APPENDIX AA

WILLIAM D. CUTS JUNIOR HIGH SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

William D. Cuts Junior High

City of St. Albert
March 2, 2015





William D. Cuts Junior High

Safe Journeys to School Plan

Address:	149 Larose Drive	# Staff:	25
School District:	Public	# Students:	288
Grades:	7 - 9	# Buses:	6
Principal:	Mike Tod	#Bus Riders:	117

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 9, 2014
Location:	William D. Cuts	Time:	7:30 – 10:15 AM
Attendance:	1	Weather:	Partly Cloudy, 10 C

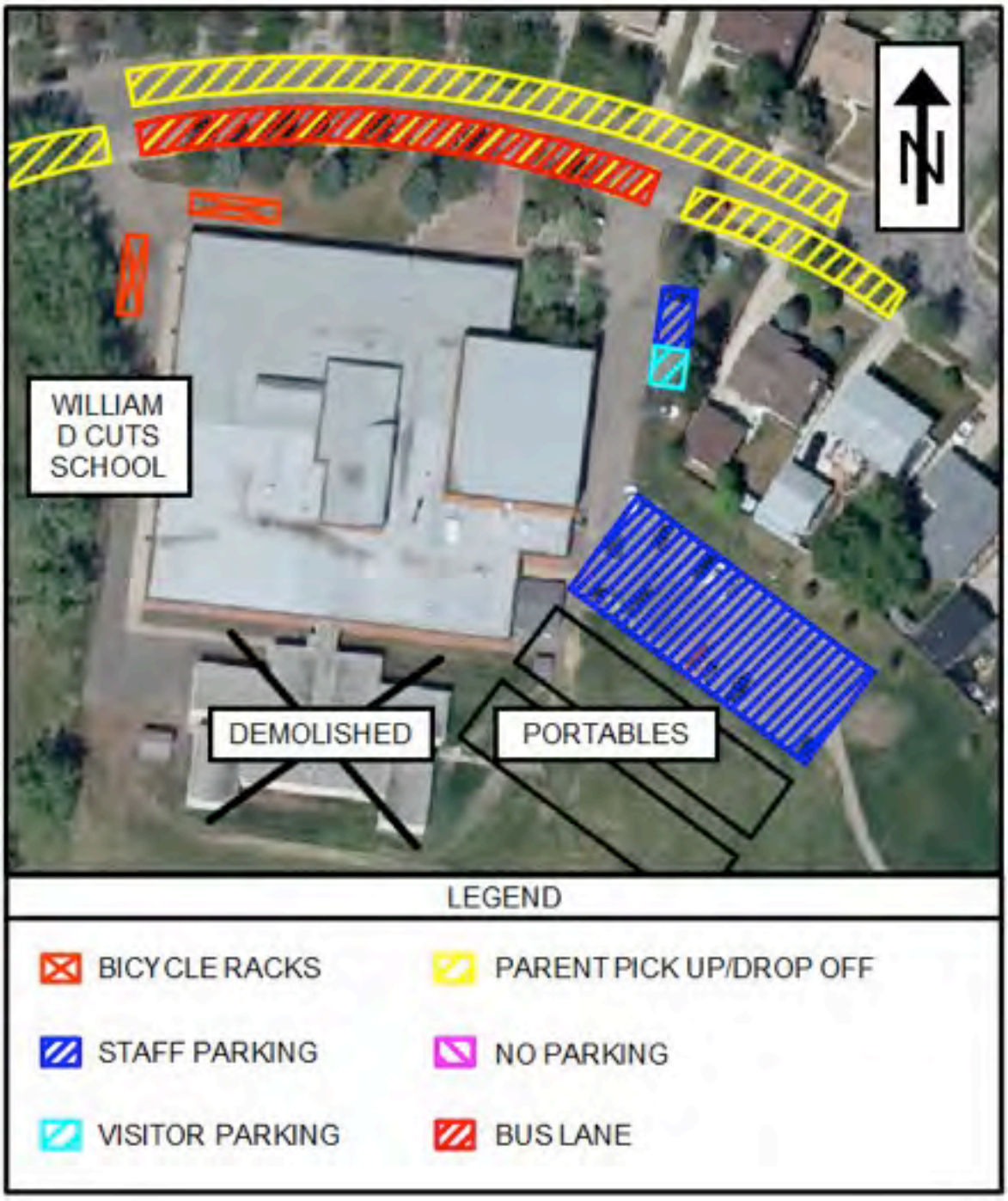
AREA PLAN

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 17, 2014

It was noted that directly across Larose Drive from the main entrance of the school is a heavily used paved trail connecting the school site to the adjacent neighbourhood. The paved path is situated well for students to use to access the school; however, there is no crosswalk from the path to the other side of Larose Drive. This encourages the students and parents to jay-walk. A raised crosswalk with pedestrian activated lights was suggested to provide a more visible crossing, as well as to help reduce speeds.

