results

Safe Journeys to School Student Questionnaire

Ecole La Mission

Total Responses: 66

Grade 4: 22

Grade 5: 28

Grade 6: 16

1. How do you usually get to school?

Answer	Gr. 4	Gr. 5	Gr. 6	Why do you choose that way to get to school?	#
Walking by myself	0	2	1	Convenient (live close, parents work)	3
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Walking with others	2	2	1	Convenient (live close, parents work)	5
				Fast	0
				Safe	0
				Because of the weather	1
				Fun	0
Riding my bike	0	1	1	Convenient (live close, parents work)	1
				Fast	0
				Safe	0
				Because of the weather	1
				Fun	0

Taking the school bus	14	14	9	Convenient (live close, parents work)	38
				Fast	0
				Safe	1
				Because of the weather	0
				Fun	0
Being driven in a car	6	9	4	Convenient (live close, parents work)	19
				Fast	0
				Safe	2
				Because of the weather	1
				Fun	0
Another way	0	0	0	Convenient (live close, parents work)	0
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Blue Sky Ideas	0	0	0	•	
				•	
Total Responses	**22**	**28**	**16**		

2. How do you usually get home from school?

Answer	Gr. 4	Gr. 5	Gr. 6	Why do you choose that way to go home from school?	#
Walking by myself	0	2	1	Convenient (live close, parents work)	3
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	1
Walking with others	1	2	2	Convenient (live close, parents work)	4
				Fast	0
				Safe	0
				Because of the weather	1
				Fun	0
Riding my bike	0	1	1	Convenient (live close, parents work)	1
				Fast	0
				Safe	0
				Because of the weather	1
				Fun	0
Taking the school bus	14	17	9	Convenient (live close, parents work)	39
				Fast	1
				Safe	1
				Because of the weather	0
				Fun	0

Being driven in a car	6	9	6	Convenient (live close, parents work)	20
				Fast	0
				Safe	2
				Because of the weather	1
				Fun	0
Another way	0	0	0	Convenient (live close, parents work)	0
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Blue Sky Ideas	0	0	0	•	
				•	
Total Responses	**21**	**31**	**19**		

3. If you usually walk or ride your bike, do you still do that when the weather is bad (e.g. cold, snowy, rainy, windy)?

Gr. 4		Gr. 5		Gr. 6	
1	Yes, I still walk.	4	Yes, I still walk.	1	Yes, I still walk.
0	Yes, I still ride my bike	0	Yes, I still ride my bike	0	Yes, I still ride my bike
11	No, I take the bus.	15	No, I take the bus.	8	No, I take the bus.
7	No, I get driven.	8	No, I get driven.	6	No, I get driven.

4. On your journey to and from school, what things do you think could be dangerous for you and other students?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Snow and ice	1	0	0
Bus or car accidents	9	2	2
Speeding	0	0	0
Busy roads	5	3	2
Crossing the street	13	10	4
Strangers	2	3	0

5. What would help you to walk, ride your bike or take the bus to or from school?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Company (parents, friends)	0	0	0
Road safety (look before you cross, walk bike across road, etc.)	0	2	0
Living closer	1	2	0
Getting there faster	0	2	0
Better behaviour of other children	0	1	0
Feeling safe	0	0	2
Nothing (don’t need help, etc.)	8	2	1

6. What do you think could be done to help children get to and from school more safely?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Crosswalks	4	4	4
Sidewalks	0	2	1
More lights/signs/supervision	2	5	2
Better drivers	3	3	3
More parking	0	4	3
Walking bikes across street	3	0	0
Crossing guards	0	4	0
Nothing	2	0	0

7. Is there anything else that YOU would do differently to make your journey to or from school safer?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Avoid ice and snow	0	0	0
Don’t talk to strangers	0	3	0
Better drivers/less traffic	2	4	4
Better behaviour on school bus	14	6	3
No	0	2	2

Appendix C
Site Visit Notes

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?		X
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X	
	Is there an on-site pick-up / drop-off facility?		X
	Is the pick-up / drop-off facility large enough for the demand?		n/a
	Does on-site vehicle circulation minimize conflicts?		X
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?	X	
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?		X
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?		X

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?	X	
	Is adequate space provided for school bus area?		n/a
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X	
	Do signs adequately identify the intended street space usage?		X
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?	X	
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?		X
	Are sight lines at intersections unobstructed by vegetation or street furniture?		X
Prompt		**Yes**	**No**

Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?		X
	Are pedestrian crossing facilities provided on the major routes to the school?	X	
	Are the existing pedestrian crossing facilities adequate for the crossing activity?		X
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?		n/a
Bike Paths	Are bicycle facilities provided in the vicinity of the school?	X	
	Are appropriate bicycle crossing facilities provided?		n/a
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?		X
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?		n/a
Bike Paths	Were bike paths adequately maintained?	X	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?		X
	Were unsafe manoeuvres observed?		X
	Did unsafe loading / unloading occur?	X	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?	X	
	Were pedestrian-vehicle conflicts observed?		X
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?		X
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X
	Did pedestrians ignore pedestrian crossing facilities?		X
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX S

WILD ROSE ELEMENTARY SCHOOL SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Wild Rose Elementary School

City of St. Albert
March 2, 2015





Wild Rose Elementary School

Safe Journeys to School Plan

Address:	58 Grenfell Avenue	# Staff:	34 (+ pre-school)
School District:	Public	# Students:	210 (+ pre-school)
Grades:	Kindergarten to Grade 6	# Buses:	5 (3 large, 2 small)
Principal:	Barb Scott	# Bus Riders:	55 (approx.)

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

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St. Albert
Safe Journeys to School

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The Joint Public Steering Committee would like to thank all stakeholders and the public for their participation and provision of valuable input in identifying school road safety issues.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.

Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 4, 2014	Date:	October 8, 2014
Location:	Wild Rose Elementary	Time:	8:15 am to 10:30 am
Attendance:	7	Weather:	Cloudy, light rain

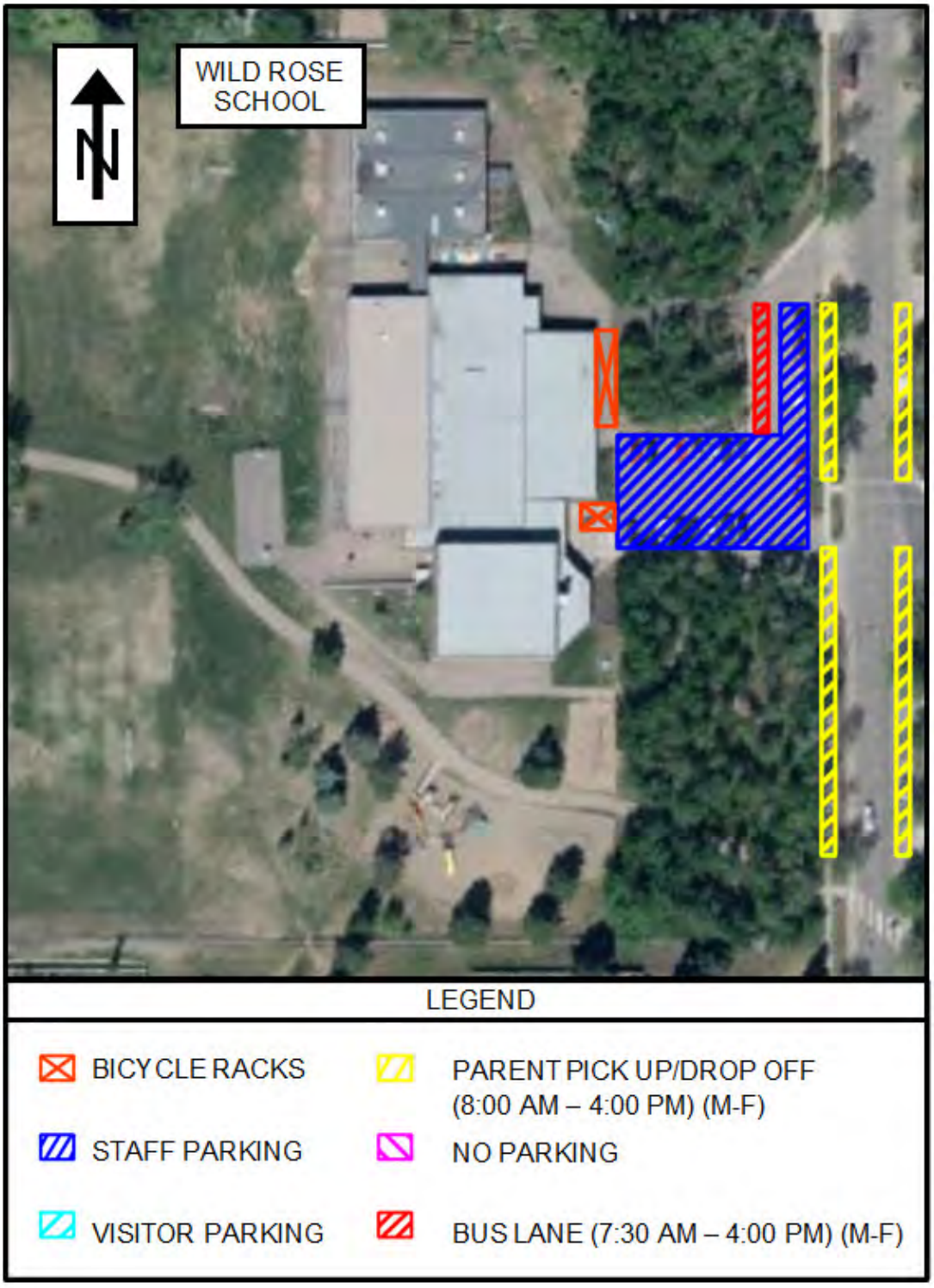
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY

Workshop participants expressed some concern about the use of the Glacier Place cul-de-sac, stating that parents use this area for additional parking and a turn-around spot, often causing congestion and leaving litter. However, the two greatest concerns brought forth were the excess of speed and lack of driver awareness along Grenfell Avenue and the lack of adequate parking for parent drop-offs resulting in illegal parking, congestion, and unsafe conditions for children waiting to cross the street.

Ideally, the participants would like to see children being bussed or walking to school in greater numbers, however some physical improvements were also requested. These included a designated drop-off and pick up area, pedestrian activated lights at the crosswalk south of the school and the introduction of adult crossing guards.



PARENT QUESTIONNAIRE

Total # of Survey Responses: 15

Survey respondents reported that the majority of trips to Wild Rose Elementary School fall in-between 1 km and 2.5 km. Respondents noted that the majority of these trips are made by private vehicle, while smaller number reported that their children walk or take the school bus to school. These modes of transportation were chosen due to their relative safeness, convenience and quickness. Those that chose to not have their children walk or bike to school attribute this decision to the length of trip, unsafe vehicular traffic, and unsafe encounters with people. Respondents noted concerns over the crosswalks near the school. They reported that cars often do not stop for pedestrians, and that vehicles often park too close to the crosswalks and impair drivers' visibility. Suggestions for improvement included adding crossing guards to these crosswalks, making the crosswalks more visible, and increased enforcement of no-parking areas by the crosswalks. Respondents also recommended that the no-parking area around the crosswalks be extended.

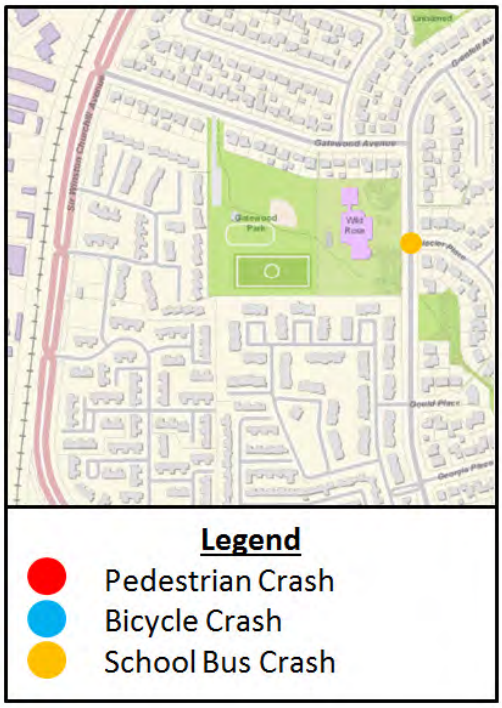
STUDENT QUESTIONNAIRE

No completed student questionnaires were received from this school.

COLLISION HISTORY

Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

Only one collision was noted, involving a school bus at the intersection of Grenfell and Glacier. Sufficient details to suggest the causation of this collision was unavailable.

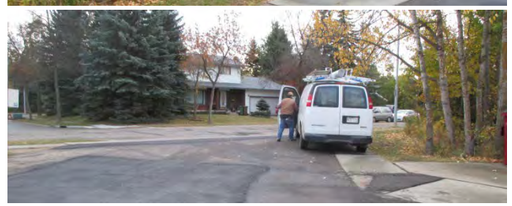


SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observations	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Insufficient On-Site Staff Parking or Visitor Parking** There are 34 staff members and only 21 available (17 conventional stalls in the lot in front of the main entrance and 4 parallel stalls adjacent to the bus lane). As a result, some staff park on Glacier Place, which is already narrow and causes operational issues, particularly in the winter when the road is effectively even narrower.	 	<u>1a. Encourage staff to park further away from the school</u>	Encourage-ment	Short	School
			<u>1b. Make use of City-owned parking lot behind school property</u> There is a City-owned parking lot located behind the school property. It can fit over 20 vehicles. It is most commonly used for sporting events held on the school grounds, but is left empty on most days. If the paved pathway can be cleared across the field from the school, this would become a more attractive parking option for staff. Incentives could be provided for staff to use it.  Making greater use of this lot could also allow for the parallel parking at the front of the school to be used for immediate pick up or drop off instead of staff parking.	Encourage-ment	Short	School
2	**Underutilization of School-side PU/DO Parking on Grenfell** On the west side of Grenfell Avenue, there is a full block where the parking supply is much higher than the demand due to the absence of residences and driveways. Very few vehicles were observed stopping here, even during the peak drop-off period. It appears that this is in part because the “no parking” sign is misunderstood to mean that no immediate pick-up / drop-off is permitted. Great utilization of this location would reduce jaywalking.		<u>2a.Formalize school side of Grenfell as a pick-up / drop-off area</u> Formalize as a pick-up / drop-off area. Revise the “no parking” signs to indicate “immediate loading / unloading”. <u>2b.Install fence between the sidewalk and parallel parking</u> To encourage using the school frontage for immediate PU/DO, a safer and more direct path should be established to/from the school entrances. This can be attempted through the installation of a fence between the sidewalk and the parallel parking (location of fence shown below). 	Engineering	1st Priority Short	City District

3	**Visibility of South Crosswalk** Concerns were raised by parents of the visibility of the crosswalk at the south end of the school zone, or northbound speeding in particular. Pedestrians are only briefly visible before crossing due to the shrubbery on the west side and the grade on the east side. It was also noted that cars were parked within a few metres of the crosswalk, limiting the visibility, particularly of pedestrians/cyclists approaching from the east.		<u>3a.Post no-stopping restrictions near the crosswalk south of school</u> Post stopping restrictions at least 10 metres in either direction near the crosswalk. <u>3b.Provide curb extensions to improve visibility of pedestrians entering from pathways at south crosswalk</u>	Encourage-ment Engineering	1st Priority Medium	City City
4	**Jaywalking Across Grenfell Avenue** The majority of pick-up / drop-off activity occurs on the east side of Grenfell Avenue, across from the school. As a result, parents, students and staff cross the road at various points, typically near the location where they are parked. The crosswalk to the north is therefore not along their desire line.		<u>4.Move the north crosswalk south to near the north driveway</u> Move the north crosswalk further south, to just north of the north driveway, to connect with pathway provided on the outside of the property to/from the north school entrance.	Engineering	1st Priority	City
5	**Crossing at Unmarked Crosswalk South of Glacier Avenue** Parents who are parked across Grenfell Avenue south of the school typically cross at the south side of the intersection, where the crosswalk is unmarked. While no particular conflicts were observed, pedestrians may be less visible at this location, particularly since the crosswalk on the north side of the intersections is patrolled. Crossing the north side leads pedestrians into the school parking lot, while crossing the south side leads more directly to the south entrance of the school.		<u>5.Move south crosswalk and patrols to the south side of south driveway</u> Move the south crosswalk and patrols to the south side of the intersection/south driveway. Have patrollers encourage pedestrians to cross the south side (and to discourage them from using the north side). The trees on the southeast corner of the intersection may need to be trimmed to provide unobstructed sight lines.	Engineering, Encourage-ment	1st Priority	City, School

6	**School Crosswalks too Close to Adjacent 50 km/h Zones** A crosswalk is located just within the school zone in both directions from the school. This can introduce late decelerating approaching the school along the downgrade and premature acceleration when leaving the school.		<u>6.Extend school zone to beyond the crosswalk in either direction</u> The crosswalks are located along desire lines (multi-use pathway at south end and intersection at north end). Therefore, the crosswalk locations should remain, but the 30 km/h zones should be extended to at least 30 metres beyond the crosswalk in either direction.	Engineering	Short	City
7	**Placement of curve warning signs north of school** The southbound curve warning and speed zone is located well before the crosswalk at Greenbrier. This may distract them from the crosswalk. It is also difficult to see the curve from the sign location sign; therefore, they may fail to see the need to slow down. The northbound curve warning sign is also too early, i.e. too close to the school zone. These back to back 30 km/h zone will cause driver frustration.		<u>7a.Move Curve Warning sign north of school further north</u> Move the Curve Warning sign further north, to within 50 metres of the start of the curve in both directions, further from the school zone and closer to the curve, to increase speed compliance with both. Also, the City is asked to confirm whether the speed tab should be advisory, and therefore black on yellow, rather than regulatory (since it is associated with a warning sign for which no specific guidance is provided in the Traffic Safety Act or City bylaws). <u>7b.Move southbound school zone start to before north crosswalk</u> The southbound school zone can be moved in advance of the north crosswalk, preventing the need to post a separate 30 km/h zone for the curve, unless the City has determined it should be in place. (Several similar curves without curve without speed reductions were noticed throughout the City).	Engineering	Short	City
8	**Conflicts in Main Staff Parking Lot** Parents and students who approach and leave the school from the main entrance typically cross the lot at various locations. This can be hazardous, particularly with vehicles backing out. Although most staff arrive before and leave after most students, unparking manoeuvres can surprise pedestrians and cause conflicts.		To address this conflict, move south crosswalk to south of driveway, per the recommendation for Issue #4. <u>8a. Provide positive guidance for students exiting main entrance</u> Positive guidance for students exiting the main entrance (through channelling and signing) can direct students to proceed to the right to use the sidewalk instead of walking through the parking lot. <u>8b.Encourage staff to back into parking stalls</u> Staff can also be encouraged to back in when they arrive to maximize sight lines when unparking.	Engineering Encourage-ment	Short	District School

9	**Walking Across Bus Lane** Students and parents take the shortest distance to/from where they are parked. Therefore, they jaywalk across the bus lane, particularly to meet the pathway that leads to the north school entrance. This results in possible conflicts with school buses or other vehicles entering from the north driveway, particularly when they emerge from between the parallel-parked vehicles.		Jaywalking across the bus lane can be alleviated by providing a fence along the school frontage, between the sidewalk and the parallel parking, per the recommendation for Issue #2.	Engineering	Short	City / School
10	**Capacity of Bus Lane** 5 school buses (3 large and 2 small) buses service the school. In the morning, the bus arrivals were staggered and it was observed that one large bus and one small bus can fit in the designated parking lane. If however, in the afternoon 2 large buses are waiting at the same time, the designated bus lane may be unable to accommodate this.		<u>10a.Re-designate part of the bus drop-off area as bus-only</u> To accommodate additional buses, the side of the bus lane with parallel staff parking could be re-designated as bus-only (particularly if the City lot behind the school is utilized). If this was the case, the north driveway could be designated a bus-only entrance. <u>10b.Properly escort students around buses to avoid conflicts</u> As well, students getting on/off buses on the far side of the bus area would need to be properly escorted around the other buses to avoid conflicts with buses.	Engineering Encourage-ment	Short	City School
11	**Parking Near School Sidewalks** Vehicles were observed partially blocking the sidewalks by using the undesignated spaces beside the garbage bin and near the south driveway. While the parking/unparking activities were observed outside the peak PU/DO activity, there may be times during school hours when pedestrians could be using the sidewalks.	 	<u>11.Discourage staff from parking near on-site sidewalks</u> If adequate parking supply can be provided with the use of the lot behind the school, these vehicles should be using designated parking stalls.	Encourage-ment	Short	School
12	**Visibility of Crosswalk Markings** The main crosswalk markings in front of the school are barely visible from a distance. They consist of narrow parallel lines, which are not nearly as visible as the zebra markings provided at the crosswalks to the north and south on Grenfell.		12. <u>Provide zebra or ladder-style markings at the main school crosswalk</u> (which is recommended to be moved to the side of the south driveway).	Engineering	1st Priority	City

Appendix A
Open House Public Workshop Comments

Public Workshop Summary

Wild Rose Elementary

September4, 2014

Workshop participants expressed some concern about the use of the Glacier Place cul-de-sac, stating that parents use this area for additional parking and a turn-around spot, often causing congestion and leaving litter. However, the two greatest concerns brought forth were the excess of speed and lack of driver awareness along Grenfell Avenue and the lack of adequate parking for parent drop-offs resulting in illegal parking, congestion, and unsafe conditions for children waiting to cross the street.

Ideally, the participants would like to see children being bussed or walking to school in greater numbers, however some physical improvements were also requested. These included a designated drop-off and pick up area, pedestrian activated lights at the crosswalk south of the school and the introduction of adult crossing guards.

The complete summary for this workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

    - Crosswalk on Grenfell Ave just south of school – no adult crossing guards allowed here. Drivers not paying attention along cross walk. Cars parked illegally make it difficult to see kids waiting to cross. No school crossing guards.
    - Grenfell Ave, North of Gould place and South of School – Cars drive fast down this road, don't see kids, and then slam on breaks. There is no available parking or designated drop off zone creating a potential hazard – people get impatient and it can cause an accident.
    - Grenfell Ave – Parking on the street in front of the school is an issue – very busy.
    - Crosswalk on Gatewood Ave just west of Greenbrier Cr intersection – no school crossing guards.
    - Glacier Place – Plow 5-6 car lengths , congestion and snow is an issue. So much litter and pollution on this street – Tim Horton's cups – stuff falls out when people drop off kids. Extremely dangerous area – speeding and not paying attention.
    - Cul-de-sac off of Glacier Place – People use this area to turn around

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - Gravel alley off of Gatewood Ave at Gatewood Park – make a drop off and pick up area back here.
    - Glacier Place – Plow 5-6 car lengths
    - Cul-de-sac off of Glacier place – Don't allow parents to go down this road.
    - Grenfell Ave and Glacier Place intersection – Block access here.
    - Grenfell Ave – Parking on the street in front of the school is an issue – very busy.
    - Designated drop off area with lights
    - Pedestrian lights at crosswalks
    - Adult crossing guards
    - School zone moved up hill
    - Better visibility of school zone (trees cleared)
    - Parking zones to be patrolled (Grenfell Ave)
    - Don't do constant flashing lights, have pedestrian activated lights
    - Wild Rose School – Have a signup sheet of where you pick up/drop off kids – Grenfell S-N / Gatewood E-W/ back lot. First come first serve. Limited numbers of "parking permits available.

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

    - Educate kids on the rules of skateboarding
    - Kids are taught to extend their hand before crossing (which is great) but this hasn't been communicated to the rest of the community. Newspaper articles?
    - Students and Parents should have to take classes in transportation safety when enrolling into school

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - We don't see RCMP here, they go to other schools though
    - Training via driver training
    - Information on safety sent with car registration renewals
    - More education during driver training
    - Put in an active RCMP officer on duty for 15-20mins
    - School contests/local contests to promote walking/biking to school. More people walking/biking = less driving
    - Increase fines. Add more visible signs, markers. Extra education when taking drivers exams
    - Promote walking/biking
    - Increased awareness campaigns of the rules re: pedestrians and cross walks
    - During driver ed. During license renewal

5. How can we track progress and measure our success in achieving these goals?

- More kids walking using walking-bus idea
- Drivers/Traffic knows where school zones are and slows down accordingly
- Leila 780-554-2326 Leila is available to help implement measures

Appendix C
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No	Comments
Parking	Is there sufficient staff parking?		X	
	Is there sufficient visitor parking?		X	None
	Do parent volunteers assist in controlling parking?		X	
	Is there sufficient bike parking?	X		
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X		In AM, arrival times were staggered.
	Is there an on-site pick-up / drop-off facility?		X	
	Is the pick-up / drop-off facility large enough for the demand?			N/A
	Does on-site vehicle circulation minimize conflicts?		X	One-way is good, but ped movements everywhere
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X	Sidewalks on outside good, but still mvmts through lot
	Are bike-vehicle conflict areas between the street and the bike racks minimized?	X		
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?			N/A
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X	In parallel/bus lane section
Lighting	Is there adequate lighting in the parking lots?	X		
	Is there adequate lighting on the pedestrian pathways?	X		

OFF-SITE PROMPT LIST

Prompt		Yes	No	Comments
Infrastructure				
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X		
	Are reduced speed school zones placed an appropriate distance from the school?		X	Too close to x-walks
	Are the school zones adequately identified?	X		
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?	X		But not utilized effectively
	Is adequate space provided for school bus area?			N/A
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X		
	Do signs adequately identify the intended street space usage?		X	N/P misunderstood
	Do parent volunteers assist in controlling parking?		X	
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X		
	Are sidewalks continuous along the major routes to the school?	X		
	Are the sidewalks clear of obstructions?	X		
Sight Lines	Do geometrics provide for adequate site lines?	X		
	Is vegetation adequately controlled to maintain site lines?	X		
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?		X	Not on south side of south dway
	Are pedestrian crossing facilities provided on the major routes to the school?	X		
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X		
	Are crossing facilities appropriately signed?	X		But not sufficiently marked
	Are pedestrian signal crossing timings appropriate?			n/a
Bike Paths	Are bicycle facilities provided in the vicinity of the school?	X		
	Are appropriate bicycle crossing facilities provided?	X		
Street Lighting	Is adequate corridor lighting provided?	X		
	Is adequate lighting provided at crossing facilities?	X		

Prompt		Yes	No	Comments
Maintenance				
Roadways	Were roadways adequately maintained?	X		
	Was signage adequately maintained?	X		
	Were road markings adequately maintained?		X	
	Was drainage adequately maintained?	X		Hard to tell
Sidewalks	Were sidewalks adequately maintained?			
	Were pedestrian shoulders adequately maintained?			n/a
Bike Paths	Were bike paths adequately maintained?	X		
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X		
	Is on-street and private property landscaping adequately maintained for sight lines?		X	Entrance from west pathway at south xwalk may partially obstruct

Prompt		No	Yes	Comments
Behaviour				
Vehicles	Was speeding observed?	X		
	Were unsafe maneuvers observed?		X	Pking too close to xwalks, near dways and on-site sidewalks
	Did unsafe loading / unloading occur?		X	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X	
	Were pedestrian-vehicle conflicts observed?	X		
Bicycles	Were unsafe crossings by cyclists observed?	X		
	Did cyclists ride inappropriately on sidewalks?	X		
Pedestrians	Did pedestrians jaywalk in the vicinity of the school?		X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X	
	Did pedestrians ignore pedestrian crossing facilities?		X	Occasionally
Buses	Did conflicts between buses and waiting students occur?	X		
	Were conflicts between buses and pedestrians/cyclists observed?	X		
	Were inappropriate driving behaviours of buses observed?	X		

APPENDIX T

ÉCOLE SECONDAIRE SAINTE MARGUERITE D'YOUVILLE (ESSMY)

SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

École Secondaire Sainte Marguerite D'Youville

City of St. Albert
March 2, 2015





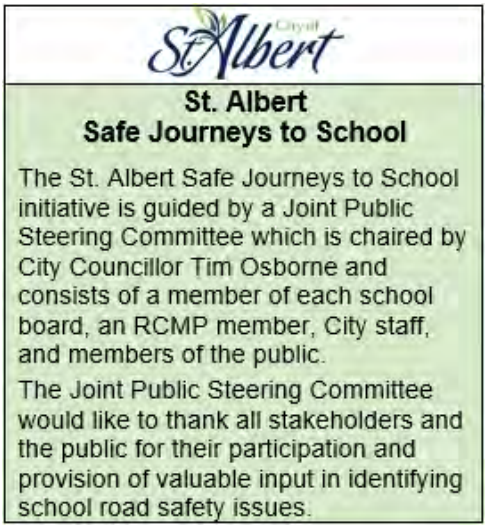
École Secondaire Sainte Marguerite D'Youville
Safe Journeys to School Plan

Address:	51 Boudreau Road	# Staff:	30
School District:	Catholic School District	# Students:	376
Grades:	7 to 12	# Buses:	8
Principal:	Penny Baragar-Brcic	#Bus Riders:	Not available

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.



Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 9, 2014	Date:	October 10, 2014
Location:	ESSMY	Time:	AM Peak Period
Attendance:	6	Weather:	Sunny

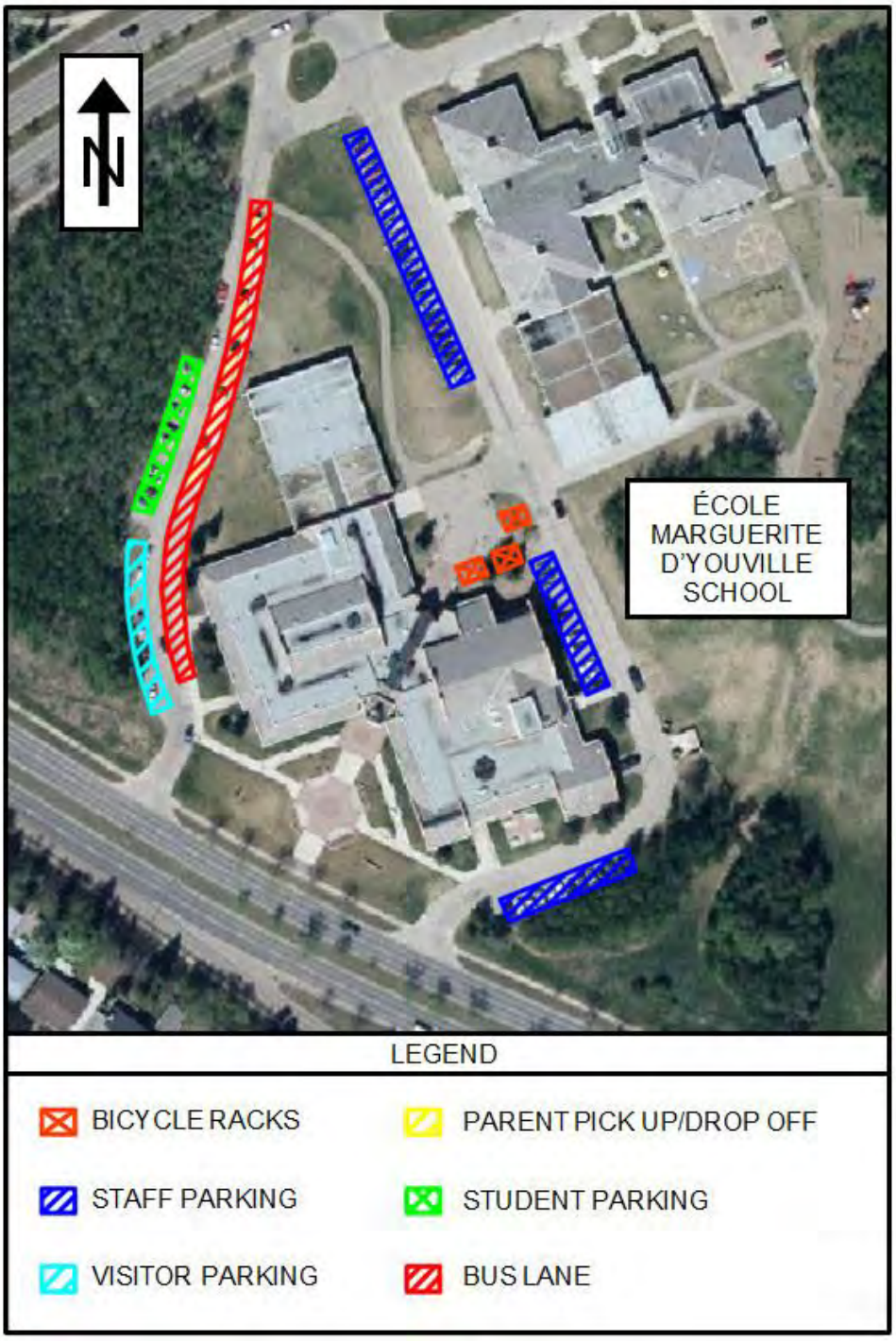
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding École Marguerite D'Youville (ESSMY). The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



Open House Summary

The key concern expressed at this workshop was the uncertainty of the current set-up of the parking lot as it was felt that the directional flow of traffic was not well defined.

Parent Survey Summary

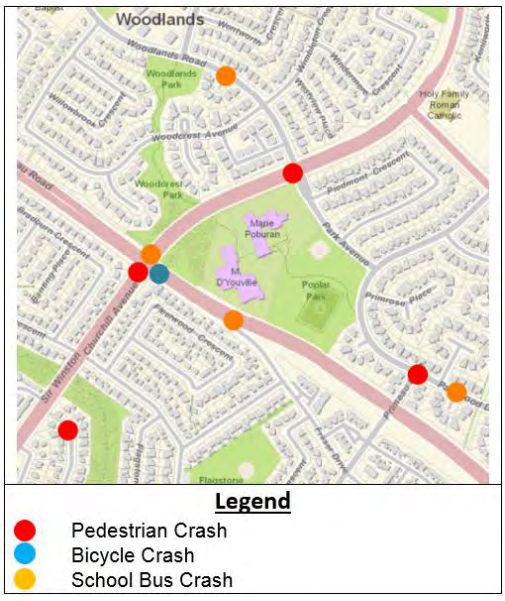
A total of 16 Safe Journey to School questionnaires were received from the parents of ESSMY's students. Respondents had many concerns around parking near the school, including a lack of space available for parking, pick-up and drop-off and drivers parking illegally near crosswalks or double parking. Driver behavior around the school was also concerning, as respondents noted that drivers fail to stop at stop signs, run lights and fail to see pedestrians crossing. The intersections of Sir Winston Churchill with Boudreau Road and with Woodlands Road were cited as particularly troubling due to their high traffic volumes.

Student Engagement Results

Those surveyed at ESSMY indicated that private vehicle and school bus are common modes of transportation for students. They also indicated that significant numbers walk or bike to school. During poor weather conditions, a small number stated that they continue to utilize active modes of transportation while the vast majority noted that they switch to taking a school bus or private vehicle.

The students expressed concern over winter road conditions and crossing the street on their way to and from school. They indicated that improved road safety, living closer, and company would encourage them to use active modes of transportation more often. They expressed a need for more lights, signs, supervision, crosswalks, sidewalks and bike paths in order to help children get to school safely. Those surveyed indicated a need for better drivers and to avoid ice and snow along their routes to school.

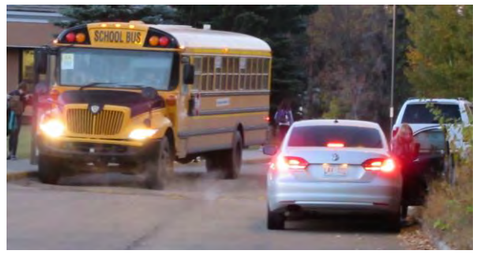
Collision History



Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

Boudreau Road and Sir Winston Churchill Avenue are major roads in the City and carry a significant amount of traffic. In the past five years there have been a number of collisions at this intersection including one pedestrian, one cyclist and one school bus collision. A collision resulting in a pedestrian fatality occurred at the intersection of Sir Winston Churchill and Woodlands Road. Other pedestrian and school bus crashes have occurred throughout the area without any discernible patterns.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Congestion in West Access Aisle** During the morning drop-off activities sufficient room exists around the school for buses and parent drivers to drop off students. One reason for this is the staggered start time from the adjacent École Marie Poburan. In the afternoon pick-up period the visitor parking on the west side of the school is full, 8 buses line up on the east side of the west access aisle, and parents park on the west side of the aisle – leaving no room for through traffic. If parents try to enter drive through the access aisle in the northern direction, they are stuck until the buses depart. This would be greatly exasperated if the afternoon dismissal bell was not staggered from the adjacent school.		<u>1a. Maintain Staggered Start/End Schedule from École Marie Poburan</u> The pick-up / drop-off demand is much higher for the adjacent École Marie Poburan and they have set up and encourage a circulation system that works well for their operation. However, it does not work for ESSMY. It is very important, therefore, that the staggered start/end schedule between the two schools is maintained, so that circulation options for each school can be utilized. <u>1b. Encourage Parents to Use East Access Aisle for Pick-up</u> In order to minimize the congestion in the west access aisle encourage parents to do the afternoon pick-up in the east access aisle in the northbound direction. Space is available on the east side of the aisle up to and including the sidewalk adjacent École Marie Poburan. With staggered hours this should not cause an issue for the adjacent school, but formal discussions between schools should address this. Encouragement could occur through email notices or school newsletters. Note: Formalizing circulation with signs is not advisable due to the differing needs of the two adjacent schools. In addition, morning two-way circulation works for ESSMY but is not advisable for the afternoon. Therefore, extra emphasis on education through newsletters is required.	Education Encouragement	Short Short Term	Schools School
2	**Pedestrian/Vehicle Conflicts in West Access Aisle** Parents pick-up/drop-off students in the afternoon in the east access aisle as shown in the adjacent figure. There are no sidewalks on the west side of the aisle, therefore students walk down the access aisle to get to their parent's southbound vehicle.		<u>2. Provide Sidewalk on West Side of West Access Aisle</u> To reduce the need for pedestrians to walk on the west access aisle to their parked vehicles it is suggested that a sidewalk be constructed along the west side of the lane north from the 90 degree parking. In addition a crosswalk on the south end of this sidewalk is suggested. 	Engineering	Medium Term	School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Boudreau Road and Sir Winston Churchill Ave Pedestrian Crossings** • The intersection has high traffic volumes with significant turning activity. Advanced left turn arrows are available for all movements, but permissive left turns require choosing limited gaps during the peak periods. The work load for left turning motorists is high, limiting the awareness of pedestrians crossing. In particular, the high volumes on Boudreau Road create limited gaps and sight lines to oncoming vehicles is limited due to off-set left turn lanes and the vertical curve west of the intersection. • Pedestrian crossing distance is approximately 30 metres, including 5 lanes and a median. • Relatively large curb radii at each corner allow for higher right turning speeds, increasing the potential and consequences of conflicts with pedestrians. • There are approximately 30 pedestrian crossings at the intersection during the one hour periods surrounding the morning and afternoon school bell times.	 	<u>3a. Implement North and Southbound Protected Only Left Turns at Boudreau Road and SWCA Intersection</u> The implementation of protected only left turn phases at intersections can often reduce the level of service of the overall intersection and increase overall delay. However, it is suggested that these impacts be evaluated and compared to the safety benefits of installing north and southbound protected only left turn phases. This would reduce the workload for the left turning motorists, as well as separate the timing of the pedestrian crossing activity from when these movements are occurring. <u>3b. Raise Pedestrians' Awareness of Turning Vehicle Conflict</u> Prior to the implementation of protected only left turn phases it may be possible to raise the pedestrians' awareness of the turning conflicts by posting a police officer at the corner to discuss the hazards with the students. This could be combined with enforcement if the site can be easily and safely enforced.	Engineering Education / Enforcement	Short Term Short Term	City of St Albert Police
4	**Missing Sidewalk Links on Boudreau Rd and on Sir Winston Churchill Avenue** Missing sidewalks were identified on two main corridors leading to the school. These included the north side of Sir Winston Churchill Avenue east of Woodlands Road and on the east side of Boudreau Road between Sir Winston Churchill Avenue and Westwood Drive.		<u>4. Construct Missing Sidewalks on Sir Winston Churchill Ave and on Boudreau Rd</u> In conjunction with an overall sidewalk infill program it is suggested that missing sidewalk links be constructed based on a priority that gives high priority for major roadway connections leading to schools. 	Engineering	Medium Term	City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
5	**Pedestrian Crossing at Sir Winston Churchill Avenue and Woodlands Rd / Park Ave Intersection** •During peak half hour before and after school the vehicle and pedestrian volumes increase due to the school activity. Pedestrian crossings in north-south and east-west occur, predominantly on the south and west legs. The west leg crosswalk is pedestrian signal controlled. •Southbound delays have reportedly created aggressive driver actions, both in terms of crossing SWCA and in turning right in front of pedestrians stepping onto the crosswalk on the west leg. •Side street pedestrian crossing distance is 25 metres with median on south leg. •Collision history and public comments identify vehicle turning movement conflicts with east-west pedestrian crossings, but none observed during site visit. •Traffic counts have been undertaken in 2013 and 2014. Using these volumes, the TAC Signal Warrant Analysis Procedures have resulted in: Count / Warranted? — TAC Analysis — Score May 2013 — New (2007) — 80 — No May 2013 — Old (2003) — 98 Almost May 2013* — New (2007) — 111 — Yes * based on peak 15 minute counts •The analysis indicates that while there are short durations (15 minute peaks) where a traffic signal would be beneficial, the majority of the time it is not warranted.		10a. Implement Adult Crossing Guard Program on SWCA at Woodlands In conjunction with the Alberta Motor Association (AMA) consideration could be given to implementing an Adult Crossing Guard. Properly trained adults could assist the students in crossing during the peak congested times, raising awareness to the motorists that pedestrian crossing activities are taking place. In particular, working in conjunction with the pedestrian signal that stops east and westbound traffic, the crossing guard can raise the awareness of the north and southbound turning motorists of the crossing pedestrian. It is recognized, however, that the existing crossing demand is not as high as the typical demand warranting adult crossing guards. 10b. Install Advance Warning Sign and Crosswalk Paving Textures If adult crossing guards are not supported the next alternative would be to raise awareness of the pedestrian crossing activity. This could be achieved by erecting advance "Turning Vehicles Yield to Bicycles and Pedestrian" signs for southbound right turning and northbound left turning movements to Yield to Bicycles and Pedestrians. This could further be enhanced by adding LED blinking lights framing the sign that could flash constantly or be hard-wired to the intersection controller to flash only on the pedestrian crossing phase.  Additional awareness could be achieved by highlighting the pedestrian crosswalk using colour texture pavement.   10c. Install Traffic Signal Applying recent traffic count information to the 2007 traffic signal warrants indicates that the warrant currently is not met, but short peak periods would benefit from a signal. Warrants provide guidance in the decision to install traffic signals – to do so prior to warrants being met may result in unintended safety issues. Warrants are to be used as guides, with engineering judgement being used in the final decision. In this case: • Aggressiveness due to delays is creating pedestrian-vehicle conflicts; • Pedestrians are children who have less skill in identifying potential conflicts; • A traffic signal does not eliminate the pedestrian conflicts with turning vehicles. • Volumes are increasing – it is anticipated that the warrant will be met in the future. For these reasons it is suggested that the intersection be monitored on an annual basis and a traffic signal be installed when warrants are met. If the above measures cannot implemented, the advancement of the signal prior to the warrant being met could be a consideration.	Education Engineering City	Short Term Short Term Medium Term	City of St Albert / School District City of St Albert City of St Albert

Appendix A
Open House Comments

Public Workshop Summary

ESSMY – École Secondaire Sainte Marquerite d'Youville

September 9, 2014

The complete summary of this workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

    - Parking lot is not signed well, directions not marked well (west side of building, east of Winston Churchill Ave)
    - Is the parking lot one way? Not clear or room for traffic (southeast entrance to school parking lot off of Boudreau Road)
    - No clear on website to only visit school in neighbourhood. Wanted to provide feedback but area not on the map at open house (west corner at Winston Churchill ave and Boudreau Road)

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - N/A

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

    - N/A

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - N/A

5. **How can we track progress and measure our success in achieving these goals?**

    - N/A

Appendix B
Student Engagement Results

Safe Journeys to School Student Questionnaire

ESSMY – École Secondaire Sainte Marquerite d'Youville

Grade 7:	88
Grade 8:	67
Grade 9:	91
Grade 10:	38
Grade 11:	16
Grade 12:	31
Total Responses:	331

1. How do you usually get to school?

Answer	Gr.7	Gr.8	Gr.9	Gr.10	Gr.11	Gr.12	Why do you choose that way to get to school?	#
Walking by myself	6	13	11	5	1	4	Convenient (live close, parents work)	19
							Fast	2
							Safe	
							Because of the weather	1
							Fun	3
Walking with others	5	4	4	2	1	1	Convenient (live close, parents work)	2
							Fast	
							Safe	
							Because of the weather	
							Fun	3
Riding my bike	6	9	9	5	1	2	Convenient (live close, parents work)	5
							Fast	3
							Safe	
							Because of the weather	1
							Fun	8

Taking the school bus	52	39	47	18	7	15	Convenient (live far, parents work)	63
							Fast	8
							Safe	5
							Because of the weather	3
							Fun	3
Being driven in a car	46	32	56	16	10	17	Convenient (live far, parents work)	54
							Fast	17
							Safe	4
							Because of the weather	
							Fun	1
Another way	2	2	2	0	0	0	Convenient (live close, parents work)	
							Fast	
							Safe	
							Because of the weather	1
							Fun	
							•	
Total Responses	**117**	**99**	**129**	**46**	**20**	**39**		

2. How do you usually get home from school?

Answer	Gr.7	Gr.8	Gr.9	Gr.10	Gr.11	Gr.12	Why do you choose that way to go home from school?	#
Walking by myself	12	16	20	6	2	5	Convenient (live close, parents work)	25
							Fast	2
							Safe	
							Because of the weather	1
							Fun	6
Walking with others	11	14	12	5	1	4	Convenient (live close, parents work)	8
							Fast	
							Safe	1
							Because of the weather	
							Fun	7
Riding my bike	6	10	7	6	1	3	Convenient (live close, parents work)	8
							Fast	4
							Safe	
							Because of the weather	1
							Fun	6
Taking the school bus	55	39	52	19	8	18	Convenient (live far, parents work)	68
							Fast	8
							Safe	4
							Because of the weather	1
							Fun	7

Being driven in a car	34	24	41	14	9	16	Convenient (live far, parents work)	54
							Fast	11
							Safe	1
							Because of the weather	
							Fun	1
Another way	3	2	2	0	1	0	Convenient (live close, parents work)	
							Fast	
							Safe	
							Because of the weather	
							Fun	1
Blue Sky Ideas							•	
							•	
Total Responses	**121**	**105**	**134**	**50**	**22**	**46**		

3. If you usually walk or ride your bike, do you still do that when the weather is bad (e.g. cold, snowy, rainy, windy)?

Answer	Gr. 7	Gr. 8	Gr. 9	Gr. 10	Gr. 11	Gr. 12
Yes, I still walk.	8	13	8	6	3	5
Yes, I still ride my bike	2	1	3	1	0	1
No, I take the bus.	37	29	30	14	7	6
No, I get driven.	27	25	44	12	8	7

4. On your journey to and from school, what things do you think could be dangerous for you and other students?

Most Frequent Comments	Gr. 7	Gr. 8	Gr. 9	Gr. 10	Gr. 11	Gr. 12
Snow and ice	4	7	10	11	8	9
Bus or car accidents	10	7	5	7	3	7
Speeding	2	4	1	3	1	4
Busy roads	3	5	3	5	5	3
Crossing the street	11	9	5	3	2	6
Strangers	5	8	10	4	7	1

5. What would help you to walk, ride your bike or take the bus to or from school?

Most Frequent Comments	Gr.7	Gr.8	Gr.9	Gr.10	Gr.11	Gr.12
Company (parents, friends)	1	3	2	1		1
Road safety (look before you cross, walk bike across road, etc.)	9	7	3	7	2	4
Living closer	4	5	6	3	1	5
Getting there faster	1	1	2			
Better behavior of other children						
Feeling safe	1		3	1		3
Nothing (don’t need help, etc.)	2	3			6	9

6. What do you think could be done to help children get to and from school more safely?

Most Frequent Comments	Gr.7	Gr.8	Gr.9	Gr.10	Gr.11	Gr.12
Crosswalks	4	5	7	3	6	6
Sidewalks/bike paths	3	3	5	2	1	5
More lights/signs/supervision	10	6	11	6	8	9
Better drivers	2	6	9	2		4
More parking	3	4	4	5	4	7
Walking bikes across street	1	2		1		
Crossing guards	1	3	1	4	1	1
Nothing					1	2

7. Is there anything else that YOU would do differently to make your journey to or from school safer?

Most Frequent Comments	Gr.7	Gr.8	Gr.9	Gr.10	Gr.11	Gr.12
Avoid ice and snow	1	1	1	2		
Don’t talk to strangers	1		2			
Better drivers/less traffic	7	2	7	2	2	4
Better behavior on school bus		2				
No	15	10		19	10	18

Appendix C
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?	X	
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X	
	Is there an on-site pick-up / drop-off facility?		X
	Is the pick-up / drop-off facility large enough for the demand?	n/a	
	Does on-site vehicle circulation minimize conflicts?		X
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?		X
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?	n/a	
	Are pedestrian-vehicle conflict areas minimized in the parking lots?	n/a	
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?	n/a	

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		
	Is adequate space provided for school bus area?		
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X	
	Do signs adequately identify the intended street space usage?		
	Do parent volunteers assist in controlling parking?		
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?		X
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?	X	
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the school?	X	
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?	X	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?		X
	Are appropriate bicycle crossing facilities provided?		X
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	n/a	
Bike Paths	Were bike paths adequately maintained?	n/a	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?	X	
	Were unsafe maneuvers observed?	X	
	Did unsafe loading / unloading occur?	X	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?	X	
	Were pedestrian-vehicle conflicts observed?	X	
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?	X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	X	
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX U

VINCENT MALONEY JUNIOR HIGH SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Vincent J. Maloney School

City of St. Albert
March 2, 2015





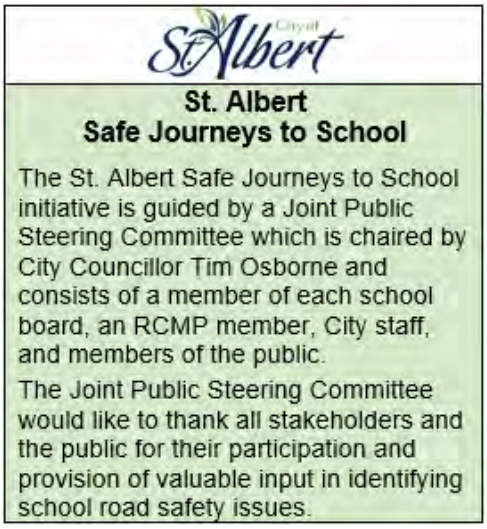
Vincent J. Maloney School
Safe Journeys to School Plan

Address:	20 Mont Clare Place	# Staff:	41
School District:	Catholic School DIstrict	# Students:	502
Grades:	7 to 9	# Buses:	Approx. 30 (shared)
Principal:	Greg Lamer	#Bus Riders:	355

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.