PARENT ENGAGEMENT RESULTS

Total Survey Responses: 10

Survey respondents for William D. Cuts Junior High School indicated that the majority of trips to the school fall between 2.5 km and 5 km. A smaller number reported trips of between 1 km and 2.5 km. Respondents noted that the majority of these trips are made by school bus, while a small number drive their children in a private vehicle. These modes of transportation were chosen by the respondents due to their relevant convenience, adverse weather conditions and safety. Those who chose to not have their children walk or bike to school cited extreme weather conditions and length of trip.

The majority of survey respondents reported concerns about driver behaviour. These included speeding through the school zone, failing to stop at crosswalks, and parking too close to crosswalks. Crossing Giroux Road was also highlighted as an issue for some of the respondents, who noted that traffic is heavy on that street and often does not wait for the lights. Suggestions for improvement included installing traffic calming measures, increased enforcement such as photo radar or higher ticket fees, and consistent crosswalk patrols.

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.

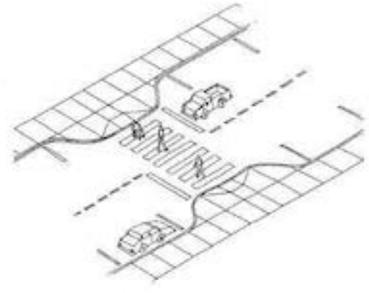
Where available, details of the collisions shown below were reviewed. Of the bicycle and pedestrian related collisions, most occurred well outside of school hours and do not appear to be related to school journeys. The school bus collisions were minor in nature and involved no injuries.

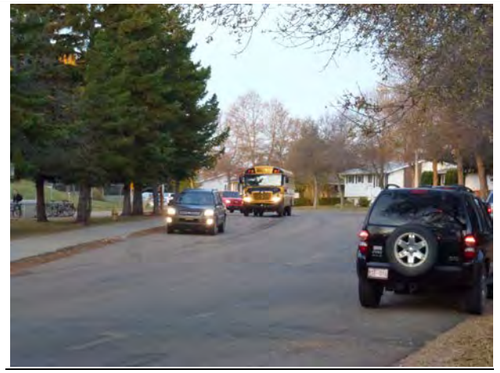


Legend

- Pedestrian Crash
- Bicycle Crash
- School Bus Crash

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Midblock crossing on Larose Drive** A pathway running north/south between homes on the north side of Larose Dr intersects at a midblock location directly across from the school's front entrance. There is a strong desire line for pedestrians and cyclists to cross at this point. Cars are parked along the north curb with no restrictions. There is a wheelchair ramp on the south curb opposite the pathway within the lay-by.		<u>1a. Install crosswalk on Larose across from school entrance</u> Install a midblock crosswalk. As the nearest marked crosswalk is almost 90 m away, it is unreasonable to expect pedestrians and cyclists not to cross at this location. The crossing should be formalized with a ladder style crosswalk, signs and "No Stopping" zones clearly defined (recommend minimum 15 m on approach side and 10 m on departure side). Although this may be unpopular with affected home owners, they all have off-street parking available. Install advance pedestrian crossing signs in both directions to alert motorists of the new facility.  <u>1b. Provide curb extensions at new crosswalk</u> Ideally, curb extensions should be constructed and a raised crosswalk installed. This will shorten the crossing distance for peds and cyclists and help to reinforce the parking restrictions. The lay-by in front of the school will be shortened marginally.  It is anticipated that this crossing may also attract some pedestrians currently jay-walking after being dropped off along the north curb by	Engineering Engineering	1st Priority Medium	City City