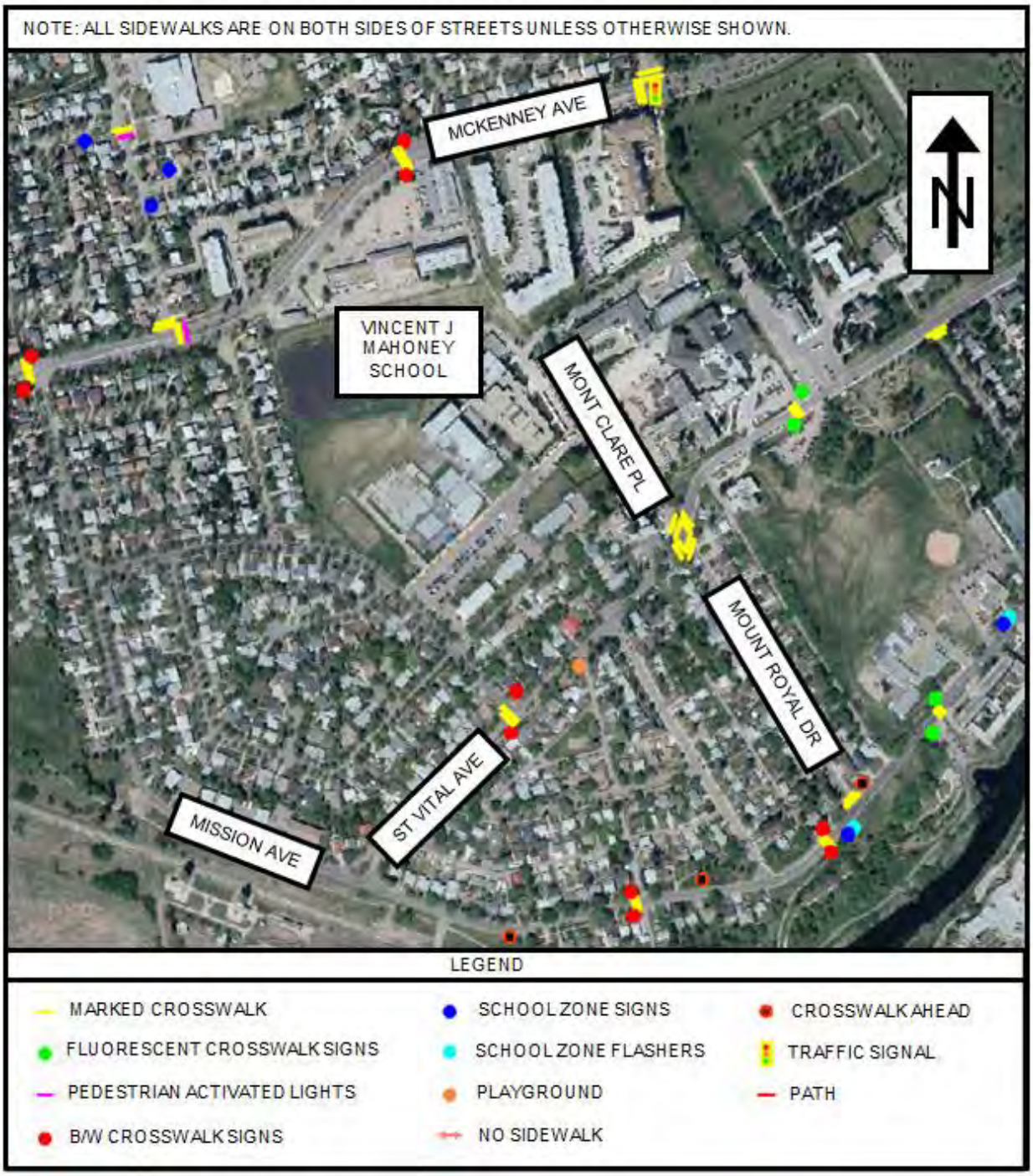
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 9, 2014	Date:	October 9, 2014
Location:	Vincent Maloney	Time:	AM Drop-off
Attendance:	7	Weather:	Clear

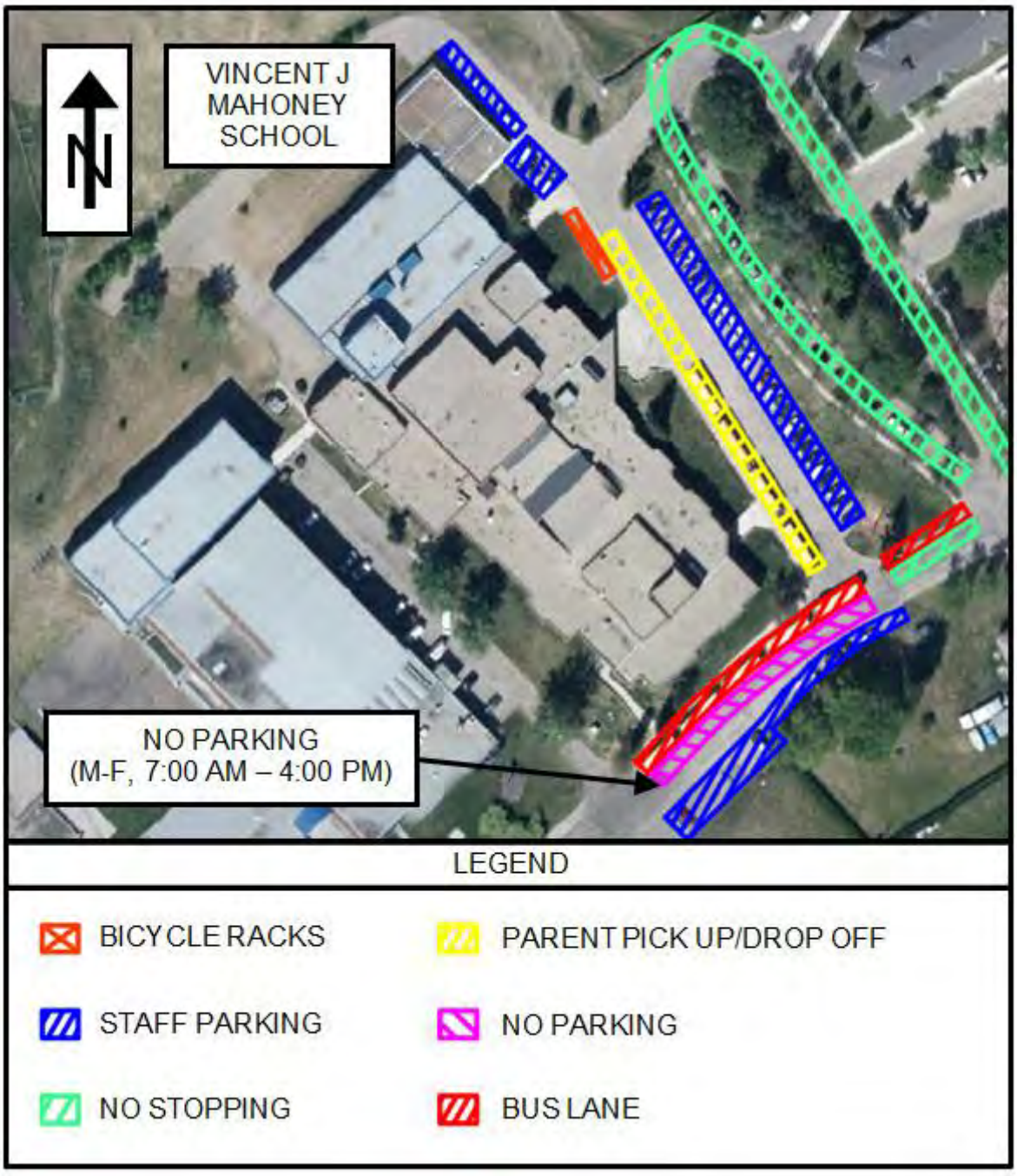
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY

The state of the intersection of St. Vital Avenue and Mont Clare Place was a common concern, with participants referencing the travel delay that occurs here. It was suggested that a turn out for drop-offs should be created where these roads meet. A common need expressed by the workshop participants was for drop-off locations; suggestions included the Mont Clare Place turn-around point.

PARENT SURVEY SUMMARY

The survey respondents for the entire project noted multiple challenges with their children's journeys to school. The three most common themes discussed by respondents were distracted, hurrying drivers who fail to see pedestrians; speeding, and; unsafe intersections to cross. Typical solutions that were suggested in the responses included creating more crosswalks, installing more visible signage/lights to alert drivers of pedestrian crossings, utilize adult crossing guards, create better drop-off/pick-up procedures and locations, educate adults and children on traffic safety, and encourage everyone to utilize active modes of transportation.

The survey respondents indicated that the majority of trips to Vincent J. Maloney Catholic Junior High School fall in-between 2.5 km and 5 km. A smaller group reported trips of between 1 km and 2.5 km. Respondents noted that the majority of these trips are taken by either school bus or private vehicle. A smaller number reported that their children walk to school. These modes of transportation were chosen due to their relative convenience, safety, and adverse weather conditions. Those that chose to not have their children walk or bike to school attribute this to the length of trip, extreme weather, and unsafe vehicular traffic.

Survey respondents expressed concern over the streets of Mont Clare Place and St. Vital Avenue near the school. They noted that St. Vital Avenue is busy, cars often don't stop to let children cross, and high school students often bully the children walking from the school. Mont Clare Place was reported as being very narrow, and that trees in the median make it hard to see children walking across the street. Respondents also noted that the parking lot at the school is very congested with a poor traffic flow due to sharing the area with the nearby high school. Suggestions for improvement included using the nearby strip-malls parking lot as a drop-off area, increased police presence and enforcement and installing lights at the crosswalks near the school.

STUDENT QUESTIONNAIRE SUMMARY

Survey Response Information

School	Total Number	By Grade		
		7	8	9
Vincent J. Maloney	299	104	55	140

The majority of the students surveyed at Vincent J. Maloney Catholic Junior High School indicated that they take either the school bus or a private vehicle to school. Those modes of transportation were chosen due to their convenience and quickness. In inclement weather, the

students reported that they often forwent active modes of transportation in favor of the school bus or a private vehicle.

Those surveyed expressed concern over bus or car accidents, snow and ice, and strangers on their way to and from school. They noted that living closer, better behavior of children, and more company would encourage them to use active forms of transportation. They believe that more lights, signs and supervision, more crosswalks, and more parking would help improve the overall safety of children's journeys to school. They expressed the need for better drivers and less traffic and better behavior on the school bus to improve their personal journeys to and from school.

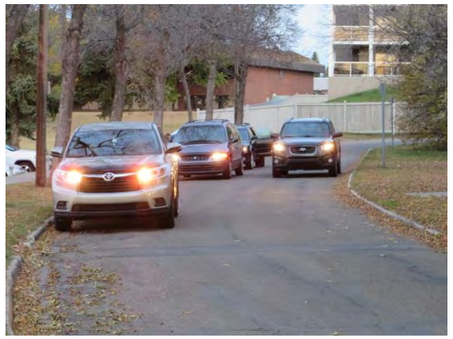
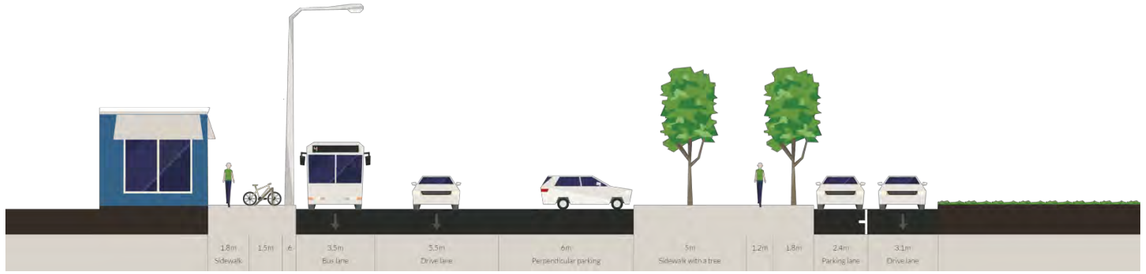
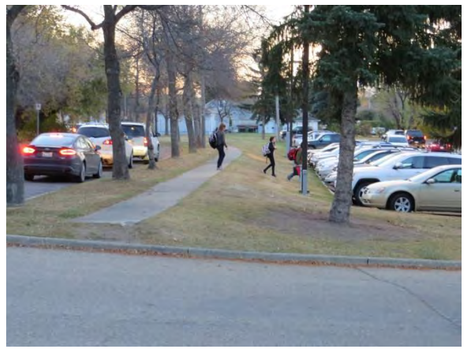
Collision History

Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

In the area surrounding Vincent J. Maloney School there have been three collisions involving school buses in the past five years. No collisions have been reported involving pedestrians or bicycles in that same time period. The School Bus collisions were not in close proximity to the school site, apart from one on Malmo Avenue.



SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Pick-up and Drop-off occurring off-site in emergency lane** The west portion of the Mont Clare Place loop in front of the school is used for pick-up/drop-off by parents in the morning and afternoon despite this area being signed 'No Stopping'. It is understood that this 'No Stopping' requirement is due to the desire to keep this area clear for emergency vehicle egress from the adjacent developments.		<u>1. Construct a pick-up/drop-off area in the off-site emergency lane</u> This loop could be a considerable asset to the school if pick-up/drop-off is formalized in a manner that allows for emergency vehicles to pass through the area un-obstructed. To permit pick-up/drop-off in this area, it is recommended that the 'No Stopping' signs be replaced with 'No Parking' signs which include a tab reinforcing that no unattended vehicles are permitted. A crosswalk should be provided to increase the visibility of the pedestrians crossing through the parking lot.	Engineering	Short Term	City
			The formalized pick-up/drop-off are within the Mont Clare Place loop would require very little construction, using all existing curbs and roadway components as shown below in cross section view. 			
2	**Children crossing through parking lot** With the Mont Clare Place loop being used as a pick-up/drop-off area, students are required to cross through the parking lot to access the school. In the afternoon, the parking lot activity is minimized due to bus parking that limits access to the parking lot; however, in the morning, this parking lot is used for pick-up/drop-off activity and interaction between pedestrians and vehicles does occur.		<u>2a. Provide pedestrian crossings through parking lot</u> Removing one parking stall in the parking lot and creating a raised crosswalk that leads from the Mont Clare Place pick-up/drop-off loop to the school entrance would enhance the visibility of the pedestrians traveling through the parking lot. A fence may also be required to ensure the crosswalk is used instead of the current behaviour of travelling scattered through the parking lot. This treatment could also be effective on a smaller budget if paint is used for the crosswalk rather than constructing a raised crosswalk. 	Engineering	Medium Term (Short if paint is used in the interim)	School District
			<u>2b. Provide school staff to supervise parking lot</u> Having staff or parents in the parking lot during the morning and afternoon bells would help ensure that all people in the area are behaving in a safe and courteous manner.	Encouragement and Education	Short Term	School

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Higher vehicle speed in vicinity of school** High vehicle speeds were observed on the east portion of the Mont Clare Place loop in the morning. Although pedestrian activity on this side of the loop is less, high vehicles speeds to present a significant risk to pedestrians and behaviour of drivers in the vicinity of schools (and the larger community) should be respectful of the rights of more vulnerable road users.		3a. Provide 'School Area' signs approaching Mont Clare Place It is suggested that School Area signs be posted approaching the entrance to the Mont Clare Place loop to identify to motorists that school related activity including pedestrians and pick-up / drop-off actions may be occurring.	Engineering	Short Term – 1st Priority	City
			3b. Notify parents of responsible behaviours Existing school communication channels, such as newsletters or email updates, can be used to remind drivers of their responsibility of driving in a safe and courteous manner in the vicinity of the school and in the surrounding community.	Education	Short Term	School
4	**Vehicle congestion in area** Vehicle congestion in the area was reported by parents and staff at the school in the times before and after the school bells. Frustration caused by delay related to congestion can cause motorists to act in unsafe and irrational manners.		4a. Promote Active Transportation Encouraging fewer vehicular trips to the school in the morning and afternoon through encouraging walking, bicycling, or carpooling would reduce the total number of vehicles destined to the school and surrounding infrastructure.	Encouragement	Short	School
			4b. Investigate using off-site locations for pick-up/drop-off In addition to promoting active transportation, encouraging pick-up/drop-off that occurs at a further distance from the school (provided there is safe infrastructure) reduces the number of vehicles using the adjacent roadway infrastructure.	Education	Short	School
			4c. Emphasize safety over convenience Emphasis on safety as a fundamental goal of all travel to and from school should be shared with parents. Issues, such as speeding, could be highlighted as existing threats to this overall goal.	Education	Short	School
5	**U-Turns in parking lot when buses blocking egress** In the PM peak, buses currently stack along the south sidewalk of the school and deliberately block the egress of the parking lot in order to prevent pick-up/drop-off in the staff parking area. However, some pick-up/drop-off does occur in this area by less familiar drivers, resulting in u-turns in the parking lot, with students walking nearby.		5. Install access control signage at the entrance and egress of the parking lot Providing clear signage indicating that pick-up/drop-off is not permitted in the parking lot would help prevent these unwanted maneuvers from occurring. 	Engineering	Short	School District

Appendix A
Open House Comments

Public Workshop Summary

Vincent J Maloney

September 9, 2014

The complete summary of this workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

   - Potential closure/reduction of Villenue Rd. is of significant concern to the 3 schools on the road @ JJ Nearing school.
   - Bad crossing for the bus stop on Giroux & Dunfield
   - Bottlenecks here (St. Vital Ave & Mont Claire Pl)

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

   - Put crosswalk before 4-way stop (north-south across St. Vital Ave.)
   - Allow private vehicle to exit onto Malmo Ave (south of parking lot)
   - Add sidewalk across field (north of school)
   - There is a parent drop off back of mall (McKenney Avenue entrance)
   - Need a designated drop off point & pick up point (Langley Ave)
   - Create 2 lanes – drop off – emergency vehicles (Mont Clare Pl turn-around point)
   - Lay-by (turn out) for drop off (soft triangular piece St. Vital Ave & Mont Clare Pl)
   - Problematic intersection design (St. Vital Ave & Mont Clare Pl)
   - Traffic light suggestion, see photo



3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

   - N/A

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

   - N/A

5. **How can we track progress and measure our success in achieving these goals?**

   - N/A

Appendix B
Student Engagement Results

Safe Journeys to School Student Questionnaire

Vincent J Maloney

Total Responses: 299

Grade 7: 104

Grade 8: 55

Grade 9: 140

The majority of the students surveyed at Vincent J. Maloney Catholic Junior High School indicated that they take either the school bus or a private vehicle to school. Those modes of transportation were chosen due to their convenience and quickness. In inclement weather, the students reported that they often forwent active modes of transportation in favor of the school bus or a private vehicle.

Those surveyed expressed concern over bus or car accidents, snow and ice, and strangers on their way to and from school. They noted that living closer, better behavior of children, and more company would encourage them to use active forms of transportation. They believe that more lights, signs and supervision, more crosswalks, and more parking would help improve the overall safety of children's journeys to school. They expressed the need for better drivers and less traffic and better behavior on the school bus to improve their personal journey's to and from school.

1. How do you usually get to school?

Answer	Gr. 7	Gr. 8	Gr. 9	Why do you choose that way to get to school?	#
Walking by myself	3	3	8	Convenient (live close, parents work)	11
				Fast	2
				Safe	0
				Because of the weather	3
				Fun	0
Walking with others	2	2	6	Convenient (live close, parents work)	9
				Fast	0
				Safe	1
				Because of the weather	1

				Fun	0
Riding my bike	7	1	4	Convenient (live close, parents work)	5
				Fast	2
				Safe	0
				Because of the weather	2
				Fun	4
Taking the school bus	60	31	72	Convenient (live close, parents work)	140
				Fast	25
				Safe	3
				Because of the weather	4
				Fun	1
Being driven in a car	32	17	49	Convenient (live close, parents work)	84
				Fast	15
				Safe	2
				Because of the weather	6
				Fun	1
Another way	0	1	0	Convenient (live close, parents work)	0
				Fast	1
				Safe	0
				Because of the weather	0
				Fun	0

Blue Sky Ideas	0	0	1	• Fly a jet plane	1
Total Responses	**104**	**55**	**140**		

2. How do you usually get home from school?

Answer	Gr. 7	Gr. 8	Gr. 9	Why do you choose that way to go home from school?	#
Walking by myself	8	7	13	Convenient (live close, parents work)	13
				Fast	1
				Safe	1
				Because of the weather	1
				Fun	2
Walking with others	19	4	18	Convenient (live close, parents work)	21
				Fast	1
				Safe	0
				Because of the weather	1
				Fun	5
Riding my bike	27	2	2	Convenient (live close, parents work)	6
				Fast	2
				Safe	0
				Because of the weather	1
				Fun	1
Taking the school bus	61	39	77	Convenient (live close, parents work)	143
				Fast	19

				Safe	4
				Because of the weather	4
				Fun	3
Being driven in a car	26	13	34	Convenient (live close, parents work)	53
				Fast	12
				Safe	1
				Because of the weather	2
				Fun	0
Another way	2	1	1	Convenient (live close, parents work)	0
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	1
Blue Sky Ideas	0	0	1	• Camel ride	1
Total Responses	**143**	**66**	**146**		

3. If you usually walk or ride your bike, do you still do that when the weather is bad (e.g. cold, snowy, rainy, windy)?

	Grade 7	**Grade 8**	**Grade 9**
Yes, I still walk.	4	6	9
Yes, I still ride my bike	2	0	1
No, I take the bus.	17	24	55
No, I get driven.	8	19	29

4. On your journey to and from school, what things do you think could be dangerous for you and other students?

Number of responses, per grade:

Most Frequent Comments	Grade 7	Grade 8	Grade 9
Snow and ice	11	13	25
Bus or car accidents	17	11	26
Speeding	5	3	7
Bad drivers	8	0	0
Busy roads	6	5	13
Crossing the street	9	4	13
Strangers	6	10	20
Bullies	3	0	0

5. What would help you to walk, ride your bike or take the bus to or from school?

Number of responses, per grade:

Most Frequent Comments	Grade	Grade 8	Grade 9
Company (parents, friends)	1	1	8
Road safety (look before you cross, walk bike across road, etc.)	4	3	4
Living closer	11	6	11
Getting there faster	6	5	
Better behavior/attitude(s)	1	8	6

Better drivers	7	0	0
Feeling safe	0	6	1
Nothing (don't need help, weather, dressing better, etc.)	17	12	12

6. What do you think could be done to help children get to and from school more safely?

Number of responses, per grade:

Most Frequent Comments	Grade	Grade 8	Grade 9
Crosswalks	10	12	9
Sidewalks	4	4	6
More lights/signs/supervision	14	7	20
Better drivers	4	2	6
More parking	9	1	8
Walking bikes across street	2	4	1
Crossing guards	6	0	3
Safer/closer bus routes	5	0	0
Nothing	11	3	8
Other	0	22	53

7. Is there anything else that YOU would do differently to make your journey to or from school safer?

Number of responses, per grade:

Most Frequent Comments	Grade	Grade 8	Grade 9
Avoid ice and snow	1	1	2
Don't talk to strangers	2	2	0
Better drivers/less traffic	3	5	3
Better behavior on school bus	5	0	0
No	52	37	51
Other	1	4	29

Appendix C
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?	X	
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X	
	Is there an on-site pick-up / drop-off facility?		X
	Is the pick-up / drop-off facility large enough for the demand?	n/a	
	Does on-site vehicle circulation minimize conflicts?		X
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?		X
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?		X
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?		X

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		X
	Is adequate space provided for school bus area?	X	
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X	
	Do signs adequately identify the intended street space usage?		X
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?	X	
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?	X	
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?		X
	Are pedestrian crossing facilities provided on the major routes to the school?		X
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?		X
	Are pedestrian signal crossing timings appropriate?	n/a	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?		X
	Are appropriate bicycle crossing facilities provided?		X
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	X	
Bike Paths	Were bike paths adequately maintained?	n/a	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?		X
	Were unsafe maneuvers observed?	X	
	Did unsafe loading / unloading occur?	X	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?	X	
	Were pedestrian-vehicle conflicts observed?		X
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?	X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX V

ALBERT LACOMBE ELEMENTARY SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Albert Lacombe Elementary School

City of St. Albert
March 2, 2015





Albert Lacombe Elementary School

Safe Journeys to School Plan

Address:	60 Woodlands Road	# Staff:	40
School District:	Catholic	# Students:	260 (incl. P/S)
Grades:	Pre-School to Grade 6	# Buses:	4
Principal:	Joan Tod	# Bus Riders:	52

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a strategy to further enhance school traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

St. Albert
Safe Journeys to School

The St. Albert Safe Journeys to School initiative is guided by a Joint Public Steering Committee which is chaired by City Councillor Tim Osborne and consists of a member of each school board, an RCMP member, City staff, and members of the public.

The Joint Public Steering Committee would like to thank all stakeholders and the public for their participation and provision of valuable input in identifying school road safety issues.

Key project activities at each school included extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.

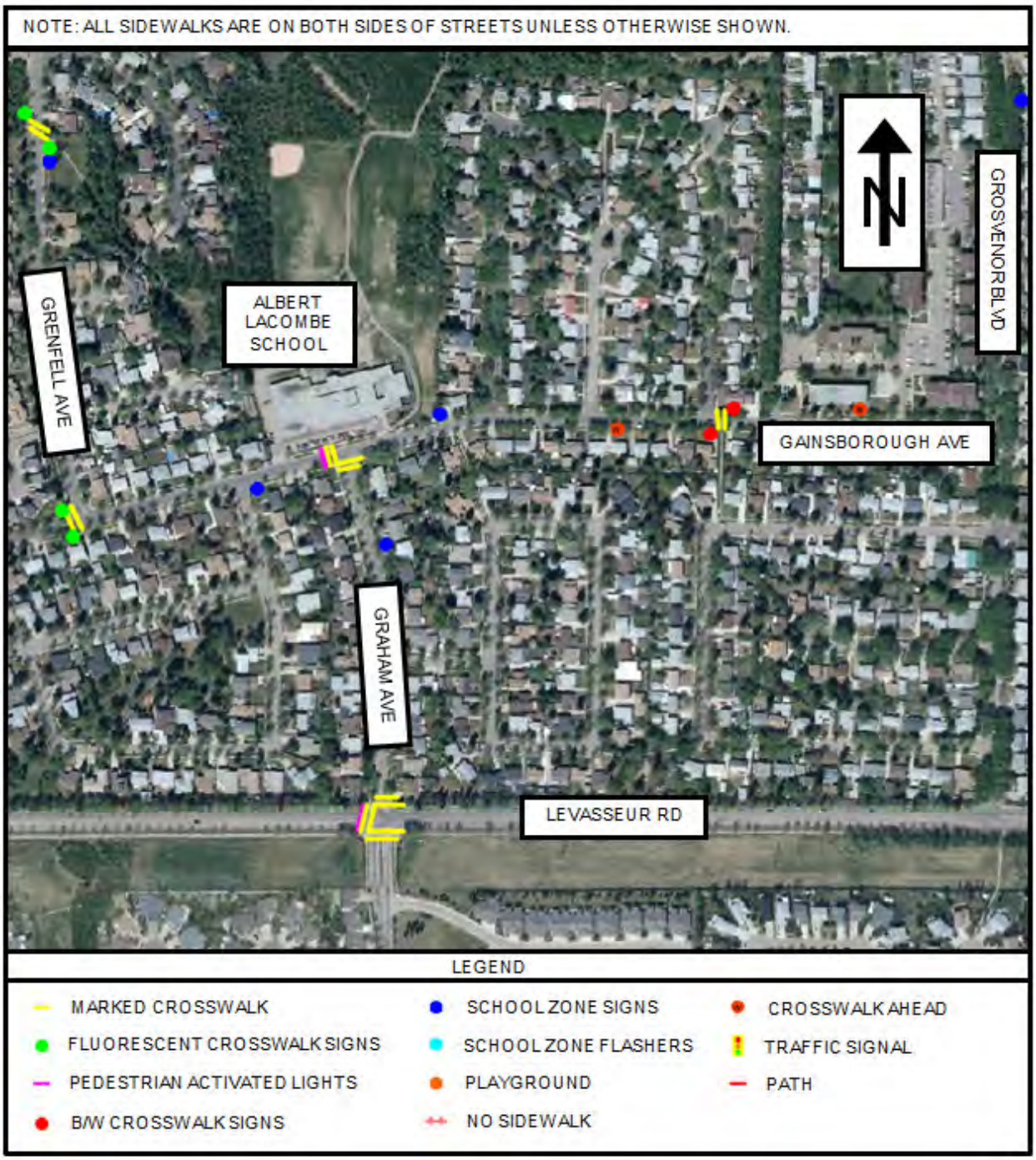
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 11, 2014	Date:	October 10, 2014
Location:	Albert Lacombe Elementary	Time:	8:00 am to 9:45 am
Attendance:	106	Weather:	Sunny

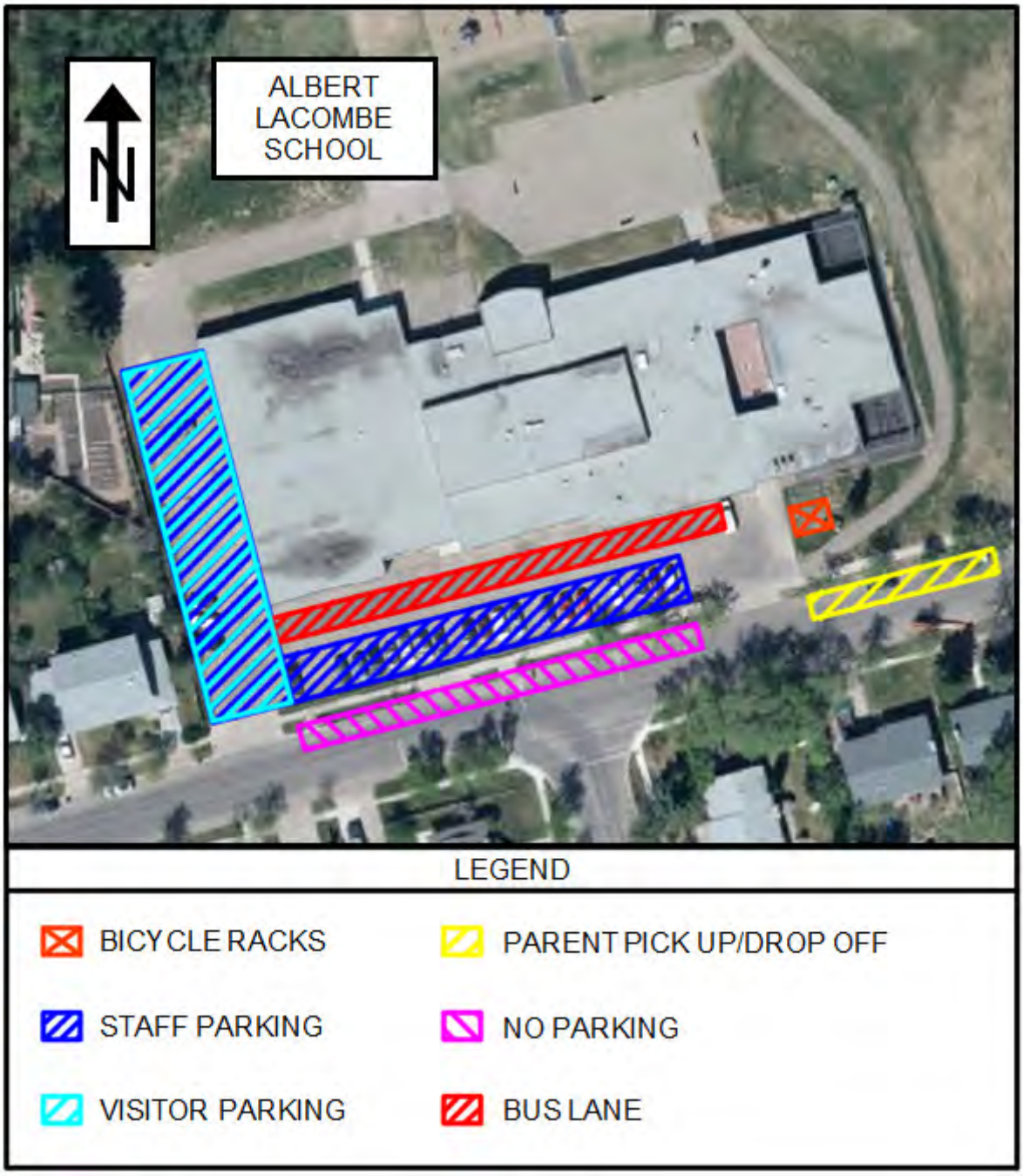
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY

Speeding, jaywalking and limited parking and drop-off areas along Gainsborough Avenue were common concerns of the workshop participants. In particular, the lack of proper parent parking was cited as causing illegal parking near crosswalks which reduces visibility of children crossing at crosswalks. A need for flashing lights at the intersection with Gladstone Crescent was expressed, along with a new crosswalk placed further up the hill along the Avenue.

Another troubling area that was pointed out by the participants was Levasseur Road west of Hudson Road. In this area concerns included speeding and dangerous or missing crosswalks. Participants also suggested more police presence in the area to enforce parking zones and speed limits in the area. To coincide, a reduced, year-round 30 km/h school zone was also suggested.

PARENT QUESTIONNAIRE

Total Survey Responses: 8

The survey results for Albert Lacombe Elementary School indicated that the majority of respondents drive their children to school. A smaller number indicated that their children take the school bus. The noted distance travelled varied from between 1 km to 2.5 km and to more than 5 km. These modes were chosen because of the distance from the school, their quickness and convenience, and the ability for parents to travel directly to their next destination after drop off and pick up.

Respondents noted concerns of high traffic volumes around the school and the lack of parking near the school for parents. One respondent also noted that they live outside of the current school bus routes and must drive to get their children to school. Respondents recommended that additional parking be added for drop-offs and pick-ups. Alternatively, a no parking zone within 20 m of the school site was recommended to stop parents from entering the school grounds during busy times.

STUDENT QUESTIONNAIRE

Surveys Received: 75
- Grade 4: 26
- Grade 5: 28
- Grade 6: 21

The students surveyed at Albert Lacombe Catholic Elementary School indicated that they are most often driven to and from school in a private vehicle. Smaller numbers reported walking or taking the bus. Overwhelmingly, the student's cited convenience – living close, parents' working, unable to walk – as the main reason for using those modes of transportation. In inclement weather, those surveyed stated that they avoid active modes of transportation and are instead driven or take a bus. Only a small number reported still walking to school in those weather conditions.

In terms of possible dangers on their journeys' to school, the students surveyed were most concerned of bad driver behavior such as speeding, crossing the street, and strangers. By far, students also indicated that improved road safety, such as knowing how to cross the street properly or knowing to walk bikes across the street, would help them use modes of transportation such as walking or biking more safely. They also indicated that more crosswalks and sidewalks, more lights and signs, and more parking could be added to improve everyone's journey to school.

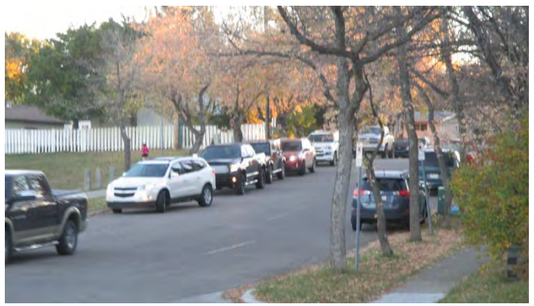
COLLISION HISTORY

Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

No collisions were noted in the vicinity of this school.

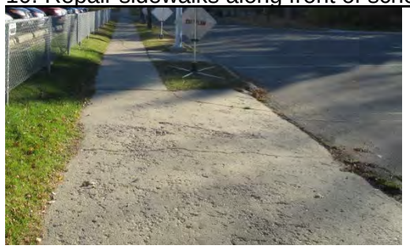


SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
1	**Staff Parking in No Stopping Zone** At least two vehicles were observed during the morning site visit to be parked or more than 90 minutes on the south side of Gainsborough Ave east of the school.	 	<u>1A. Discourage staff from parking illegally</u> If these are staff member's vehicles, they should be advised not to park there. The school should provide other parking options for staff, such as described in Option 1B.	Encourage-ment Enforcement	Short	School City
			<u>1B. Encourage staff to park in west lot</u> To provide staff with a convenient alternative, they can be encouraged to park in the lot on the west side of the building. During the site visit, it was observed to be underutilized, with only three vehicles parked there.	Encourage-ment	Short	School
2	**Parking Demand Exceeds On-street Capacity** The limited on-street parking leads parents and staff to park on the opposite side of the street and the side streets, and possibly jaywalk, creating conflicts. The location of the crest curve near the school makes jaywalking movements across the street less safe.	 	<u>2A. Encourage parents to park further, on the same side</u> Although it may not be the most desirable option to parents, the school can convince them of the benefits of parking on the same side of the street as the school but further away and walking with their children. Certain safe stopping points can be identified and shown on a map for parents. A system can be developed in which staff or parents can walk in a group from a defined point. <u>2B. Convert west parking lot to pick-up/drop off area</u> As an alternative, the school may want to convert the west lot to a formal area, and encourage staff to park on the street. This would require that the lot be wide enough to provide a one-way loop, and access to the garbage bins would need to be maintained. These and other implications can be further reviewed. As part of this option, the east driveway may need to be converted to a two-way operation. 	Encourage-ment Engineering	Short Medium	School School

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
3	**Jaywalking Across Gainsborough Avenue** Further to Issue #2, an extensive amount of jaywalking across Gainsborough Avenue occurs. The majority of this traffic crosses at the east end of the school, because they are destined to/from the main entrance of the school, or from the east side of Graham Avenue.	 	3A. Align Crosswalks with Entrances The optimal solution would involve aligning crosswalks with the school entrances and managing access to the entrances. Since it may be unsafe to formalize a crosswalk closer to the east entrance, it is suggested that the school further highlight the pedestrian crosswalk aligned with the west entrance, by raising it and/or providing curb extensions, and continuing it to the doors by creating an opening in the fence, and providing a raised crosswalk across the parking lot. Additional coordination and supervision to minimize conflicts with school buses will be necessary for this option.  3B. Enforce against jaywalking With Option 3A, parents can be permitted to stop or park across the street, but only if jaywalking is strictly enforced. Positive guidance east of the school should be provided on the south side to direct student to the safe crossing location. The east doors of the school can be locked during peak times to facilitate this revised operation.	Engineering Encourage-ment Enforcement	Medium	School School RCMP
4	**Location of school zone signs** Due to the lack of on-site parking, the school activity starts earlier on the roadway on each side. When approaching from the west, the school zone is located approximately only 10 metres from the start of the school frontage and after the intersection of Graham, where pedestrians cross. Several comments were received regarding speeding through the school zone.		4A. Extend school zone further west The TAC School and Playground Zone Guidelines indicate that a school zone should start a distance of 20-40 metres (depending on speeds) prior to the school frontage. It is suggested that the zone start just west of the Graham Road intersection. 4B. Provide school zone flashers With the amount of on-street activity at this school and the horizontal and vertical curvature east of the school, this is a good candidate for the installation of school zone flashers, to raise motorists' awareness of the school zone activity. 4C. Provide Speed Reader-board and Enforcement It is suggested that Gainsborough Ave be a candidate for the installation of a speed reader-board, and that follow-up speed enforcement be conducted.	Engineering Engineering Enforcement	1st Priority Short Medium	City City City/RCMP

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
5	**Crosswalk signing east of school zone** For eastbound traffic, the crosswalk the crosswalk warning sign immediately east of Gladstone Crescent refers to is unclear. The next intersection is Grantham Place, which is not signed or marked.	 	5. Sign and Mark Crosswalk at Grantham Place Since there is no crosswalk immediately east of the school, one should be provided at the closest point where sight lines are clear. This is likely Grantham Place; therefore signs and markings can be installed here, possibly with curb extensions to make it more attractive. As part of this option, marking should be provided across Grantham Place to reinforce that this it is not the recommended location to cross Gainsborough Ave. As an additional option, since it is the first crosswalk east of the school and there may be high volumes of pedestrians, consideration can be given to extending the school zone to beyond the crosswalk.	Engineering	Short	City
6	**Regulation of Bus only Zone** The morning school bus operations appeared to be well coordinated and followed by parents. However, it is understood that from Tuesday to Thursday, there is additional traffic attending the hockey academy, which may bring more activity into the parking lot Afternoon pick-up is also typically more chaotic on the school grounds.		6A. Provide signage to discourage vehicles from bus zone Signage on the front of the school can indicate the times that the zone is for buses only. Markings can also be provided to make it clear where the bus zone starts and ends, especially if the crosswalk in across the parking lot (Suggestion 3A) is implemented. 6B. Delineate bus passenger waiting area The pavement hatching may not clearly indicate to pedestrians that it represents the waiting area. A raised platform would make the distinction more clear as well as provide a layer of protection and make it easier to board to bus.	Engineering	Short	School
7	**Compliance with One-Way Operations in Parking Lot** It was reported that occasionally parents fail to comply with the one-way operations. This can cause conflicts, confusion and erratic avoidance manouevres.		7A. Narrow Driveways The wide driveways attract two-way movements. The east driveway was noted to be particularly wide. Narrowing them may discourage two-way traffic. 7B. Implement Angle Parking Angle parking makes it easier to enter or exit from parking stall in the right direction and makes the one-way operation more obvious. 7C. Relocate and Orient Driveway Signs The do not enter and one-way signs can be better oriented towards the traffic for which it is intended to be seen, and provided on the near side of the driveway so that it can be seen earlier by motorists prior to starting their turning movement.	Engineering	Short	School

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
8	**Parking Behaviours in West Lot** Angle parking is in place in the west parking lot. The four closest stalls (unmarked). None of the actual marked stalls were used. Only some vehicles were backed in.		<u>8A. Encourage parking further into lot</u> Parking further into the lot, where the stalls are marked, would move vehicles further from the driveway and potential conflicts. <u>8B. Encourage reverse-in parking</u> Although the stalls have been marked for back-in parking, most are not using it as such. Fronting out is considered safer than backing out. Since staff are expected to arrive before students, it is assumed backing in can be conducted relatively safely. (These are not relevant if the lot is converted to a PU/DO area.)	Encourage-ment	Short	School
9	**Steepness of Pathway** The pathway located immediately east of the east driveway is oriented nicely for eastbound cyclists but not westbound cyclists. There is a beaten path indicated cyclist/pedestrian demand along this route. The low number of bikes on a sunny day indicated the need for better cyclist accommodation in the vicinity.		<u>9. Improve pathway connection from the east</u>  A pathway along a less steep alignment can be explored and paved (for example the white line on the aerial photo). Alternatively, a pathway starting from the sidewalk location with the beaten path can be realigned to continue along the embankment to be less steep. In either case, the pathway could lead to a second bike rack placed at the back of the school. Finally, the existing pathway should be directly linked to the existing bike racks.	Engineering	Medium	School
10	**Sidewalk condition along front of school** The interface between the sidewalk and the driveway contains a lip, which could be a trip hazard. Also, the sidewalk and curb between the bus stop and the signalized crosswalk was deteriorating (second photo to the right). Construction at the bus stop at the time of the site visit further narrowed the sidewalk in front of the school.		<u>10. Repair sidewalks along front of school</u> 	Engineering	Medium	City
11	**Pedestrian Movements across Levasseur** Comments were received from parents regarding the risks of crossing Levasseur Road. It was noted that already provided are a pedestrian signal at Graham and a signed and marked crosswalk at Grosvenor.		<u>11. Review need for crosswalk at Levasseur and Grosvenor</u> It is suggested that the City conduct a count at Levasseur and Grosvenor to determine the need for a more enhanced crosswalk.	Engineering	1st Priority	City

Appendix A
Open House Public Workshop Comments

Public Workshop Summary

Albert Lacombe Catholic Elementary School

September 11, 2014

Speeding, jaywalking and limited parking and drop-off areas along Gainsborough Avenue were common concerns of the workshop participants. In particular, the lack of proper parent parking was cited as causing illegal parking near crosswalks which reduces visibility of children crossing at crosswalks. A need for flashing lights at the intersection with Gladstone Crescent was expressed, along with a new crosswalk placed further up the hill along the Avenue.

Another troubling area that was pointed out by the participants was Levasseur Road west of Hudson Road. In this area concerns included speeding and dangerous or missing crosswalks. Participants also suggested more police presence in the area to enforce parking zones and speed limits in the area. To coincide, a reduced, year-round 30 kph school zone was also suggested.

The complete summary of this workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

    - Gainsborough Ave and Gladstone Crescent intersection – Parents drop off in restricted zone
    - Gainsborough Ave – No traffic enforcement
    - Gainsborough Ave, just in front of school parking lot – some parents are encouraging students to jaywalk, it is illegal and dangerous
    - Gainsborough Ave – speeding
    - School parking lot – fast turns, problems with parents dropping off here
    - Gainsborough Ave and northwest of school parking lot – Parents cannot drop off here
    - Back road between Riel Drive and Sir Winston Churchill Ave – Bus/School Bus service from Edmonton
    - Levasseur Road and west of Hudson Road – Dangerous crosswalk
    - Levasseur Road and west of Hudson Road – Haviland Crescent, Heritage Drive, crosswalk missing – speeding

- Gainsborough Ave – speeding
- Gainsborough Ave – limited parking leads to illegal parking visibility
- Gainsborough Ave and Grantham Place – jaywalking
- Gainsborough Ave – Students distracted while carrying sports equipment
- Gainsborough Ave and north west of Gillian Crescent – Parking very close to x-walk obscures sight

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

- Gainsborough Ave and east of Gillian Crescent – consider speed bumps u.k. – style
- Gainsborough Ave and north of Gillian Crescent – Flashing beacons for pedestrian crossing
- North of school – parking/sidewalk/bus bay
- School Park – keep monkey bars for upper body workout/take out the monkey bars
- Gainsborough Ave and east of school – pedestrian control signals RFRB
- Gainsborough Ave and west corner of school parking lot – Keep trees/bushes trimmed back
- Northwest corner of Gainsborough Ave on Grenfell Ave – Stop sign should be here/it is here
- Traffic lights along Gainsborough
- School sites should be playground zone 30 km/h year round
- Gainsborough Ave – traffic /x-walk lights further up hill
- Additional crosswalk on Gainsborough
- Gainsborough Ave and Gladstone Crescent intersection – Cross walk here, traffic/ cross walk further up hill.
- Gainsborough Ave, just in front of school parking lot – Cross walk could be moved/don't move crosswalk or it will be too close to hill

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

- Gainsborough Ave and northwest of school parking lot – Parents cannot drop off here

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - Field trip to Safety City - learn how to do it while your brain is still growing
    - Automated enforcement, RCMP/ bylaw ticketing for illegal turns, parking speeding
    - Speed fines should be double in school zones
    - Gainsborough Ave – automated speed monitoring/Passive enforcement
    - Grenfell Ave and north of Georgia Place – Law enforcement of parents using drop off area
    - Gainsborough Ave and west of school – create school site drop off bylaw
    - Best practice: teachers monitoring parking lot
    - Gainsborough Ave –need police presence/school sites should be playground zone 30km year round/speed fines should be double in school zones

5. **How can we track progress and measure our success in achieving these goals?**

    - All kids kept safe
    - Kids arrive at school safely everyday

Appendix C
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No	Comments
Parking	Is there sufficient staff parking?	X		
	Is there sufficient visitor parking?	X		
	Do parent volunteers assist in controlling parking?		X	
	Is there sufficient bike parking?	X		
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X		
	Is there an on-site pick-up / drop-off facility?		X	Only for buses
	Is the pick-up / drop-off facility large enough for the demand?			n/a
	Does on-site vehicle circulation minimize conflicts?	X		One-way
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?	X		Fence along front
	Are bike-vehicle conflict areas between the street and the bike racks minimized?	X		
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?			n/a
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X	No defined walkways
Lighting	Is there adequate lighting in the parking lots?	X		
	Is there adequate lighting on the pedestrian pathways?	X		

OFF-SITE PROMPT LIST

Prompt		Yes	No	Comments
Infrastructure				
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X		
	Are reduced speed school zones placed an appropriate distance from the school?		X	Too late from west
	Are the school zones adequately identified?	X		
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		X	Some parents park across the street
	Is adequate space provided for school bus area?			n/a
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X		
	Do signs adequately identify the intended street space usage?	X		
	Do parent volunteers assist in controlling parking?		X	
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?		X	But hard to provide along east portion due to hill
	Are sidewalks continuous along the major routes to the school?	X		
	Are the sidewalks clear of obstructions?	X		
Sight Lines	Do geometrics provide for adequate site lines?		X	Curves east of school
	Is vegetation adequately controlled to maintain site lines?	X		
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?		X	Nothing east of the school
	Are pedestrian crossing facilities provided on the major routes to the school?		X	Check locations on Levasseur
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X		
	Are crossing facilities appropriately signed?	X		
	Are pedestrian signal crossing timings appropriate?	X		
Bike Paths	Are bicycle facilities provided in the vicinity of the school?	X		
	Are appropriate bicycle crossing facilities provided?		X	Pathway alignment from east and to bike rack
Street Lighting	Is adequate corridor lighting provided?	X		
	Is adequate lighting provided at crossing facilities?	X		

Prompt		Yes	No	Comments
Maintenance				
Roadways	Were roadways adequately maintained?	X		
	Was signage adequately maintained?	X		
	Were road markings adequately maintained?	X		
	Was drainage adequately maintained?	X		
Sidewalks	Were sidewalks adequately maintained?		X	Near west driveway and bus stop
	Were pedestrian shoulders adequately maintained?			n/a
Bike Paths	Were bike paths adequately maintained?			n/a
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X		
	Is on-street and private property landscaping adequately maintained for sight lines?	X		

Prompt		No	Yes	Comments
Behaviour				
Vehicles	Was speeding observed?	X		
	Were unsafe maneuvers observed?		X	Pking near x-walk
	Did unsafe loading / unloading occur?	X		
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X	
	Were pedestrian-vehicle conflicts observed?		X	
Bicycles	Were unsafe crossings by cyclists observed?	X		
	Did cyclists ride inappropriately on sidewalks?	X		
Pedestrians	Did pedestrians jaywalk in the vicinity of the school?		X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	X		
	Did pedestrians ignore pedestrian crossing facilities?	X		
Buses	Did conflicts between buses and waiting students occur?		X	
	Were conflicts between buses and pedestrians/cyclists observed?		X	
	Were inappropriate driving behaviours of buses observed?	X		

Appendix D

Student Questionnaire Responses

Surveys Received: 75

Grade 4: 26

Grade 5: 28

Grade 6: 21

The students surveyed at Albert Lacombe Catholic Elementary School indicated that they are most often driven to and from school in a private vehicle. Smaller numbers reported walking or taking the bus. Overwhelmingly, the student's cited convenience – living close, parents' working, unable to walk – as the main reason for using those modes of transportation. In inclement weather, those surveyed stated that they avoid active modes of transportation and are instead driven or take a bus. Only a small number reported still walking to school in those weather conditions.

In terms of possible dangers on their journeys' to school, the students surveyed were most concerned of bad driver behavior such as speeding, crossing the street, and strangers. By far, students also indicated that improved road safety, such as knowing how to cross the street properly or knowing to walk bikes across the street, would help them use modes of transportation such as walking or biking more safely. They also indicated that more crosswalks and sidewalks, more lights and signs, and more parking could be added to improve everyone's journey to school.

1. How do you usually get to school?

Answer	Gr. 4	Gr. 5	Gr. 6	2. Why do you choose that way to get to school?	#
Walking by myself	3	2	1	Convenient (live close, parents work)	6
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Walking with others	7	2	4	Convenient (live close, parents work)	12
				Fast	0
				Safe	0
				Because of the weather	1

				Fun	1
Riding my bike	3	4	3	Convenient (live close, parents work)	8
				Fast	0
				Safe	1
				Because of the weather	1
				Fun	2
Taking the school bus	4	5	7	Convenient (live close, parents work)	14
				Fast	1
				Safe	2
				Because of the weather	0
				Fun	1
Being driven in a car	18	24	13	Convenient (live close, parents work)	44
				Fast	7
				Safe	5
				Because of the weather	1
				Fun	1
Another way	0	1	0	Convenient (live close, parents work)	1
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Blue Sky				•	

Ideas				•	
Total Responses					

2. How do you usually get home from school?

Answer	Gr. 4	Gr. 5	Gr. 6	4. Why do you choose that way to go home from school?	#
Walking by myself	3	3	1	Convenient (live close, parents work)	5
				Fast	1
				Safe	0
				Because of the weather	0
				Fun	0
Walking with others	8	3	5	Convenient (live close, parents work)	13
				Fast	0
				Safe	0
				Because of the weather	1
				Fun	1
Riding my bike	2	4	3	Convenient (live close, parents work)	7
				Fast	1
				Safe	1
				Because of the weather	0
				Fun	1
Taking the school bus	5	5	8	Convenient (live close, parents work)	16
				Fast	1
				Safe	1

				Because of the weather	1
				Fun	2
Being driven in a car	15	21	11	Convenient (live close, parents work)	42
				Fast	6
				Safe	2
				Because of the weather	0
				Fun	0
Another way	2	1	0	Convenient (live close, parents work)	2
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Blue Sky Ideas				•	
				•	
Total Responses					

3. If you usually walk or ride your bike, do you still do that when the weather is bad (e.g. cold, snowy, rainy, windy)?

Gr. 4		Gr. 5		Gr. 6	
7	Yes, I still walk.	0	Yes, I still walk.	4	Yes, I still walk.
0	Yes, I still ride my bike	1	Yes, I still ride my bike	0	Yes, I still ride my bike
5	No, I take the bus.	4	No, I take the bus.	8	No, I take the bus.
18	No, I get driven.	19	No, I get driven.	14	No, I get driven.

4. On your journey to and from school, what things do you think could be dangerous for you and other students?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Snow and ice	4	2	3
Bus or car accidents	2	4	5
Speeding, Bad Drivers	9	3	10
Busy roads, Parking lots	2	7	0
Crossing the street	3	14	4
Strangers	6	5	3
Bullies	0	0	1
Other (surroundings, storms, etc.)	7	5	2

5. What would help you to walk, ride your bike or take the bus to or from school?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Company (parents, friends)	2	0	0
Road safety (look before you cross, walk bike across road, etc.)	3	3	27
Living closer	2	7	0
Getting there faster	0	1	0
Better behavior of other children	0	0	0

Feeling safe	0	1	0
Nothing (don't need help, etc.)	9	6	3
Other (pepper spray, blue sky ideas, etc.)	11	3	1

6. What do you think could be done to help children get to and from school more safely?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Crosswalks and Sidewalks (more, safer, etc.)	13	4	15
More lights/signs/supervision	6	2	6
Better drivers	2	3	1
More parking	2	6	6
Walking bikes across street	0	3	0
Crossing guards	1	2	0
Nothing	1	1	1
Other (seat belts, etc.)	27	19	8

7. Is there anything else that YOU would do differently to make your journey to or from school safer?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Avoid ice and snow	0	0	0
Don't talk to strangers	0	0	0
Better drivers/less traffic	0	2	1
Better behavior on school bus	0	0	0
No	7	12	11
Other (blue sky, etc.)	15	9	11

APPENDIX W

NEIL M. ROSS SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Neil M. Ross Elementary School

City of St. Albert
March 2, 2015





Neil Ross Elementary School

Safe Journeys to School Plan

Address:	60 Woodlands Road	# Staff:	42 (+ pre-school)
School District:	Catholic	# Students:	447 (+ 11 PS,9 DC)
Grades:	Kindergarten to Grade 6	# Buses:	7
Principal:	Sandy Cimino	# Bus Riders:	412

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a strategy to further enhance school traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

St. Albert
Safe Journeys to School

The St. Albert Safe Journeys to School initiative is guided by a Joint Public Steering Committee which is chaired by City Councillor Tim Osborne and consists of a member of each school board, an RCMP member, City staff, and members of the public.

The Joint Public Steering Committee would like to thank all stakeholders and the public for their participation and provision of valuable input in identifying school road safety issues.

Key project activities at each school included extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.

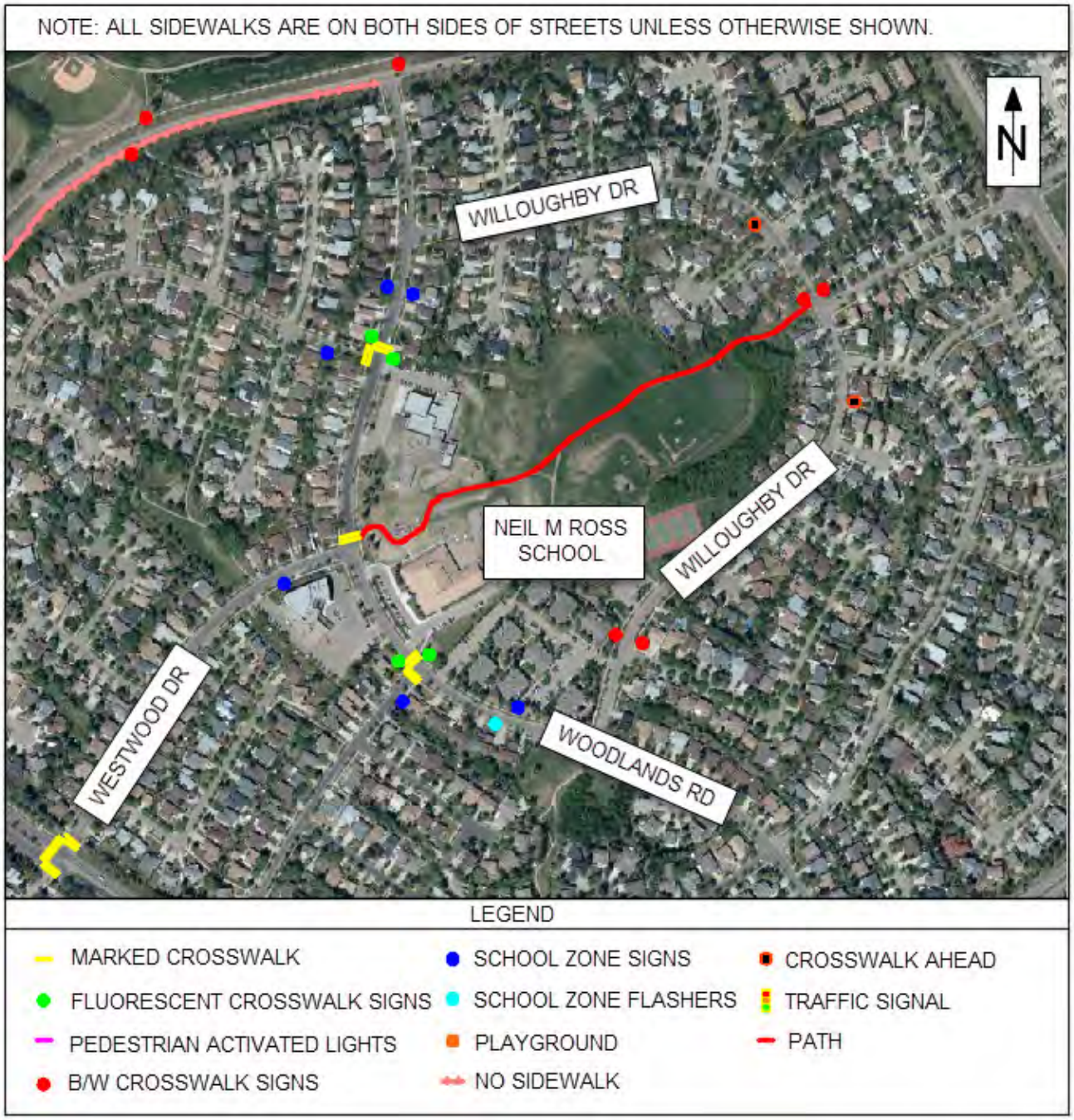
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 11, 2014	Date:	October 8, 2014
Location:	Neil Ross Elementary	Time:	2:15 pm to 4:15 pm
Attendance:	134	Weather:	Sun, Cloud

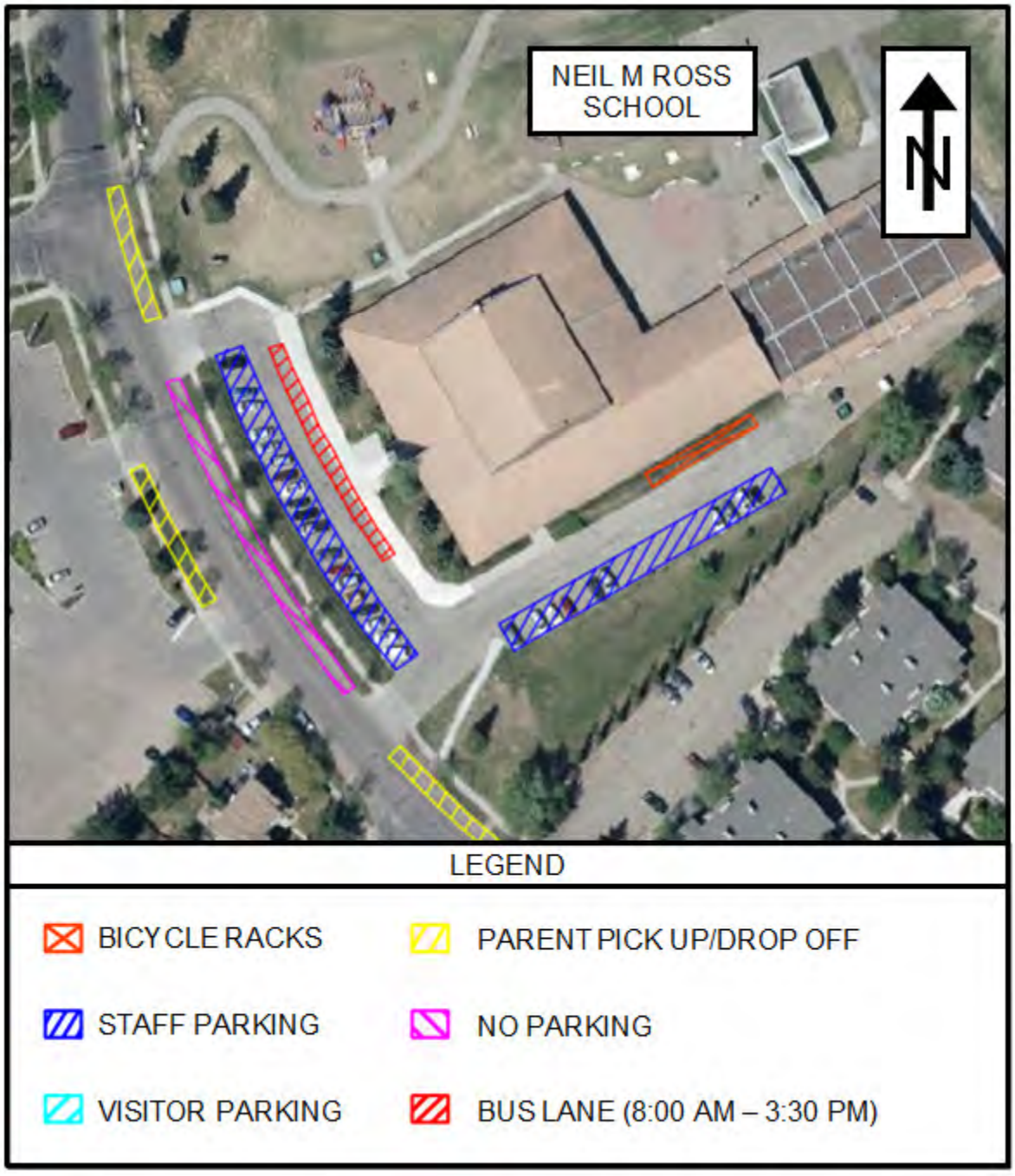
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY

High speed and illegal parking along Woodlands Road were the greatest concerns expressed by the workshop participants. A lack of a drop off area was also stated to cause parents to park in no parking zones by crosswalks and driveways, limiting visibility for drivers to see people crossing at crosswalks or child patrollers. In addition, Woodlands Road was also seen as unsafe in the winter – the road slopes down and is often icy, reducing motorists' braking ability and time. Snow windrows also become piled high, reducing visibility of children and parking space.

Many of the participants expressed a need for more enforcement in the school area for speeding, improper parking and jaywalking. They also suggested physical improvements such as pedestrian activated lights at the crosswalk at Woodlands Road and Woodcrest Avenue, and traffic calming measures such as speed bumps or concrete boulevards.

PARENT QUESTIONNAIRE

Total Survey Responses: 66

Survey respondents for Neil M. Ross Catholic School indicated that the majority of trips to the school fall in between 2.5 km and 5 km. A smaller number have journeys of between 1 km and 2.5 km. The majority of these trips were reported as being made by either private vehicle or on a school bus. A smaller number reported that their children walk to school. These transportation modes were chose due to their relative convenience, safety, and quickness. Those that chose to not have their children walk or bike to school cite reasons of unsafe vehicle traffic, length of trip, and extreme weather conditions.

Respondents reported concerns over the intersection of Westwood Drive and Woodlands Road near the school. They indicated that the intersection is very busy with vehicles turning in multiple directions and that drivers often fail to stop at the crosswalk lights. Drivers parking too close to the crosswalks and impairing visibility is a major concern at this intersection. High traffic volumes and speeding through the school zone was also a commonly cited concern. Suggestions for improvement included placing traffic lights at the intersections, more and more visible crosswalks, increased police presence, and better snow removal.

STUDENT QUESTIONNAIRE

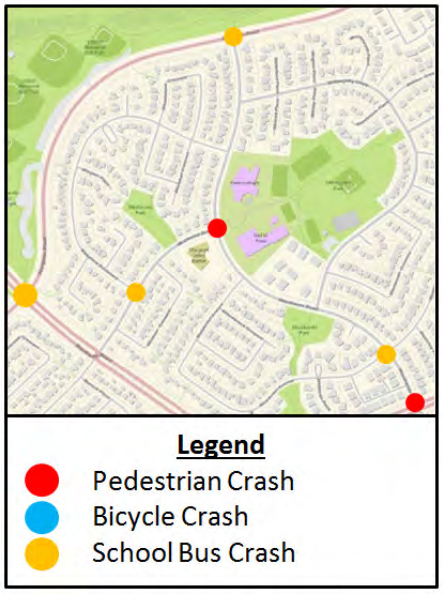
Total Responses: 72 (all Grade 6 students)

By far, the students surveyed at Neil M. Ross Catholic Junior High School indicated that school bus and private vehicle are the main modes of transportation used to and from school. Smaller numbers reported walking to and from school. In times of poor weather, students noted that they abandon active modes of transportation for the school bus or a private vehicle. A smaller contingent reported still walking to and from school.

Those surveyed were most concerned about speeding and bad drivers, bus or car accidents, and crossing the street on their way to and from school. They advocated for more lights, signs and supervision, more crosswalks and sidewalks, and more parking to increase the safety of children's journey's to and from school. They thought that avoiding ice and snow and having better drivers and less traffic would improve their personal journey to school.

The detailed survey responses are included in APPENDIX D.

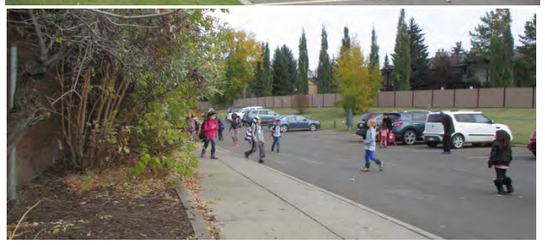
COLLISION HISTORY

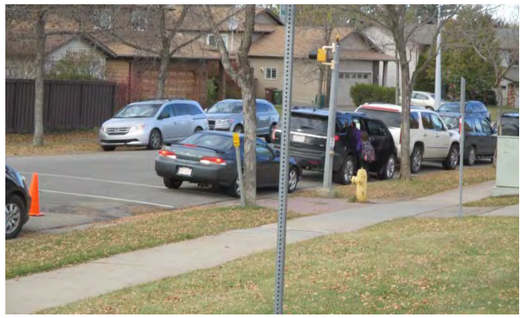


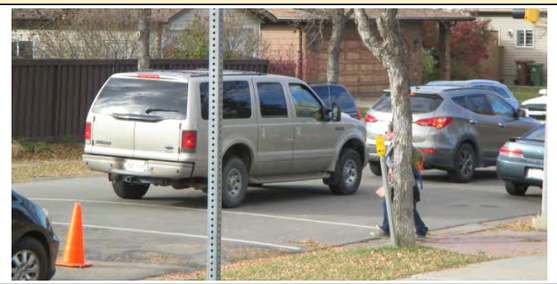
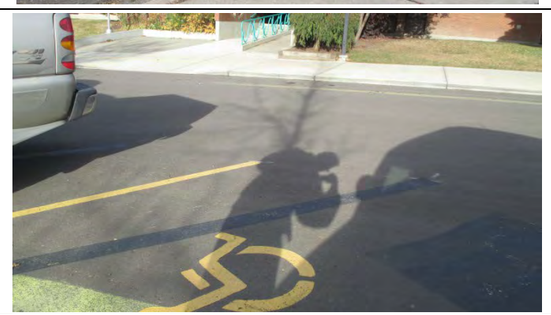
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

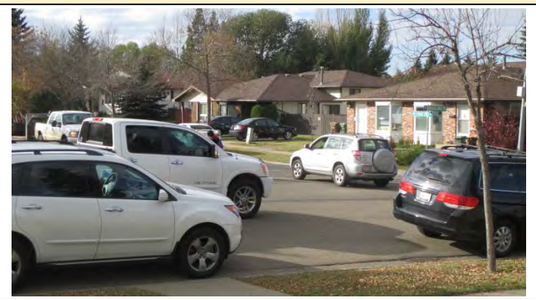
A total of 6 collisions were noted, 4 involving school buses and 2 involving pedestrians. One of the pedestrian collisions occurred right in front of the school, at Westwood Drive. "Failure to Yield right of way to Pedestrian" was reported, but the details regarding which side of the intersection or whether the lights were flashing were not indicated on the record. A visit to the intersection by the study team indicated that the flashers were functioning properly. The other pedestrian collision was reported at the intersection with SWCA, where it is noted that an overhead pedestrian flasher is already provided.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
1	**Conflicts in South Staff Parking Lot** When school was let out, numerous students were observed running in all directions across both parking lots in all directions. In particular, a large proportion of students are let out from the back doors on the east side of the parking lot. There is no walking path separate from the parking lot. While the parking is mostly staff parking, if there is even a single vehicle backing out (including illegally parked parents in these stalls), a number of children are at risk of being hit. It was also noted that the majority of students take the bus; therefore, they don't need to be walking through the parking lot to get to the front of the school. At the front of the school, students were also noted walking across the front parking lot, rather than using the	  	1A.Provide painted walkway north of parked vehicles A painted walkway (as shown) can be painted along the north side of the lot, from the back doors to the crosswalk near the driveway. 	Engineering	Short	District
			1B. Provide a continuous sidewalk south of parked vehicles A more permanent solution than 1A would involve providing a sidewalk on the south side of the parking lot, leading directly to the sidewalk outside of the driveway. This would be intended primarily for students walking/cycling or walking to/from vehicles.	Engineering	Medium	District
			1C. Coordinate discharge and provide greater supervision Students to/from the school bus area should be encouraged to walk through the school and use the front doors. Additional supervision to facilitate this, as well as the use of the pedestrian facilities provided in 1A or 1B would help to make these engineering measures more effective.	Encourage-ment	Short	School
2	**Parking Stall Adjacent to Crosswalk** The crosswalk from the sidewalk outside of the driveway to the front of the school is located immediately adjacent to the parking stalls and		2. Remove parking stalls immediately adjacent to on-site crosswalk The parking stall can be removed by painting hatch markings over the closest stall to indicate that it is not to be used. In addition, the crosswalk can be further enhanced by building the curb out further and installing crosswalk signs.	Engineering	Short	District

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
3	**Slanted Sidewalk** The sidewalk that is provided along the part of the side of the school, the slanted surface is a fall hazard, and it is too steep for wheelchairs. It may also become used unsafely by cyclists. Anyone who falls may land in the path of a moving vehicle.		3. Flatten slanted sidewalk on south side of building This can be accomplished by either building on the slanted portion or removing it. Since both of these options would result in an unsafely elevated sidewalk from the parking lot level, the best option would involve flattening the flat portion of the sidewalk, or building it at a gentle slope towards the front of the parking lot.	Engineering	Medium	School
4	**Vehicles Parking on/near Crosswalks** On several occasions, it was observed that vehicles parked within a couple metres of the crosswalk, and on a few occasions right on the crosswalk. This can result in pedestrian paths being altered and sight lines being blocked.		4A. Implement no stopping within 10 metres of crosswalks Revising the bylaw to change the no parking restriction to “no stopping” and to increase the restriction zone from 5 metres to 10 metres of a crosswalk will reduce the probability of this occurring. However, it will need to be enforced by the City bylaw department. 4B. Construct curb extensions at both crosswalks on Woodlands A longer-term and more effective enhancement would involve building out the curb at the crosswalks in front of the school. Besides physically restricting parking, curb extensions may encourage lower speeds and make the crosswalk and pedestrians more visible.	Engineering Enforcement Engineering	1st Priority Medium	City City
5	**Vehicles Parking near Driveways/Sidewalk** Vehicles were observed partially blocking the sidewalks by using the undesignated spaces beside the garbage bin and near the south driveway. While the parking/unparking activities were observed outside the peak PU/DO activity, there may be times during school hours when pedestrians could be using the sidewalks.		5. Hatch parking lot areas near driveways to discourage parking Similar to Issue #2, this issue can be addressed by hatching the pavement near the driveways and along the sidewalk with paint markings to indicate that the area is not to be traversed by any moving or parked vehicles. The existing wide driveway would continue to accommodate one-way movements.	Engineering	Short	District
6	**Ineffective One-Way Signing at Driveways** The “Do not Enter” sign posted at the north driveway for southbound traffic is too small to be seen. The one way sign for northbound traffic at the south driveway is worn.	 	6A. Replace Do Not Enter and One-way signs with standard MUTCDC signs	Engineering	Short	District

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
7	**Tree Blocking Sight Line to Pedestrians** At the crosswalk on the south side of Westwood on the east side, the tree can block pedestrians crossing from east to west.		7A. Install Curb Extensions Installing a curb extension (Enhancement 4B) would address this issue by providing more space between the tree and where pedestrians would be waiting. 7B. Remove Tree Near Crosswalk If curb extensions are not possible for whatever reason, the possibility of removing the tree can be explored.	Engineering	Medium	City
8	**Crosswalk Display** The crosswalk overhead display at Westwood is the old standard and not highly visible. The font size is small, there are no crosswalk signs, and the crosswalk markings were found to be hardly visible for southbound traffic. This could reduce the effectiveness of the device in terms of capturing driver attention and yield rates.		8. Upgrade Special Crosswalk to Current TAC Standard It is suggested that the crosswalk be upgrade to the standard display associated with the “Special Crosswalk”, as defined by the Transportation Association of Canada and illustrated here: 	Engineering	Medium	City
9	**Missing Crosswalk** At the west leg of Woodlands Road and Willoughby Drive, to the east of the school, there is a multi-use path from the south, indicating a desire line and connection in the pathway system across Woodlands and to the back of Ross school; but the crosswalk is not marked or signed accordingly.		9. Provide signed and marked crosswalk at Willoughby Providing standard signs and pavement markings (with the possibility to upgrade to a possible curb extension in the longer term) would both formalize its role as a connection in the pathway system, as well as highlight the crosswalk for pedestrians and cyclists who may be riding across Woodlands.	Engineering	1st Priority	City
10	**Location of Handicapped Stall** Although a handicapped parking stall is provided near the school, the path to/from the school entrance can be made more accessible by lining up the curb ramp with the parking stall, since it is possible that the handicapped stall will be used for a wheelchair-bound person.		10. Align handicapped parking space with curb ramp This can be accomplished by either moving the parking stall to across from the curb ramp and entrance (preferred), or else by moving the curb ramp to across from the parking stall.	Engineering	Short	District

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
11	**U-Turns at Westwood Drive** It was noted that a handful of vehicles turned into Westwood after picking-up or dropping their child, and then proceeded to do a u-turn on Westwood. U-turns at this location are particularly dangerous due to the proximity to the busy crosswalk nearby (sight lines become extremely limited during u-turn movements), and the congestion on each approach.		11. Discourage u-turns at Westwood following PU/DO Although parents are likely conducting this manoeuvre purely out of convenience, they should be informed that it creates an unsafe situation. They can be given a map that shows routes for where they can turn more safely, and without a significant impact to their travel time; for example, left-turns at Boudreau Road are facilitated by a traffic signal.	Encourage-ment	Short	School
12	**Congestion at Westwood Drive** The vehicle congestion at Westwood Drive is the result of the crosswalk operations, as well as the volume of vehicle turning movements. This was observed to lead to significant delays, particularly when a bus is turning left out into or out of Westwood Drive. Delays often lead to driver frustration and erratic manoeuvres.		12. Review feasibility of school bus route revision It is suggested that the School District review the bus routes for this school and nearby Keenoshayo be reviewed, given that most students at both schools are bussed and likely share the same buses on some routes. The objective of the review would be to see if some of the buses could avoid Westwood Drive in order to alleviate some of the congestion at the intersection and crosswalk.	Encourage-ment	Short	District
13	**Speeding on Woodlands Road** Although speeds during the peak traffic times are managed by the congestion itself, several vehicles, including school buses, were observed speeding on Woodlands Road, particularly outside of the peak school traffic times.		13. Install Speed Reader-board along Woodlands Install speed readerboards along Woodlands to deter speeders, and enforce the school zone speed limit speed limit outside of the school traffic peaks. In addition, the school district may wish to more closely monitor the speeds of its bus fleet.	Education Enforcement	Short	City RCMP District

Appendix A
Open House Public Workshop Comments

Public Workshop Summary

Neil M. Ross Catholic School

September 11, 2014

High speed and illegal parking along Woodlands Road were the greatest concerns expressed by the workshop participants. A lack of a drop off area was also stated to cause parents to park in no parking zones by crosswalks and driveways, limiting visibility for drivers to see people crossing at crosswalks or child patrollers. In addition, Woodlands Road was also seen as unsafe in the winter – the road slopes down and is often icy, reducing motorists' braking ability and time. Snow windrows also become piled high, reducing visibility of children and parking space.

Many of the participants expressed a need for more enforcement in the school area for speeding, improper parking and jaywalking. They also suggested physical improvements such as pedestrian activated lights at the crosswalk at Woodlands Road and Woodcrest Avenue, and traffic calming measures such as speed bumps or concrete boulevards.

The complete summary for this workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

    - Snowpiles on meridian…small children climbing up/over snow to reach bus
    - People don't stop for child patrollers (intersection of Woodlands Rd & Woodcrest Ave, crossing Woodlands Rd)
    - Speeding down Woodlands Rd
    - Snow windrows pile high, over children's heads (northwest corner Woodcrest Ave & Woodlands Rd)
    - People park at crosswalks (Woodlands Rd & Woodcrest Ave)
    - Road slopes down + is icy in winter – cars can't break quickly for crosswalks (Woodlands Rd – between Westwood Dr & Woodcrest Ave)
    - Almost hit in crosswalk, lots of speeding (along north-south Woodlands Rd & Westwood Dr intersection)
    - People park by crosswalk hard to see those crossing (Woodcrest Ave & Westwood Dr)
    - People block by driveways, block garbage trucks (Woodlands Road, houses east of Woodcrest Ave)

- Chaotic intersection so many people trying to cross especially with the buses (Woodlands Road & Westwood Dr)
- People park in no parking zone (Woodlands Rd, Woodcrest Ave south of parking lot)
- Off leash dog park dangerous! Too close to playground (soccer field located east of school)
- Patrollers not coordinated – parent volunteers to supervise?
- Hard to cross – people take chances here – needs lights (Sir Winston Churchill Ave & Park Ave, southeast corner
- Intersection is WAY too busy in the morning. Traffic lights needed! (Sir Winston Churchill Ave, Park Ave & Woodlands Rd intersection)
- Concerns about loss of Eldorado soccer fields + park
- Safety concerns with new school planned for Erin Ridge/Eldorado Dr.
- PARENTS DO NOT FOLLOW RULES! (south of Woodlands Road & on Woodcrest Ave & near Willowbrook Crescent)

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

- Better signs.
- More traffic control lights at cross walk (Woodlands Rd near south entrance)
- Block off parking lot (automatic arms?)
- Traffic calming measure by school ie. Concrete boulevards (on Woodlands Rd, south of Westwood Dr intersection, north parking entrance of school)
- Have an unloading zone (Woodlands Road between Westwood Dr & Woodcrest Ave in front of parking lot)
- Pedestrian flashers at intersection(Woodlands Rd & Woodcrest Ave (crossing Woodlands Rd)
- Change speed limit! 50 km to fast for Willoughy Drive (between Wagner Pl & Wordsworth Pl)
- Adult patrollers here (Sir Winston Churchill Ave & Woodlands Rd, northeast corner)

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

- Drivers – teach what patrols actions mean i.e. pointing means stop!
- Patrollers need more training in traffic control.

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - Triple fines if speeding in school zone
    - Speed in residential areas
    - Enforce no parking zones (especially by crosswalks)
    - Busses need to use their stop signs
    - Bylaw enforcement needed to reduce jay-walkers

5. **How can we track progress and measure our success in achieving these goals?**

    - Parents don't worry about their kids journey to school

Appendix B
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No	Comments
Parking	Is there sufficient staff parking?	X		
	Is there sufficient visitor parking?	X		
	Do parent volunteers assist in controlling parking?		X	
	Is there sufficient bike parking?	X		
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X		But one bus stops near dway
	Is there an on-site pick-up / drop-off facility?		X	Only buses
	Is the pick-up / drop-off facility large enough for the demand?	n/a		
	Does on-site vehicle circulation minimize conflicts?	X		One-way
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X	Students run through both Parking lots
	Are bike-vehicle conflict areas between the street and the bike racks minimized?		X	Have to go into parking lot
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?	X		Except from the back doors
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X	Esp side parking lot
Lighting	Is there adequate lighting in the parking lots?	X		
	Is there adequate lighting on the pedestrian pathways?	X		Not present, but enough illumination from nearby facilities

OFF-SITE PROMPT LIST

Prompt		Yes	No	Comments
Infrastructure				
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X		
	Are reduced speed school zones placed an appropriate distance from the school?	X		
	Are the school zones adequately identified?	X		
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		X	Some parents park across the street
	Is adequate space provided for school bus area?	n/a		
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X		
	Do signs adequately identify the intended street space usage?	X		
	Do parent volunteers assist in controlling parking?		X	
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?		X	
	Are sidewalks continuous along the major routes to the school?	X		
	Are the sidewalks clear of obstructions?	X		
Sight Lines	Do geometrics provide for adequate site lines?	X		
	Is vegetation adequately controlled to maintain site lines?	X		
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X		
	Are pedestrian crossing facilities provided on the major routes to the school?		X	Missing at Willoughby
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X		
	Are crossing facilities appropriately signed?	X		
	Are pedestrian signal crossing timings appropriate?	X		
Bike Paths	Are bicycle facilities provided in the vicinity of the school?	X		
	Are appropriate bicycle crossing facilities provided?	X		
Street Lighting	Is adequate corridor lighting provided?	X		
	Is adequate lighting provided at crossing facilities?	X		

Prompt		Yes	No	Comments
Maintenance				
Roadways	Were roadways adequately maintained?	X		
	Was signage adequately maintained?		X	One-way sign worn
	Were road markings adequately maintained?	X		
	Was drainage adequately maintained?	X		
Sidewalks	Were sidewalks adequately maintained?	X		
	Were pedestrian shoulders adequately maintained?			n/a
Bike Paths	Were bike paths adequately maintained?			n/a
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X		
	Is on-street and private property landscaping adequately maintained for sight lines?		X	Tree near north crosswalk

Prompt		No	Yes	Comments
Behaviour				
Vehicles	Was speeding observed?		X	Incl buses
	Were unsafe maneuvers observed?		X	Pking near x-walk, u-turns
	Did unsafe loading / unloading occur?	X		
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X	
	Were pedestrian-vehicle conflicts observed?		X	Near main crosswalk
Bicycles	Were unsafe crossings by cyclists observed?	X		
	Did cyclists ride inappropriately on sidewalks?	X		
Pedestrians	Did pedestrians jaywalk in the vicinity of the school?		X	Not excessively
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	X		
	Did pedestrians ignore pedestrian crossing facilities?	X		On-site: yes
Buses	Did conflicts between buses and waiting students occur?		X	
	Were conflicts between buses and pedestrians/cyclists observed?		X	
	Were inappropriate driving behaviours of buses observed?	X		Only speeding and stopping near driveway

Appendix C

Student Survey Questionnaire Responses

Total Responses: 72

Grade 6: 72

By far, the students surveyed at Neil M. Ross Catholic Junior High School indicated that school bus and private vehicle are the main modes of transportation used to and from school. Smaller numbers reported walking to and from school. In times of poor weather, students noted that they abandon active modes of transportation for the school bus or a private vehicle. A smaller contingent reported still walking to and from school.

Those surveyed were most concerned about speeding and bad drivers, bus or car accidents, and crossing the street on their way to and from school. They advocated for more lights, signs and supervision, more crosswalks and sidewalks, and more parking to increase the safety of children's journey's to and from school. They thought that avoiding ice and snow and having better drivers and less traffic would improve their personal journey's to school.

1. How do you usually get to school?

Answer	Gr.	Gr.	Gr. 6	Why do you choose that way to get to school?	#
Walking by myself			5	Convenient (live close, parents work)	5
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Walking with others			6	Convenient (live close, parents work)	4
				Fast	0
				Safe	1
				Because of the weather	1
				Fun	1

Riding my bike			7	Convenient (live close, parents work)	4
				Fast	1
				Safe	1
				Because of the weather	1
				Fun	0
Taking the school bus			42	Convenient (live close, parents work)	35
				Fast	3
				Safe	5
				Because of the weather	3
				Fun	1
Being driven in a car			39	Convenient (live close, parents work)	33
				Fast	7
				Safe	6
				Because of the weather	2
				Fun	0
Another way			3	Convenient (live close, parents work)	1
				Fast	1
				Safe	1
				Because of the weather	0
				Fun	0
Blue Sky				•	

Ideas				•	
Total Responses			**102**		

2. How do you usually get home from school?

Answer	Gr.	Gr.	Gr. 6	Why do you choose that way to go home from school?	#
Walking by myself			5	Convenient (live close, parents work)	5
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	2
Walking with others			7	Convenient (live close, parents work)	6
				Fast	1
				Safe	1
				Because of the weather	0
				Fun	1
Riding my bike			8	Convenient (live close, parents work)	5
				Fast	0
				Safe	2
				Because of the weather	1
				Fun	1
Taking the school bus			40	Convenient (live close, parents work)	30
				Fast	6

				Safe	5
				Because of the weather	1
				Fun	1
Being driven in a car			34	Convenient (live close, parents work)	28
				Fast	8
				Safe	4
				Because of the weather	1
				Fun	0
Another way			2	Convenient (live close, parents work)	1
				Fast	0
				Safe	1
				Because of the weather	0
				Fun	0
Blue Sky Ideas				•	
				•	
Total Responses			**96**		

3. If you usually walk or ride your bike, do you still do that when the weather is bad (e.g. cold, snowy, rainy, windy)?

Gr.		Gr.		Gr. 6	
	Yes, I still walk.		Yes, I still walk.	7	Yes, I still walk.
	Yes, I still ride my bike		Yes, I still ride my bike	0	Yes, I still ride my bike
	No, I take the bus.		No, I take the bus.	40	No, I take the bus.
	No, I get driven.		No, I get driven.	35	No, I get driven.

4. On your journey to and from school, what things do you think could be dangerous for you and other students?

Number of responses, per grade:

Most Frequent Comments	Grade	Grade	Grade 6
Snow and ice			8
Bus or car accidents			10
Speeding, Bad Drivers			24
Busy roads, Parking lots			1
Crossing the street			10
Strangers			2
Bullies			0
Other (surroundings, storms, etc.)			39

5. What would help you to walk, ride your bike or take the bus to or from school?

Number of responses, per grade:

Most Frequent Comments	Grade	Grade	Grade 6
Company (parents, friends)			2
Road safety (look before you cross, walk bike across road, etc.)			37
Living closer			0
Getting there faster			5

Better behavior of other children			7
Feeling safe			5
Nothing (don't need help, etc.)			2
Other (pepper spray, blue sky ideas, etc.)			25

6. What do you think could be done to help children get to and from school more safely?

Number of responses, per grade:

Most Frequent Comments	Grade	Grade	Grade 6
Crosswalks and Sidewalks (more, safer, etc.)			18
More lights/signs/supervision			27
Better drivers			5
More parking			10
Walking bikes across street			1
Crossing guards			9
Nothing			4
Other (seat belts, etc.)			1

7. Is there anything else that YOU would do differently to make your journey to or from school safer?

Number of responses, per grade:

Most Frequent Comments	Grade	Grade	Grade 6
Avoid ice and snow			2
Don't talk to strangers			0
Better drivers/less traffic			2
Better behavior on school bus			1
No			31
Other (blue sky, etc.)			35

APPENDIX X

SIR ALEXANDER MACKENZIE SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Sir Alexander Mackenzie Elementary School

City of St. Albert
March 2, 2015





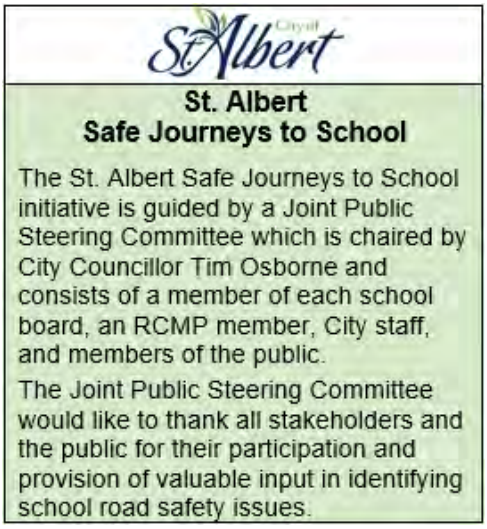
Sir Alexander Mackenzie
Safe Journeys to School Plan

Address:	61 Sir Winston Churchill Ave	# Staff:	65
School District:	Public School District	# Students:	625
Grades:	Kindergarten to Grade 6	# Buses:	14
Principal:	John Strembitsky	#Bus Riders:	264

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.



Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 16, 2014	Date:	October 8, 2014
Location:	Sir Alexander Mackenzie	Time:	PM Peak Pick-up
Attendance:	9	Weather:	Overcast

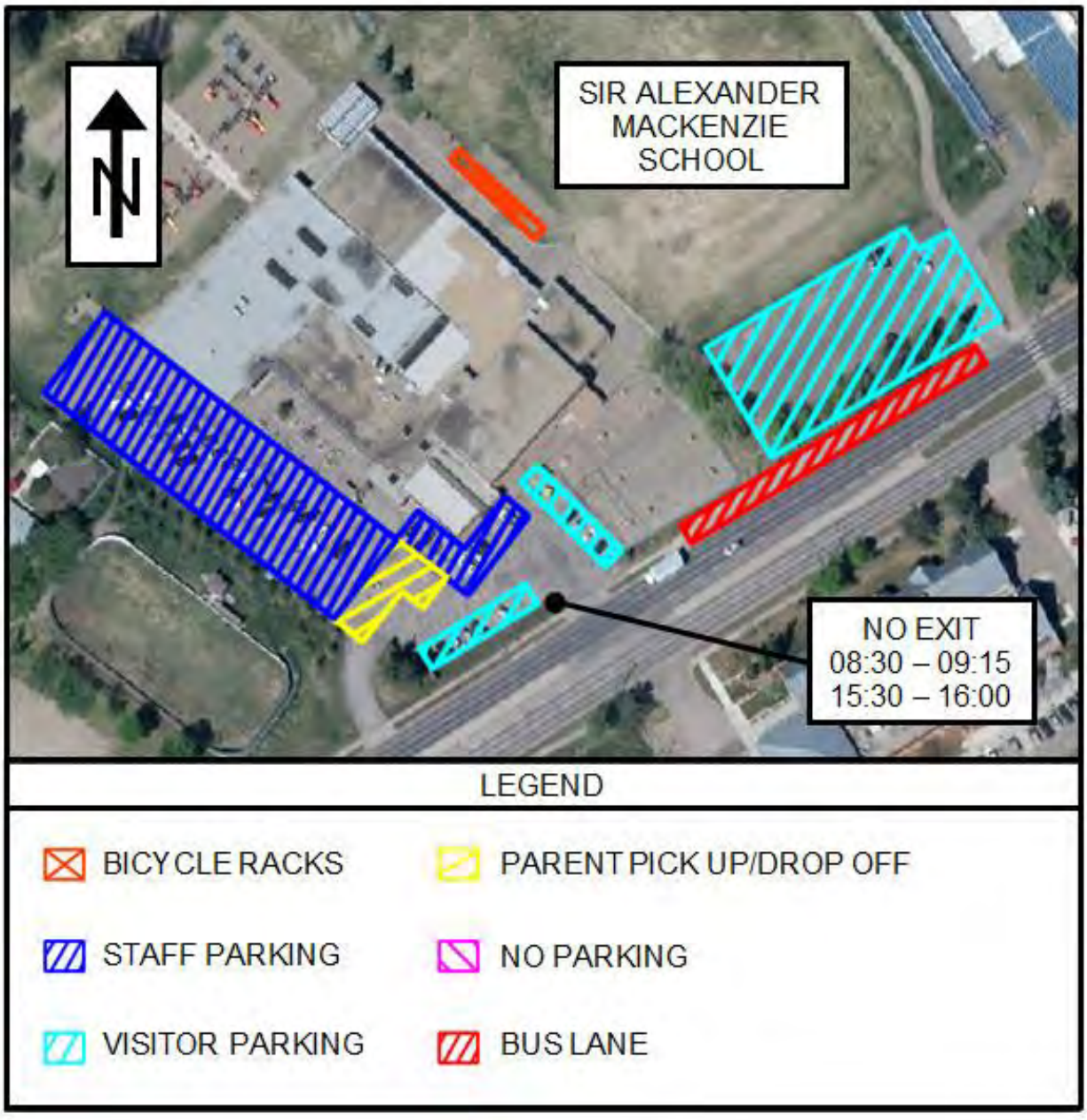
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



Open House Summary

Multiple safety concerns were expressed by participants including over-crowed parking lots during drop-off and pick-up time, crosswalks not being respected by drivers and poor sight lines on crosswalks. In particular, two crosswalks were pointed out as having especially poor sight lines – Balmoral Drive and Bishop Street and Bernard Drive by the northwest corner of the skating rink. Participants stressed the need to replace the crosswalk from the island on Bishop Street and keep this area clear of snow in the winter. They also requested an improved drop-off area be made and the speed limit be adjusted on Bishop Street and Bernard Drive.

Workshop participants stressed the need for a shift from parent drop-offs to walking and/or taking the bus. They suggested various methods of encouraging those alternate modes of transportation including making a 'walking bus,' holding a walk to school event with prizes and creating a payment plan or discounts for families with children on the bus.

A more detailed listing of the open house responses is attached in Appendix A.

Parent Survey Summary

A total of 21 Safe Journey to School questionnaires were received from the parents of Sir Alexander Mackenzie's students. Respondents noted multiple concerns about Sir Winston Churchill Avenue. They noted that crossing the street is often dangerous due to the speed of vehicles, high traffic volumes, and drivers falling to stop at crosswalks. The school parking lot was also highlighted as a problem area; respondents noted that the parking lot lacks a clear flow of traffic leading to congestion and confusion. The parking lot also lacks a marked crosswalk leading children to walk in-between vehicles.

Student Engagement Results

Those surveyed at Sir Alexander Mackenzie Elementary School indicated that school bus and private vehicle are the primary modes of transportation to and from the school. Some students reported that they instead walk to and from school. During times of inclement weather, the majority of the respondents noted that they forgo active modes of transportation for the school bus or a private vehicle. A smaller number reported still walking to and from school.

The students who responded were most concerned over speeding and bad drivers, busy roads and parking lots, and crossing the street. They noted that improved road safety, a decreased trip time and more company would help encourage them to use active modes of transportation. They suggested that more crosswalks and sidewalks, more lights, signs and supervision, and more parking be put in place to help improve the overall safety for children's journey's to and from school. For their personal journey's, they expressed a need for better drivers and less traffic and better behavior on the school bus.

Appendix B contains the detailed summary of the student engagement results.

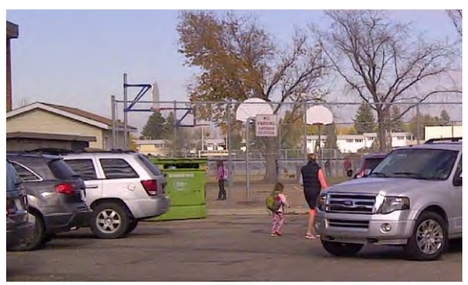
COLLISION HISTORY

Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

Few pedestrian, cyclists and school bus collisions have occurred within the vicinity of the Sir Alexander Mackenzie School in the past five years, thereby leaving no discernible pattern of collisions.



SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**a) Limited Visitor Parking and Pick-up / Drop-off Facilities in Front of School** The space available on-site for visitor parking and pick-up and drop-off facilities in front of the school is limited and irregular shaped and laid out. Demand exceeds supply such that parking occurs in inappropriate spaces including the traffic aisle and grass areas. Other parking options exist (east parking lot / Bernard Drive) but are not as close as the front driveway. **b) East Parking Lot Pedestrian-Vehicle Conflicts** No pedestrian facilities are provided in or around the east parking lot, resulting in pedestrians walking through the parking lot to/from their vehicles. The parking lot is unmarked allowing vehicles to park down the middle of the traffic aisle.	 	1. Encourage Parking at Locations Other than the Front of School The school is fortunate to have alternative on-site options for parking. The east parking lot can be formalized with asphalt and paint lines to greatly increase its efficiency, and thereby attract motorists away from the front parking lot. By creating a layout such as below both pick-up / drop-off and visitor parking can be accommodated with pedestrian/vehicle interactions minimized. 	Engineering	Medium Term	School District
2	**Pedestrian-Vehicle Conflicts in Front Parking Lot** Visitor parking is located on the south side of the front parking lot, thereby requiring students to walk through the parking lot to/from their vehicle. Pedestrians conflict with vehicles driving through as well as vehicles backing out of parking spaces.		2. Relocate Visitor Parking Staff parking is currently designated on the north side of the parking lot adjacent the walkway from the school entrance. By relocating the visitor parking to this area and providing a walkway as shown students would not have to interact with moving vehicles. Staff parking could be relocated to the south side of the parking lot. 	Engineering	Short Term	School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Non-compliance with Reverse Angle Parking** During peak periods the front parking lot is signed to for entry at the east access and exit at the west access. The visitor parking is marked for reverse angle parking, but about half of the drivers parked nose in. This resulted in parked vehicles at different angles and very wide backing out manoeuvres into areas congested with vehicles and pedestrians.		<u>3. Sign and Educate About Reverse Angle Parking</u> For reverse angle parking to work properly, all motorists need to be traveling in the same direction and be aware of the requirement for reverse parking. To achieve this, and to minimize congestion and conflicts in the parking lot, it is suggested that the east access be a permanent Entry Only and the west access an Exit Only. Signs would be needed at the accesses, and arrows painted in the parking lot showing westerly movements. Signs at the parking stalls should clearly state reverse angle parking only. If there is no desire to restrict the access locations it is suggested that the parking be re-striped to indicate 90 degree parking.	Engineering	Short Term	School District
4	**a) Pedestrian Crossing on Bishop Street at Bernard Drive Not Visible** The north leg of Bishop Street is marked with a crosswalk (requires painting) but does not have any crosswalk signs (both signs on south leg). Drivers therefore may not expect crossings on the north leg.		<u>4. Upgrade Crosswalk on Bishop and Bernard to Zebra Type</u> This crossing is a well used route for students walking to Sir Alexander Mackenzie School. As such, it should be signed as a School Crosswalk and highlighted with fluorescent signs as per the City's practice. With traffic being a through movement at this crossing, the crosswalk markings should be the zebra type so as to be more visible. A sidewalk should be constructed on the median on the north leg of the intersection to allow for pedestrian continuity.	Engineering	Short Term – 1st Priority	City of St Albert
	b) Lack of Pedestrian Crossing Continuity The Bishop Street median on the north leg of the Bishop Street and Bernard Drive intersection does not have a sidewalk for pedestrians crossing on the north crosswalk.					
5	**Vehicles Block Visibility of Pedestrians on Bernard Avenue** Cars park on both sides of Bernard Avenue at the crosswalk where students enter the street, either to a waiting vehicle or to walk through to the sidewalk on the north side of Bernard Avenue. Currently there are No Parking signs on both sides of Bernard Avenue at the crosswalk. No Parking does allow loading and unloading, therefore enforcement of keeping the crosswalk clear is ambiguous.		<u>5. Replace 'No Parking' Signs with 'No Parking' and Enforce</u> The No Parking signs should be replaced with No Stopping signs and periodic enforcement should occur to reduce the congestion at the crosswalk.	Engineering	Short Term – 1st Priority	City of St Albert

Appendix A
Open House Comments

Public Workshop Summary

Sir Alexander Mackenzie School

September 16, 2014

The complete summary of this workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

    - LINE OF SIGHT IS BAD. LEFT TURN + STRAIGHT THRU TRAFFIC CAN'T SEE PEDESTRIAN (Balmoral Dr. & Bishop St – going west from Bernard Dr.)
    - Parent pick up/drop off at church parking lot. Lots of traffic. Pedestrian safety an issue (in the middle of Bishop St, Sir Winston Churchill Ave and Bernard Dr., to the west of the skating rink)
    - Crosswalk not always respected by drivers (Sir Winston Ave east of school, west of Fowler Athletic Park)
    - Overly crowded parking lot – hard to see kids! (north of Sir Winston Churchill Ave, east of school, west of Fowler Athletic Park)
    - Crosswalk sight lines need to be enforced (Bernard Dr south bend in between northwest corner of skating rink)

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

    - Replace crosswalk to/from island on Bishop St
    - Keep island clear of snow in winter (Bishop St)
    - School zone speed limit for Bishop St/Bernard Dr.
    - Don't allow parking in centre (Sir Winston Churchill Ave island east of school and west of Fairview Blvd)
    - Improve drop off (dotted lines arching from Fowler Athletic Park's parking lot to Sir Winston Churchill Ave entrance southeast of school)

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

    - Use the 

sign on the school bus! When picking/up kids drooping off (so obvious!)

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

    - Encourage more kids/parents to walk if they live w/in 20 minutes away. (other ++ is more exercise) this will ↓ (decrease) traffic
    - Create "walking" buses (to allow safe way to walk to school)
    - Feature ideas to encourage walking
    - Create a discount if siblings take bus. The school bus fee might be a dis-incentive to taking the bus
    - Create payment plan for bus fee
    - Ticket those who don't respect crosswalk
    - Create a "walk to school event" – give prizes!
    - Implement school crossing guards (or might this put them @ risk?)
    - Crosswalk sight lines need to be enforced (Bernard Dr. south bend in between northwest corner of skating rink)

5. **How can we track progress and measure our success in achieving these goals?**

    - Kids walking to school from school
    - Kids biking skateboarding, etc.
    - Increase perception of school safety (re: journey to schools)
    - Observation study (driver behaviour improvement)

Appendix B
Student Engagement Results

Safe Journeys to School Student Questionnaire

Sir Alexander Mackenzie Elementary School

Total Responses: 103
- Grade 5: 92
- Grade 6: 11

1. How do you usually get to school?

Answer	Gr. 5	Gr. 6	Why do you choose that way to get to school?	#
Walking by myself	8	1	Convenient (live close, parents work)	6
			Fast	3
			Safe	0
			Because of the weather	0
			Fun	2
Walking with others	9	0	Convenient (live close, parents work)	5
			Fast	0
			Safe	1
			Because of the weather	0
			Fun	4
Riding my bike	4	2	Convenient (live close, parents work)	4
			Fast	2
			Safe	0
			Because of the weather	0
			Fun	2

Taking the school bus	44	7	Convenient (live close, parents work)	40
			Fast	2
			Safe	3
			Because of the weather	3
			Fun	7
Being driven in a car	44	6	Convenient (live close, parents work)	40
			Fast	11
			Safe	4
			Because of the weather	2
			Fun	2
Another way	4	0	Convenient (live close, parents work)	4
			Fast	1
			Safe	0
			Because of the weather	0
			Fun	1
Blue Sky Ideas			•	
			•	
Total Responses	**113**	**16**		

2. How do you usually get home from school?

Answer	Gr. 5	Gr. 6	Why do you choose that way to go home from school?	#
Walking by myself	10	2	Convenient (live close, parents work)	6
			Fast	1
			Safe	1
			Because of the weather	0
			Fun	3
Walking with others	12	0	Convenient (live close, parents work)	9
			Fast	0
			Safe	2
			Because of the weather	0
			Fun	2
Riding my bike	5	2	Convenient (live close, parents work)	4
			Fast	2
			Safe	0
			Because of the weather	0
			Fun	3
Taking the school bus	48	7	Convenient (live close, parents work)	41
			Fast	1
			Safe	3
			Because of the weather	2
			Fun	6

Being driven in a car	42	6	Convenient (live close, parents work)	34
			Fast	6
			Safe	4
			Because of the weather	1
			Fun	2
Another way	5	0	Convenient (live close, parents work)	4
			Fast	1
			Safe	0
			Because of the weather	0
			Fun	2
Blue Sky Ideas			•	
			•	
Total Responses	**122**	**17**		

3. If you usually walk or ride your bike, do you still do that when the weather is bad (e.g. cold, snowy, rainy, windy)?

	Gr. 5	**Gr. 6**
Yes, I still walk.	12	0
Yes, I still ride my bike	1	0
No, I take the bus.	30	2
No, I get driven.	35	1

4. On your journey to and from school, what things do you think could be dangerous for you and other students?

Most Frequent Comments	Grade 5	Grade 6
Snow and ice	4	1
Bus or car accidents	13	2
Speeding, Bad Drivers	25	4
Busy roads, Parking lots	24	0
Crossing the street	22	2
Strangers	20	1
Bullies	0	0
Other (surroundings, storms, etc.)	43	2

5. What would help you to walk, ride your bike or take the bus to or from school?

Most Frequent Comments	Grade 5	Grade 6
Company (parents, friends)	11	0
Road safety (look before you cross, walk bike across road, etc.)	19	0
Living closer	0	1
Getting there faster	12	0
Better behavior of other children	4	1
Feeling safe	3	1
Nothing (don’t need help, etc.)	31	2
Other (pepper spray, blue sky ideas, etc.)	20	4

6. What do you think could be done to help children get to and from school more safely?

Most Frequent Comments	Grade 5	Grade 6
Crosswalks and Sidewalks (more, safer, etc.)	33	5
More lights/signs/supervision	16	1
Better drivers	5	0
More parking	11	1
Walking bikes across street	3	0
Crossing guards	5	3
Nothing	2	2
Other (seat belts, etc.)	45	0

7. Is there anything else that YOU would do differently to make your journey to or from school safer?

Most Frequent Comments	Grade 5	Grade 6
Avoid ice and snow	0	0
Don’t talk to strangers	0	0
Better drivers/less traffic	2	1
Better behavior on school bus	2	0
No	45	5
Other (blue sky, etc.)	33	3

Appendix C
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?		X
	Do parent volunteers assist in controlling parking?	X	
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?		X
	Is there an on-site pick-up / drop-off facility?	X	
	Is the pick-up / drop-off facility large enough for the demand?		X
	Does on-site vehicle circulation minimize conflicts?		X
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X
	Are bike-vehicle conflict areas between the street and the bike racks minimized?		X
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?		X
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		
Lighting	Is there adequate lighting in the parking lots?		X
	Is there adequate lighting on the pedestrian pathways?		X

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?	X	
	Is adequate space provided for school bus area?	X	
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X	
	Do signs adequately identify the intended street space usage?		X
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?	X	
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?	X	
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the school?	X	
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?	X	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?		X
	Are appropriate bicycle crossing facilities provided?		X
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?		X
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?		n/a
Bike Paths	Were bike paths adequately maintained?		n/a
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?	X	
	Were unsafe maneuvers observed?	X	
	Did unsafe loading / unloading occur?		X
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X
	Were pedestrian-vehicle conflicts observed?		X
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?	X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	X	
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?		X

APPENDIX Y

ÉCOLE FATHER JAN SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

École Father Jan

City of St. Albert
March 2, 2015





École Father Jan
Safe Journeys to School Plan

Address:	15 Mission Avenue	# Staff:	23
School District:	Catholic School District	# Students:	297
Grades:	K to 6	# Buses:	9
Principal:	Marlene Pelletier	#Bus Riders:	156

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common and city-wide issues are identified and overall strategies are provided in an overall report.

St. Albert
Safe Journeys to School

The St. Albert Safe Journeys to School initiative is guided by a Joint Public Steering Committee which is chaired by City Councillor Tim Osborne and consists of a member of each school board, an RCMP member, City staff, and members of the public.

The Joint Public Steering Committee would like to thank all stakeholders and the public for their participation and provision of valuable input in identifying school road safety issues.

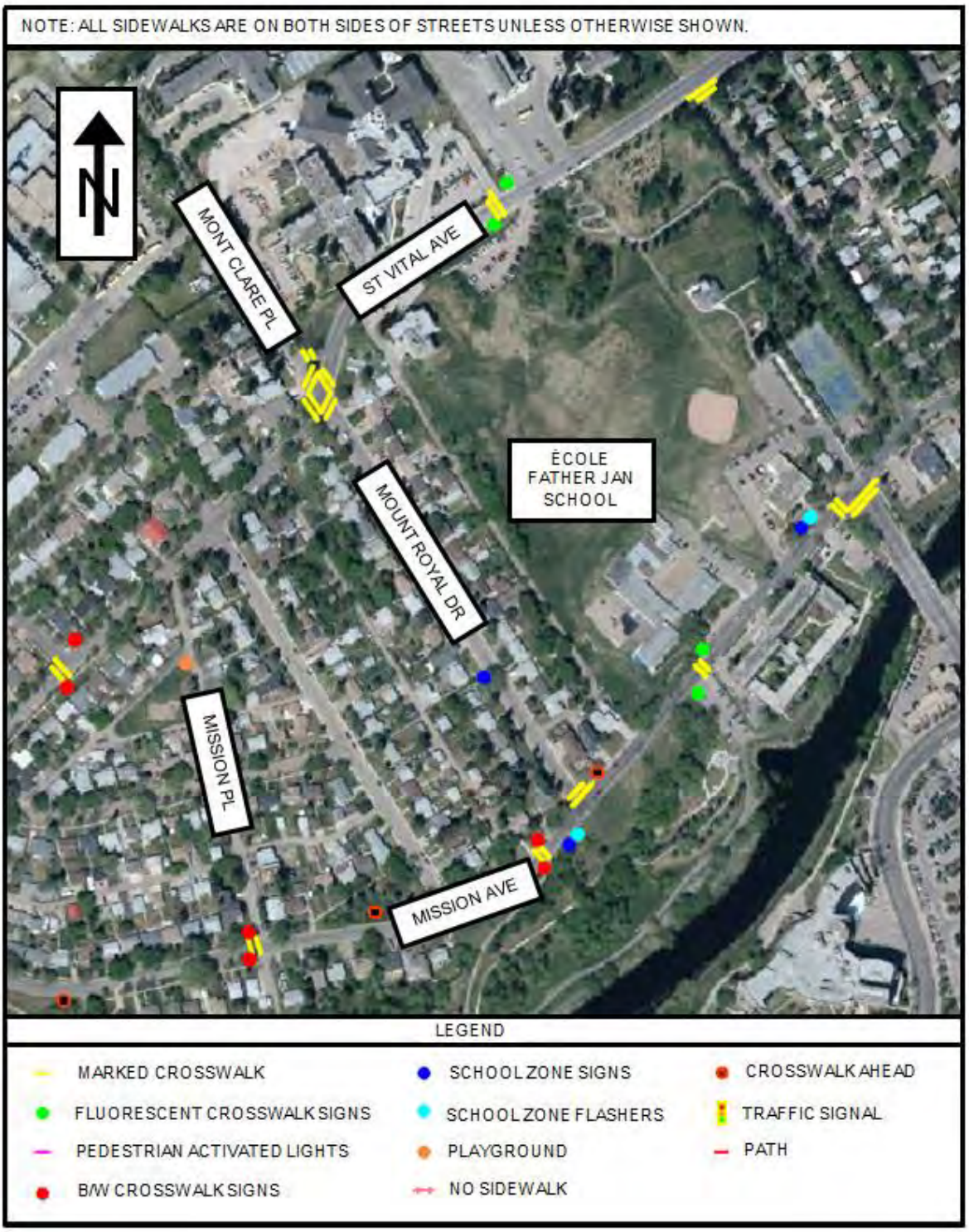
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. Prioritization for implementation will be required. Short term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 16, 2014	Date:	October 8, 2014
Location:	Ecole Father Jan	Time:	PM Pick-up
Attendance:	7 participants	Weather:	Clear

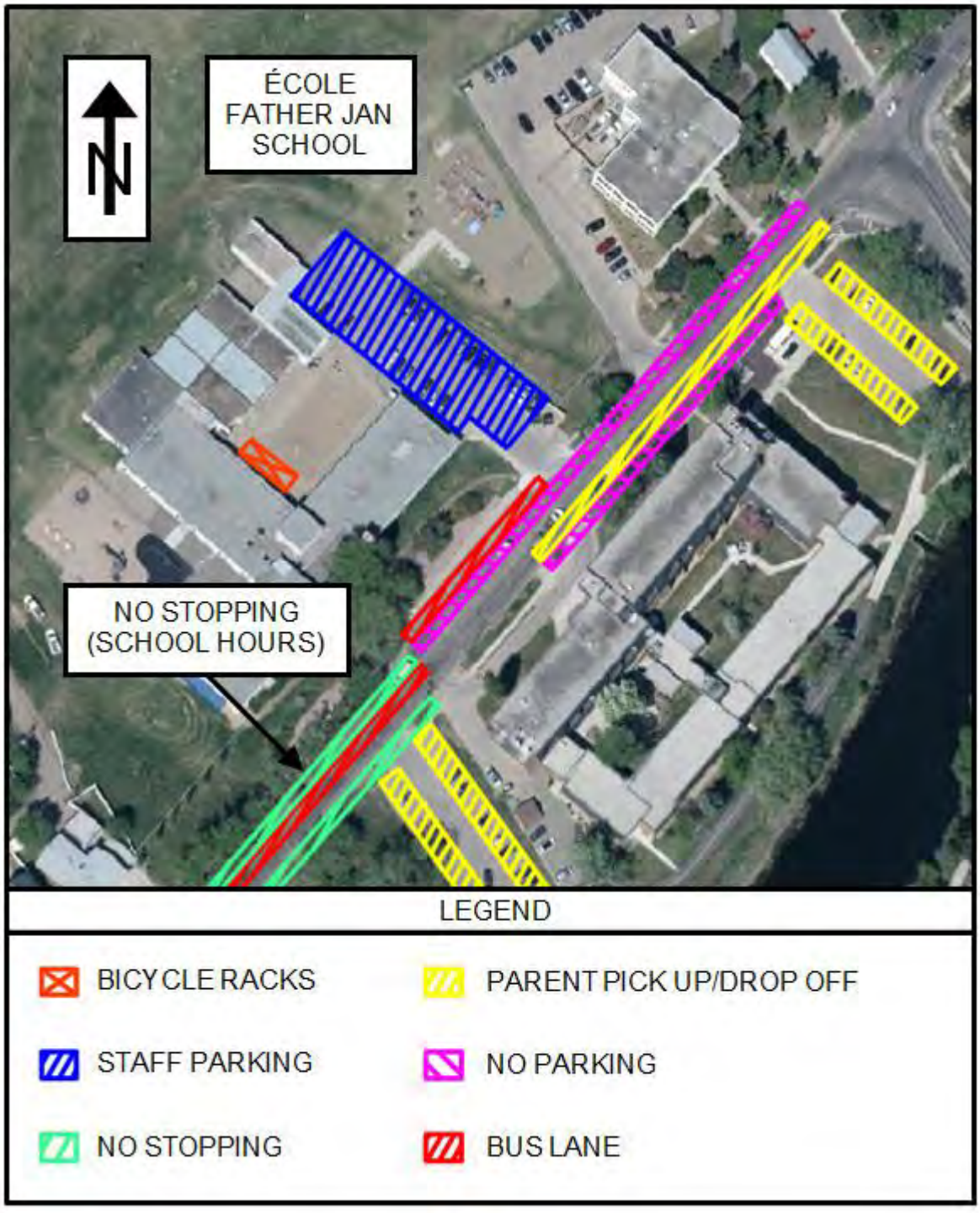
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY

The workshop participants noted many concerns along Mission Avenue. This included the need for a new crosswalk in front of the school as parents and students are currently jaywalking due to parking and picking up on the east bound/opposite side of the road. The workshop participants suggested two options to improve the current crosswalk west of the school: pedestrian activated lights or a full signal light. Inadequate parking and pick-up/drop-off areas was also a concern of many participants. They noted that parents often park in the staff parking lot to drop of their kids or in the nearby Seniors Centre lot.

Participants expressed concern over the current driver behavior on Mission Avenue, noting that drivers tend to not watch for children at the crosswalks and instead drive straight through. They suggested that a visible police presence is needed at peak times to enforce speed and parking zones. They acknowledged that the current buses for the catchment area were undersubscribed and that parents could be encouraged to send their children on the bus rather than driving them to school.

PARENT SURVEY SUMMARY

The survey respondents for the entire project noted multiple challenges with their children's journeys to school. The three most common themes discussed by respondents were distracted, hurrying drivers who fail to see pedestrians; speeding, and; unsafe intersections to cross. Typical solutions that were suggested in the responses included creating more crosswalks, installing more visible signage/lights to alert drivers of pedestrian crossings, utilize adult crossing guards, create better drop-off/pick-up procedures and locations, educate adults and children on traffic safety, and encourage everyone to utilize active modes of transportation.

The majority of the journeys to École Father Jan fall in-between 2.5 to 5 km according to the survey respondents. These trips are either taken by school bus or by private vehicle. Respondents noted that their children use those modes of transit due to their convenience, safety, and flexibility in allowing parents to travel to another destination directly after. Biking and walking was avoided to the length of the trip, extreme weather and unsafe vehicular traffic.

Respondents noted that speed and high traffic volumes are issues around the school, particularly on Mission Avenue. Illegal u-turns, reversing vehicles, and parking near crosswalks were listed as regular occurrences. They noted that the only crosswalk to the school is unlit and that children and parents often jaywalk across the road. Suggestions for improvement included a shared drop off zone between buses and parents, an enforced one-way flow of traffic, and installing crosswalk signs with red lights to get drivers' attention.

STUDENT QUESTIONNAIRE SUMMARY

Survey Response Information

School	Total Number	By Grade		
		4	5	6
Ecole Father Jan	33	31	-	2

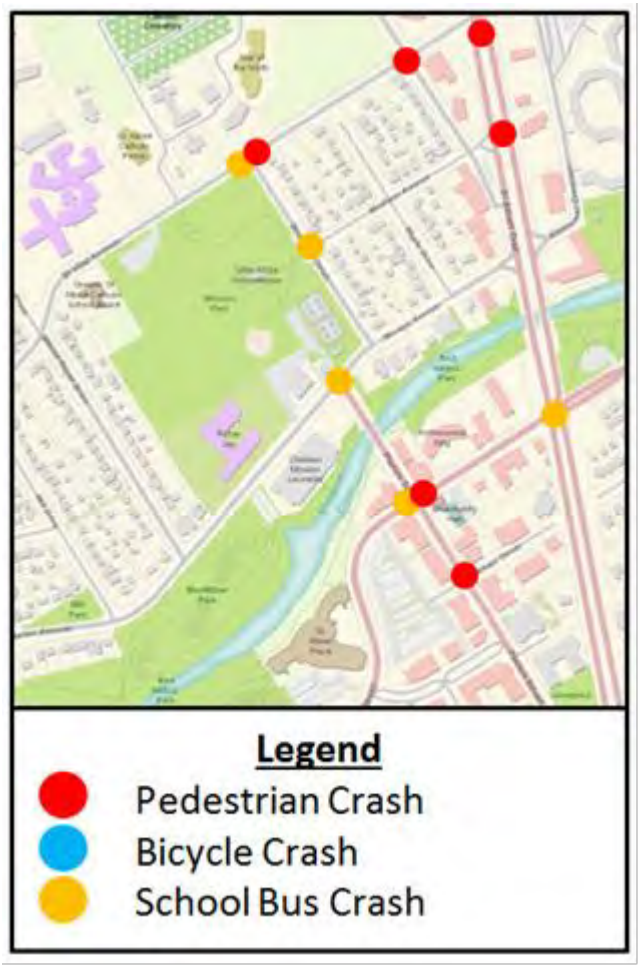
The students surveyed at École Father Jan indicated that school bus and private vehicle are the two primary modes of transportation to and from school. The vast majority also reported that during inclement weather, they forgo any use of active transportation.

On their way to and from school, the students reported being the most cautious of bus or car accidents, strangers, and crossing the street. They noted that having company and getting to school faster would encourage them to take more active modes of transportation. They felt that adding more traffic signals, more signs, supervision, more crosswalks, and having better drivers would increase the overall safety of children on their way to and from school. For their personal journeys, the students indicated a need for more attentive drivers, less traffic, and an avoidance of talking to strangers.

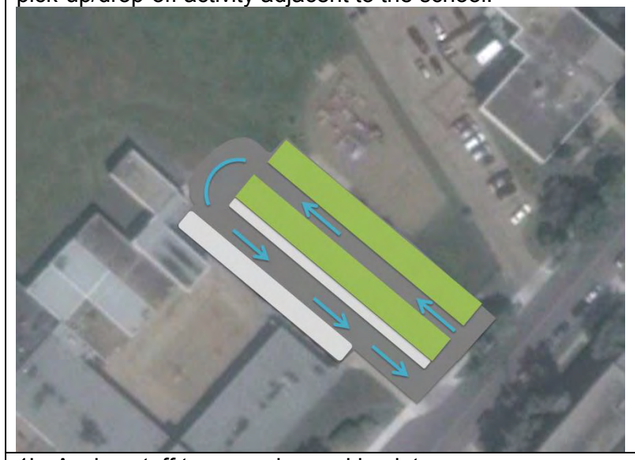
Collision History

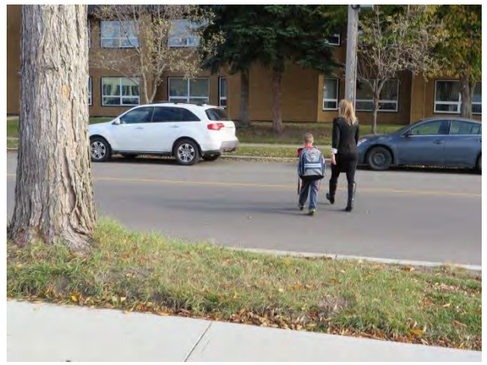
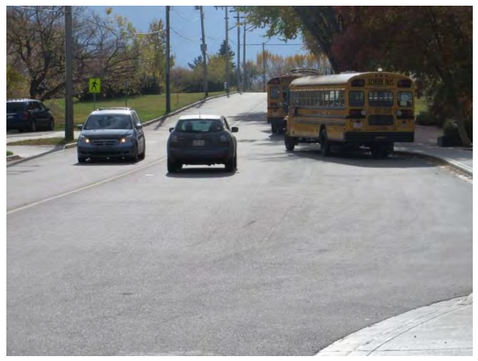
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

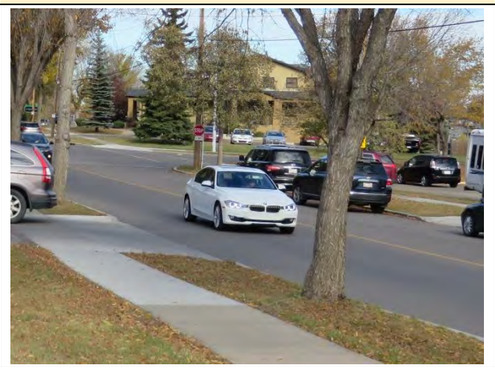
In the area surrounding École Father Jan there have been three collisions involving pedestrians and four collisions involving school buses in the past five years. These collisions have largely occurred away from the school, with the closest collision occurring at the intersection of Perron Street and Mission Avenue.



SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Pick-up and Drop-off occurring off-site in a number of private parking lots and alleyways** Due to no pick-up/drop-off areas on site, adjacent parking lots to the school are used for pick-up/drop-off activity. This activity is not necessarily endorsed by the private property owners. In addition, these parking areas are not designed to accommodate pedestrians flows from the school and may result in unsafe circumstances.	 	<u>1a. Construct a pick-up/drop-off area in the parking lot</u> A reconstruction of the parking lot and use of adjacent green space (between the parking lot and playground) would result in parking being maintained for staff at the school and on-site pick-up/drop-off activity adjacent to the school. 	Engineering	Long Term	School District
			<u>1b. Assign staff to supervise parking lot</u> Having staff or parents in the parking lot during the morning and afternoon bells would help ensure that all people in the area are behaving in a safe and courteous manner.	Encouragement	Short Term	School

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
2	**Jaywalking occurring near staff parking lot** Jaywalking was observed at the east end of the school. The distance to either of the crossing opportunities makes jaywalking a more attractive manoeuvre, despite being unexpected for oncoming drivers.		<u>2a. Install signed and marked crossing at east end of school</u> A signed and marked crossing, similar to the one at the west end of the school, should be considered at the east end of the school. This crossing would be 100 m from the intersection of Perron Street and Mission Avenue and 80 m from the existing crosswalk. Formalizing this behaviour will make it less unexpected for oncoming drivers and provide a safer crossing opportunity for pedestrians. 	Engineering	Short Term – 1st Priority	City
			<u>2b. Notify parents through school communication channels</u> Existing school communication channels, such as newsletters or email updates, can be used to remind parents and students on how to behave in a safe manner in the vicinity of the school and in the surrounding community.	Education	Short Term	School
3	**Restricted visibility of crossing at school** The bus pick-up/drop-off activity near the crosswalk compromises the visibility of pedestrians entering the crosswalk from the school side to oncoming motorists.		<u>3. Construct curb extension at main crosswalk</u> Construct curb extensions on Mission Avenue at the existing and proposed crosswalks to increase the visibility of pedestrians at the crossings. 	Engineering	Medium Term	City

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
4	**Higher vehicle speed in vicinity of school** High vehicle speeds were observed on Mission Avenue outside of the pick-up/drop-off times. High vehicles speeds present a significant risk to pedestrians and behaviour of drivers in the vicinity of schools (and the larger community) should be respectful of the rights of more vulnerable road users.		<u>Enforce posted speed limits on Mission Avenue</u> Engage with the Police and Bylaw Services to enforce speed limits in the area to ensure proper compliance.	Enforcement	Short	RCMP
			<u>Notify parents of responsible behaviours</u> Existing school communication channels, such as newsletters or email updates, can be used to remind drivers of their responsibility of driving in a safe and courteous manner in the vicinity of the school and in the surrounding community.	Education	Short	School
5	**Vehicle congestion in area** Vehicle congestion in the area, predominantly lack of pick-up/drop-off opportunities, was reported by parents and staff at the school in the times before and after the school bells. Frustration caused by delay related to congestion can cause motorists to act in unsafe and irrational manners.		<u>Promote Active Transportation</u> Encouraging fewer vehicular trips to the school in the morning and afternoon through encouraging walking, bicycling, or carpooling would reduce the total number of vehicles destined to the school and surrounding infrastructure.	Encouragement	Short	School
			<u>Investigate using off-site locations for pick-up/drop-off</u> In addition to promoting active transportation, encouraging pick-up/drop-off that occurs at a further distance from the school (provided there is safe infrastructure) reduces the number of vehicles using the adjacent roadway infrastructure.	Education	Short	School
			<u>Emphasize safety over convenience</u> Emphasis on safety as a fundamental goal of all travel to and from school should be shared with parents. Issues, such as speeding, could be highlighted as existing threats to this overall goal.	Education	Short	School

Appendix A
Open House Comments

Public Workshop Summary

École Father Jan

September 16, 2014

The complete summary for the workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

    - Mission Ave, crosswalk in front of school – people don't watch for children at crosswalk, they drive straight through
    - Mission Ave and Perron St intersection – risk from traffic
    - Mission Ave, just in front of school – Jaywalking due to picking up on east bound side
    - Mission Ave, senior center – Senior Centre parking lot used by parents. Snow not cleared, cars needing to be pushed out.
    - Mission Ave, Business Development Network – Under subscribed school buses (Catchment west of St. Albert Trail)
    - School parking lot – Parents dropping off in staff parking, 3:40pm dismissal leaves little time for parents to bring children to ?
    - WALKING DISTANCE may be a barrier.
    - Concerns over lack of seatbelts in rural 80 kph zones

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**
    - Mission Ave, in front of school parking lot – crosswalk proposed
    - Mission Ave, out front of school parking lot – AMA crossing guards present
        - Potentially at Perron St. intersection
    - Mission Ave, crosswalk in front of school
    - Pedestrian activated flashers or full signal at current crosswalk west of school

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**
    - N/A

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**
    - Students need to be encouraged to take the bus and parents discouraged from car drop-offs
    - Need visible police presence when high school students are dismissed + in morning
    - Marked cars:
        - 8:45 – 9:00 AM
        - Especially 3:40 ~ 4:0 PM
            - High school students speeding
    - Jaywalking needs to be ticketed also
        - Texting & driving

5. **How can we track progress and measure our success in achieving these goals?**

    - Consider upcoming schools – not sufficient room on school sites
    - Consider that some of the concerned parents are also too busy to take part in public consultation in person.

Appendix B
Student Engagement Results

Safe Journeys to School Student Questionnaire

École Father Jan

Total Responses: 33

Grade 4: 31

Grade 6: 2

The students surveyed at Ecole Father Jan indicated that school bus and private vehicle are the two primary modes of transportation to and from school. The vast majority also reported that during inclement weather, they forgo any use of active transportation.

On their way to and from school, the students' reported being the most cautious of bus or car accidents, strangers and crossing the street. They noted that having company and getting to school faster would encourage them to take more active modes of transportation. They felt that adding more lights, signs and supervision, more crosswalks, and having better drivers would increase the overall safety of children on their way to and from school. For their personal journeys', the students indicated a need for better drivers and less traffic, and an avoidance of talking to strangers.

1. How do you usually get to school?

Answer	Gr. 4	Gr. 5	Gr. 6	Why do you choose that way to get to school?	#
Walking by myself	0			Convenient (live close, parents work)	
				Fast	
				Safe	
				Because of the weather	
				Fun	
Walking with others	2			Convenient (live close, parents work)	2
				Fast	2
				Safe	0
				Because of the weather	0
				Fun	0
	1		1	Convenient (live close, parents work)	1

Riding my bike				Fast	1
				Safe	1
				Because of the weather	0
				Fun	1
Taking the school bus	17		1	Convenient (live close, parents work)	15
				Fast	4
				Safe	1
				Because of the weather	0
				Fun	0
Being driven in a car	26		2	Convenient (live close, parents work)	23
				Fast	7
				Safe	1
				Because of the weather	0
				Fun	0
Another way	1			Convenient (live close, parents work)	1
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Blue Sky Ideas				•	
				•	
Total Responses					

2. How do you usually get home from school?

Answer	Gr.4	Gr.5	Gr.6	Why do you choose that way to go home from school?	#
Walking by myself	1			Convenient (live close, parents work)	1
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Walking with others	2			Convenient (live close, parents work)	2
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Riding my bike	1		1	Convenient (live close, parents work)	1
				Fast	0
				Safe	1
				Because of the weather	0
				Fun	1
Taking the school bus	16		1	Convenient (live close, parents work)	13
				Fast	2
				Safe	1
				Because of the weather	0

				Fun	1
Being driven in a car	24		1	Convenient (live close, parents work)	21
				Fast	2
				Safe	1
				Because of the weather	0
				Fun	2
Another way				Convenient (live close, parents work)	
				Fast	
				Safe	
				Because of the weather	
				Fun	
Blue Sky Ideas				•	
				•	
Total Responses					

3. If you usually walk or ride your bike, do you still do that when the weather is bad (e.g. cold, snowy, rainy, windy)?

	Grade 4	**Grade 5**	**Grade 6**
Yes, I still walk.	1		0
Yes, I still ride my bike	0		0
No, I take the bus.	8		1
No, I get driven.	15		1

4. On your journey to and from school, what things do you think could be dangerous for you and other students?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Snow and ice	3		
Bus or car accidents	17		1
Speeding	1		
Busy roads	5		
Crossing the street	6		1
Strangers	8		

5. What would help you to walk, ride your bike or take the bus to or from school?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Company (parents, friends)	13		
Road safety (look before you cross, walk bike across road, etc.)	3		
Living closer	1		
Getting there faster	6		
Better behavior of other children	1		
Feeling safe	3		
Nothing (don’t need help, etc.)	4		

6. What do you think could be done to help children get to and from school more safely?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Crosswalks	6		
Sidewalks	4		
More lights/signs/supervision	16		1
Better drivers	6		
More parking	5		
Walking bikes across street	1		
Crossing guards	3		1
Nothing	2		

7. Is there anything else that YOU would do differently to make your journey to or from school safer?

Number of responses, per grade:

Most Frequent Comments	Grade 4	Grade 5	Grade 6
Avoid ice and snow	1		
Don’t talk to strangers	3		
Better drivers/less traffic	9		
Better behavior on school bus	1		
No	9		2

Appendix C
Site Visit Notes

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?	X	
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	n/a	
	Is there an on-site pick-up / drop-off facility?		X
	Is the pick-up / drop-off facility large enough for the demand?	n/a	
	Does on-site vehicle circulation minimize conflicts?	n/a	
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?	X	
	Are bike-vehicle conflict areas between the street and the bike racks minimized?	X	
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?	n/a	
	Are pedestrian-vehicle conflict areas minimized in the parking lots?	X	
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?	X	

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?	X	
	Are reduced speed school zones placed an appropriate distance from the school?	X	
	Are the school zones adequately identified?	X	
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?		X
	Is adequate space provided for school bus area?		X
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?		X
	Do signs adequately identify the intended street space usage?	X	
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?	X	
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?		X
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	

Prompt		Yes	No
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?		X
	Are pedestrian crossing facilities provided on the major routes to the school?	X	
	Are the existing pedestrian crossing facilities adequate for the crossing activity?		X
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?	n/a	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?		X
	Are appropriate bicycle crossing facilities provided?	n/a	
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	X	
Bike Paths	Were bike paths adequately maintained?	X	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?		X
	Were unsafe maneuvers observed?	X	
	Did unsafe loading / unloading occur?	X	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?		X
	Were pedestrian-vehicle conflicts observed?		X
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?		X
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	X	
	Did pedestrians ignore pedestrian crossing facilities?		X
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	

APPENDIX Z

BELLEROSE COMPOSITE HIGH SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan (DRAFT)

Bellerose Composite High School

City of St. Albert
March 2, 2015





Bellerose Composite High School

Safe Journeys to School Plan

Address:	49 Giroux Road	# Staff:	95
School District:	Public School District	# Students:	1193
Grades:	10 to 12	# Buses:	14
Principal:	Larry Dick	#Bus Riders:	416

INTRODUCTION TO SAFE JOURNEYS TO SCHOOL INITIATIVE

The City of St. Albert is undertaking a comprehensive review of various activities, infrastructure, and measures that may impact the safety of students walking and cycling to the 26 schools located within the City. As part of a long term strategy to further enhance traffic safety within its community, the Safe Journeys to School initiative will identify specific strategies and programs through a holistic 4-E approach (Engineering, Education, Enforcement and Encouragement), with the objective of preventing crashes and injuries involving school children and creating a safer community for all residents.

St. Albert
Safe Journeys to School

The St. Albert Safe Journeys to School initiative is guided by a Joint Public Steering Committee which is chaired by City Councillor Tim Osborne and consists of a member of each school board, an RCMP member, City staff, and members of the public.

The Joint Public Steering Committee would like to thank all stakeholders and the public for their participation and provision of valuable input in identifying school road safety issues.

Key project activities at each school include extensive community engagement (surveys, open houses, focus groups, and website communication), engineering reviews (collision analyses, site visits, and infrastructure and behaviour assessments), identification of issues, and the development of safety enhancements. Best practices are incorporated into the individual school enhancements and are documented into individual school plans. Common issues and citywide strategies are described under separate cover.

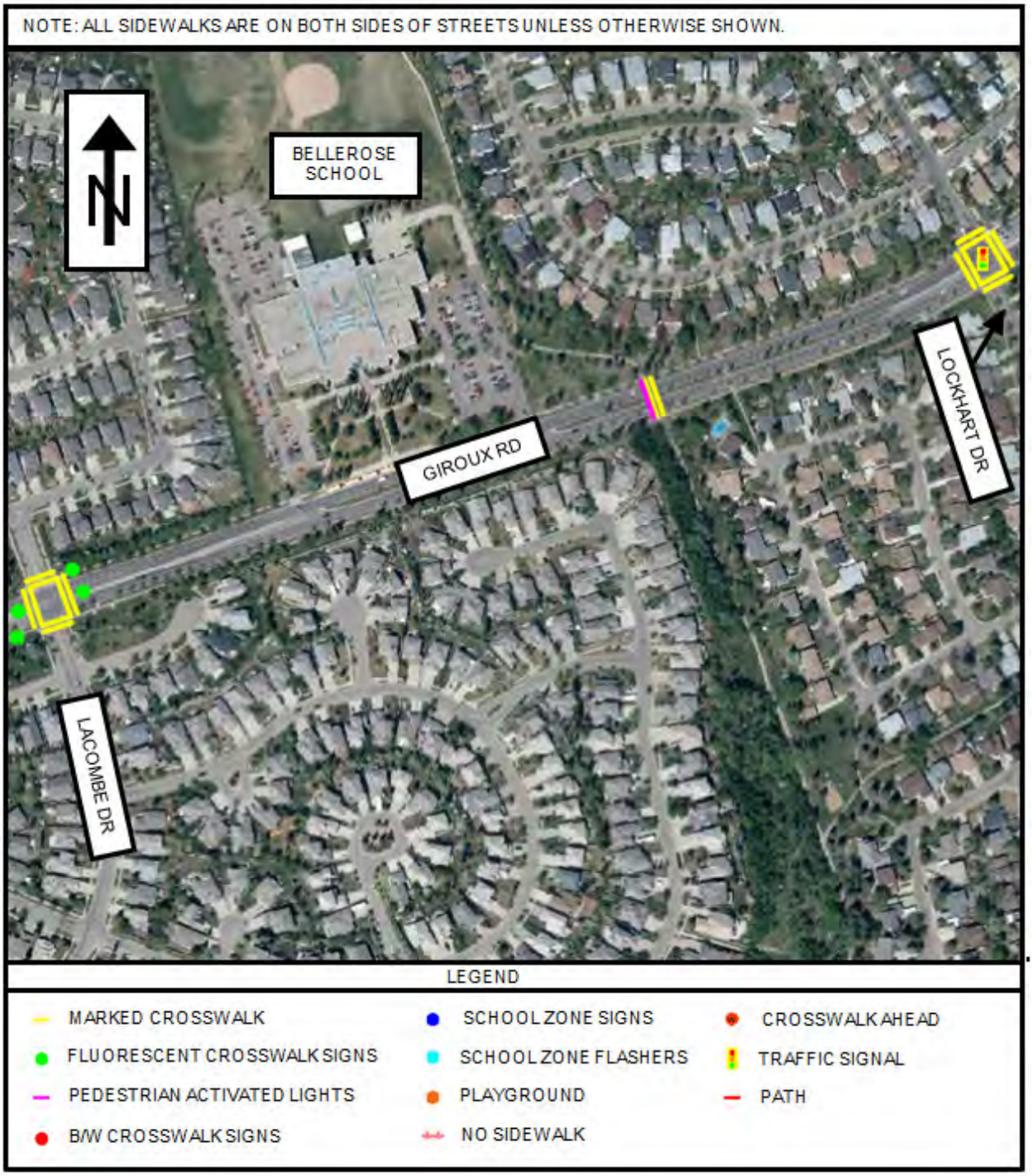
Enhancement opportunities have been identified for each of the schools reviewed. It may not be feasible to implement all measures at once; therefore, the initiative has identified a variety of short, medium and long-term improvements for each responsible organization to consider as resources become available. Prioritization for implementation will be required. Short-term measures are intended to be able to be implemented through organizations' existing programs or through volunteer efforts.

Issue Identification Activities

Public Open House Workshop		**Site Review**	
Date:	September 17, 2014	Date:	October 8, 2014
Location:	School Atrium	Time:	07:40 – 10:00 A.M.
Attendance:	3	Weather:	Overcast 6 C

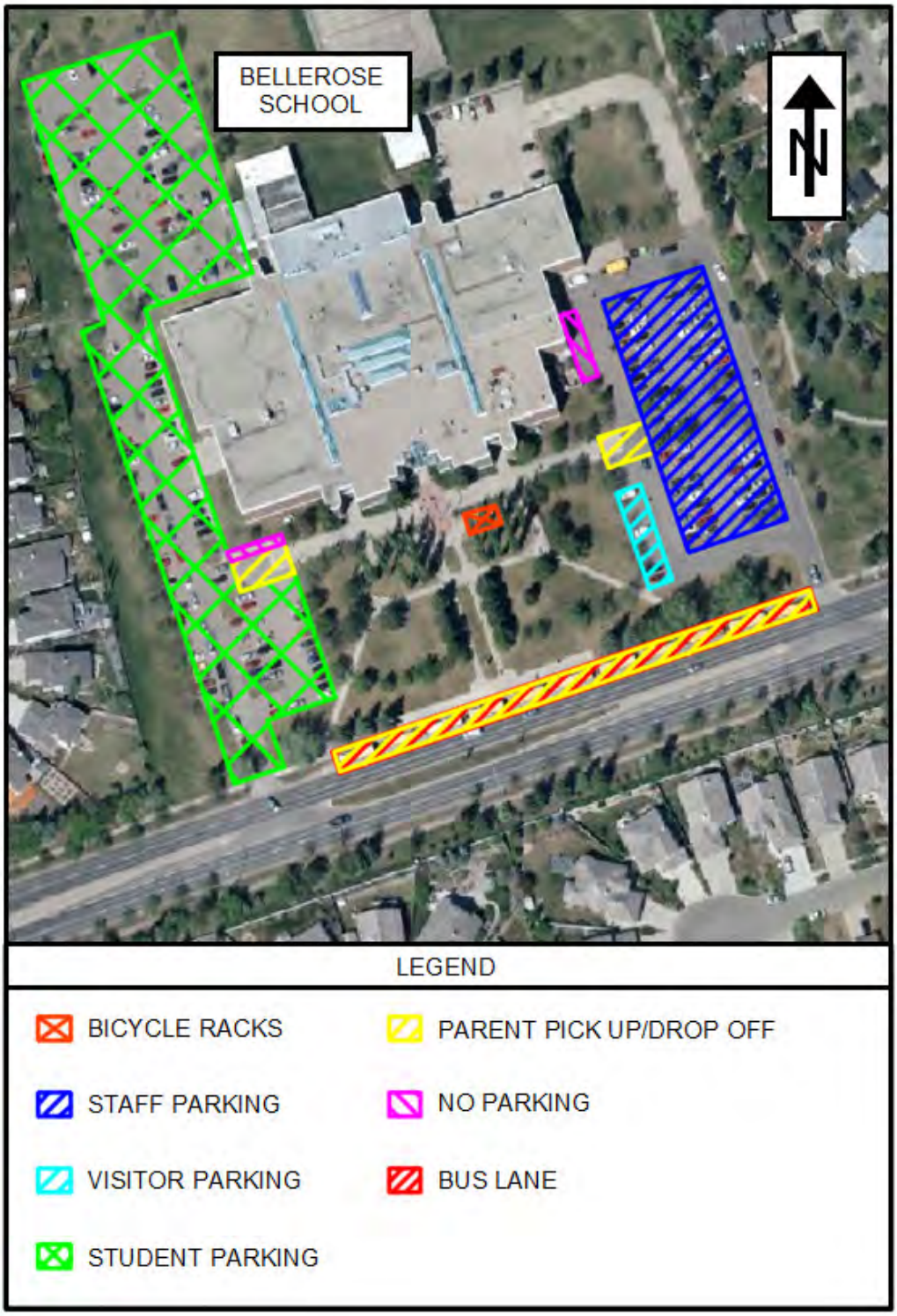
AREA PLAN

The following figure shows the relevant infrastructure on the streets surrounding the school. The pedestrian facilities on major routes leading to the school outside of the shown area were also reviewed and deficiencies have been noted in the Safety Issues table.



SITE PLAN

The following site plan illustrates the use of space within the school grounds including pick-up and drop-off facilities, sidewalks, parking, and curb designations.



OPEN HOUSE SUMMARY

An open house was held on September 17, 2014 at the Bellerose School atrium. Three people attended and provided feedback summarized as follows:

The intersection of Giroux Road and Lacombe Drive was a main concern of the workshop participants. Other concerns along Giroux Road include busses blocking sight lines for drivers turning right out of the parking lot, speeds along Giroux Road, and the need for additional crossing controls between the school and Lockhart Drive.

Some of the participants also expressed concerns regarding adherence to the one-way traffic flow as well as the lack of enforcement of no-parking zones.

These comments (listed in Appendix A) provided valuable information to the review team, and guided the areas of concentration for the subsequent site visit.

PARENT ENGAGEMENT RESULTS

Total Survey Responses: 8

The parent survey results for Bellerose Composite High School indicated that the majority of trips to the school were between 2.5 km and 5 km. A smaller number indicated that their children travel over 5 km or between 1.5 km and 2.5 km. For these trips, the children either drove or were driven, or rode on a school bus. Multiple reasons were cited for using those modes of transportation. Of those the most common were their relative convenience, safeness and adverse weather conditions. Active modes such as walking or biking were avoided because of distance and unsafe vehicle traffic.

The lack of a school zone in front of the school was noted as a concern. Giroux Road was cited multiple times for being unsafe to cross due to poor crosswalks, inadequate lighting, short walk lights and speeding by vehicular traffic. In particular, the intersections of Giroux and Lockhart Drive and Giroux and Lacombe Drive were noted as being particularly poor. Suggestions for improvement around the school included having longer walk lights, decreasing the speed limit by the school, and more police enforcement. It was also stressed that more parking is needed and a better traffic flow needs to be established. Snow removal was also highlighted as important, in order to avoid having large windrows which block the view of traffic.

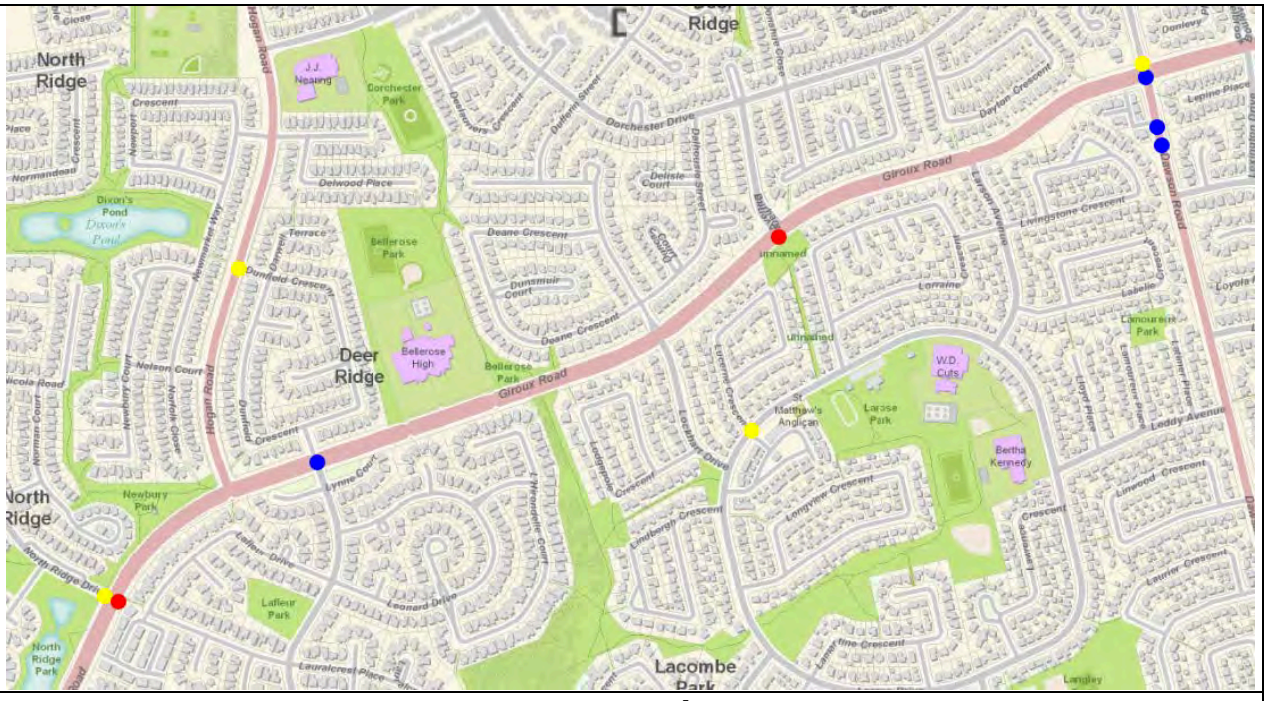
STUDENT ENGAGEMENT RESULTS

No completed questionnaires were received from students at this school.

COLLISION HISTORY

Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the figure below. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

Where available, details of the collisions shown were reviewed. Of the bicycle and pedestrian related collisions, most occurred well outside of school hours and do not appear to be related to school journeys. The school bus collisions were minor in nature and involved no injuries. No particular collision patterns or trends were discerned.



SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Giroux Rd - Mixture of passenger vehicles and school buses using the lay-by.** Although no operational problems were noted, feedback indicated drivers view was being blocked by school buses when exiting the parking lot onto Giroux. 14 school buses service this school, however, only a maximum of 3 at a time were noted on day of visit. Lay-by is currently unsigned.		<u>1. Define school bus and passenger car zones within the lay-by</u> Signing the use of the lay-by is expected to more clearly define its use as well as reduce the reported visibility constraints. School bus parking demand to be confirmed to determine length of zone required. Suggest school bus zone be placed further west in the lay-by and parent pick up / drop off further east in order to reduce visibility restriction for drivers exiting west (student parking lot) driveway.	Engineering	1st Priority	City
2	**Crosswalk Visibility at Intersection of Giroux Rd & Lacombe Dr.** This is a wide intersection currently controlled by stop signs northbound & southbound. Crosswalks are painted with durable markings and stop lines are painted on the north & south legs. Fluorescent yellow green pedestrian signs are double signed for eastbound and westbound traffic.		<u>2. Provide oversize signs and ladder markings at Giroux/Lacombe</u> The crosswalks would benefit from greater visual target value, especially due to the higher speed nature of Giroux Rd. The crosswalk lines should be repainted wider and consideration given to oversized pedestrian crossing signs. Ladder style crossings on Giroux would increase visibility of crosswalks for EB & WB traffic. Recent City warrant analyses show that a special crosswalk, a pedestrian signal and a full signal are not currently warranted.	Engineering	1st Priority	City

3	**Speeding on Giroux Road** Giroux Road is posted at 60 km/h. Excessive speeds were not apparent during time of visit except by students, especially when late for school. Speeding and aggressive driving then continued in the student parking lot.		<u>3a. Conduct speed survey on Giroux Road</u> City may conduct a speed study to determine average and 85th percentile speeds on Giroux in the vicinity of Bellerose school, especially during pick up / drop off hours. Enforcement may be requested if speeding is identified. <u>3b. Provide speed reader-boards on Giroux Road</u> This would be a recommended location for the City to place new speed reader boards and to work with Police on targeted speed enforcement as follow up. <u>3c. Provide messages in school newsletters</u> Educational safety messages directed at students who drive to work can be included in the school newsletter. <u>3d. Provide speed humps/speed limit in parking lot</u> Speed bumps in student parking lot may be enlarged or converted to speed humps. Speed limit signs (10 km/h) can be installed in the parking lot.	Engineering / Enforcement Education / Encouragement Education Engineering / Encouragement	Short Short Medium Medium	City City / Police School District School District
4	**Midblock pedestrian pathway crossings between school and Lockhart Dr.** There are currently two pathways crossing Giroux Rd within 50 metres of each other. The crossing nearest the school is controlled by a pedestrian activated traffic signal. The other crossing to the east has had the crosswalk lines obliterated and is uncontrolled. The outer curbs and the median remain ramped. The ramping of the curbs for the closed (easterly) crossing seems to invite continued use of the crossing.		<u>4. Officially close pathway crossing on Giroux Rd</u> The crossing should be closed with barricades and signs directing pedestrians/cyclists to the signalized crossing. The outer and median curbs should be rebuilt to standard profiles. The pathways could be rebuilt to direct users toward the controlled crossing. The concrete aprons between the sidewalk and the curb should be removed and the median grassed over.	Engineering / Encouragement	Medium	City

5	**East driveway from staff parking lot – Giroux Rd.** Some conflicts and delay noted as drivers attempted to leave parking lot / pick up drop off area. WB vehicles signalling right turns on approach to driveway may actually be signalling to enter the lay-by leading to confusion, delay and some close calls.		<u>5a. Identify intended use of the existing lay-by with clear signage</u> If parent pick up and drop off is signed to occur further to the west, with school buses only permitted to enter east end of lay-by, signalling confusion may be eased leading to enhanced safety and less delay upon exiting lot. <u>5b. Widen driveway and add centre median</u> Widening the driveway and separating the entering and exiting traffic with a narrow median may increase efficiency of parking lot circulation.	Engineering/Education Engineering	Short Medium	City School District
6	**East & West driveway crossings – sidewalk continuity.** Both school driveways cross the public sidewalk at Giroux Rd and are a source of potential conflict between drivers, pedestrians and cyclists. The continuity of the sidewalk through the driveway is not sufficiently visible.		<u>6. Clearly mark sidewalk through driveways</u> The continuity of the sidewalk through the driveway can be enhanced using pavement markings. Signs facing drivers from both directions should be posted reminding drivers to yield to pedestrians. Stop signs may be placed on parking lot side to reinforce legal requirement to stop prior to entering public road.  	Engineering	1st Priority	City

Appendix A
Open House Comments

The complete summary for this workshop is as follows:

1. **Do you have any concerns about students' safety on their way to and from school?**

- Buses stack up in this lane and blocks lane of sight for right turners (Giroux Rd, heading west, east parking lot entrance of school)
- Dangerous crosswalk (Giroux Rd & Lacombe Dr.)

2. **Can you think of ways to further enhance the physical routes that drivers and pedestrians travel on to get to and from school?**

- Need directional signs for parking lot e.g. one-way (east parking lot of Bellerose Composite High School)
- Consider bus service from Sturgeon County
- Lights should be independent (Giroux Rd, cross walk lights (approx. 200 ft. east of school, west of Lockhart Dr.
- Lights should be here (Giroux Rd & Lacombe Dr.)

3. **What do children, parents, school transportation staff and all residents need to know and do so that everyone stays safe? What are the best ways for them to learn these things?**

- Need to remind drivers to slow down (visual aid) (Giroux Rd, south front entrance of school)

4. **Are there ways to encourage children, parents, school transportation staff and residents to follow safety rules? Are there ways to hold drivers accountable for following safety rules?**

- Need enforcement of no-stop areas in parking lot (east parking lot of Bellerose Composite High School)
- Have easily visible warnings to slow down on Giroux Ave e.g. barricades that pop up, fluorescent human-sized models w/lights

5. **How can we track progress and measure our success in achieving these goals?**

- N/A

Appendix B
Site Visit Note

The following prompts assisted in identifying safety issues to be included in the school safe journey to school plan.

ON-SITE PROMPT LIST

Prompt		Yes	No
Parking	Is there sufficient staff parking?	X	
	Is there sufficient visitor parking?	X	
	Do parent volunteers assist in controlling parking?		X
	Is there sufficient bike parking?	X	
Pick-up / Drop-off	Is there sufficient space on-site for all bus loading/unloading?	X	
	Is there an on-site pick-up / drop-off facility?	X	
	Is the pick-up / drop-off facility large enough for the demand?	X	
	Does on-site vehicle circulation minimize conflicts?	X	
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?	X	
	Are bike-vehicle conflict areas between the street and the bike racks minimized?	X	
	Are pedestrian-vehicle conflict areas between the pick-up / drop-off area and the school entrance minimized?	X	
	Are pedestrian-vehicle conflict areas minimized in the parking lots?	X	
Lighting	Is there adequate lighting in the parking lots?	X	
	Is there adequate lighting on the pedestrian pathways?		X

OFF-SITE PROMPT LIST

Prompt		Yes	No
Infrastructure			
School Zone	Are reduced speed (30 km/h) school zones placed on the appropriate streets?		N/A
	Are reduced speed school zones placed an appropriate distance from the school?		N/A
	Are the school zones adequately identified?		N/A
Pick-up / Drop-off	Is adequate space designated for pick-up / drop-off activities?	X	
	Is adequate space provided for school bus area?	X	
	Are the pick-up / drop-off and bus loading / unloading areas located in the appropriate locations?	X	
	Do signs adequately identify the intended street space usage?		X
	Do parent volunteers assist in controlling parking?		X
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?	X	
	Are sidewalks continuous along the major routes to the school?	X	
	Are the sidewalks clear of obstructions?	X	
Sight Lines	Are sight lines at intersections unobstructed by geometrics?	X	
	Are sight lines at intersections unobstructed by vegetation or street furniture?	X	
Prompt		**Yes**	**No**
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X	
	Are pedestrian crossing facilities provided on the major routes to the	X	

	school?		
	Are the existing pedestrian crossing facilities adequate for the crossing activity?	X	
	Are crossing facilities appropriately signed?	X	
	Are pedestrian signal crossing timings appropriate?	X	
Bike Paths	Are bicycle facilities provided in the vicinity of the school?	X	
	Are appropriate bicycle crossing facilities provided?	X	
Street Lighting	Is adequate corridor lighting provided?	X	
	Is adequate lighting provided at crossing facilities?	X	
Maintenance			
Roadways	Were roadways adequately maintained?	X	
	Was signage adequately maintained?	X	
	Were road markings adequately maintained?	X	
	Was drainage adequately maintained?	X	
Sidewalks	Were sidewalks adequately maintained?	X	
	Were pedestrian shoulders adequately maintained?	X	
Bike Paths	Were bike paths adequately maintained?	X	
Sight Lines	Is street furniture adequately placed to maintain sight lines?	X	
	Is on-street and private property landscaping adequately maintained for sight lines?	X	
Prompt		No	Yes
Behaviour			
Vehicles	Was speeding observed?		X
	Were unsafe manoeuvres observed?		X
	Did unsafe loading / unloading occur?	X	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?	X	
	Were pedestrian-vehicle conflicts observed?		X
Bicycles	Were unsafe crossings by cyclists observed?	X	
	Did cyclists ride inappropriately on sidewalks?	X	
Peds	Did pedestrians jaywalk in the vicinity of the school?	X	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	X	
	Did pedestrians ignore pedestrian crossing facilities?	X	
Buses	Did conflicts between buses and waiting students occur?	X	
	Were conflicts between buses and pedestrians/cyclists observed?	X	
	Were inappropriate driving behaviours of buses observed?	X	