			providing a safer crossing within a reasonable distance.			
2	**Define Use of Space in Lay-by in Front of School** The lay-by in front of the school is intended for school buses only from 08:00 – 15:30 Mon to Fri. It was observed that parent PU/DOs were also occurring in the lay-by. The lay-by is 125 m long extending west to the Lacombe Clubhouse that operates a pre-school.		<u>2. Divide school bus and passenger car zones within lay-by</u> Clearly define length of bus only zone and sign with official parking signs. Suggest No Stopping 08:00 – 15:30 Ex School Buses. No Parking signs which allow parent PU/DO can be signed west of the school bus zone. Length of need for bus zone to be confirmed. Observed maximum of 2 buses at one time during site visit.	Engineering	1st Priority	City
3	**U-Turns on Larose Drive** U-turns occur regularly by parents following PU/DO activities. U-turns at the intersection of Larose and Larson are undesirable due to potential conflicts with peds in crosswalk.	Larose Drive in front of the school is approximately 14 m wide due to the lay-by which easily accommodates U-turn movements.	3a. Install No U-Turn signs as per MUTCDC at Larson Avenue intersection and as a reminder near the westerly driveway to the school in both directions. 3b. Request targeted police enforcement as midblock U-turns are illegal.	Engineering Enforcement	Short Short	City Police
4	**Connectivity to shared use pathways south of school.** Existing pathway on west side of school does not provide connection to school. Existing pathway on east side of school connects dangerously into middle of parking lot.		<u>4a. Connect west pathway to southwest corner of school</u> Pathway on west side should connect to SW corner of school property. Wear patterns in grass indicate desire line. <u>4b. Realign easterly pathway to south of staff parking lot</u> Realign easterly pathway to pass south of the staff parking lot and avoid unnecessary conflicts between pedestrians and cars. 	Engineering Engineering	Medium Medium	District District

5	**Visibility issues on pedestrian route from Larson Ave to school entrance.** Pedestrian crossings may be difficult to see especially in low light and with low winter sun in the east.		<u>5a. Provide ladder-style markings at Larson & Larose crosswalks</u> Enhance visibility of the existing marked crosswalk at Larson & Larose by use of wider crosswalk lines and ladder markings. <u>5b. Install stop or "yield to pedestrians" sign at driveway exit</u> Enhance visibility of sidewalk crossing through staff parking lot driveway and install stop or "yield to pedestrians" sign facing exiting drivers. 	Engineering Engineering	1st Priority Short	City School District
6	**Speeding on Larose Drive** Existing school zone is combined with Bertha Kennedy School creating a zone almost 600 metres in length. The length of the school zone may lead to driver frustration and impatience. Some drivers may increase speed after having passed one school not realizing there is another school around the curve.		<u>6a. Provide school zone reminder signs within zone</u> Recommend installation of mid-zone reminder signs indicating zone is still in effect. An alternative is to break the two school zones up and install begin and end zone signs for each school. (back to back zones). <u>6b. Provide speed reader boards on Larose and enforce</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.	Engineering Education/ Enforcement	Short Short	City City / Police
7	**School Expansion** For Information		The principal advised construction has begun on a school expansion project. When completed, this will effectively double the size of student population up to 500 within 5 years. Demand at existing crossings should be expected to rise proportionately. As this is a 'community based' school, it is expected that all modes of transportation will significantly increase, especially bussing and parent PU/DOs.	Information		

Appendix A
Open House Comments

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?**

    - 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?**

    General Area

    - 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
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?		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?	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?		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 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 BB

LORNE AKINS JUNIOR HIGH SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Lorne Akins Junior High School

City of St. Albert
March 2, 2015





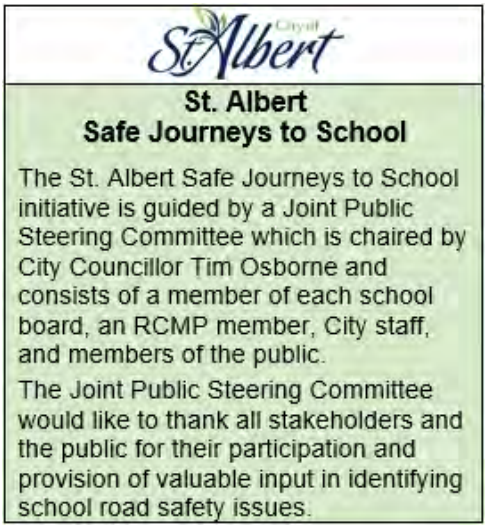
Lorne Akins Junior High School
Safe Journeys to School Plan

Address:	4 Fairview Boulevard	# Staff:	31
School District:	Public School District	# Students:	425
Grades:	7 to 9	# Buses:	7
Principal:	Loretta Manning	#Bus Riders:	235

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.



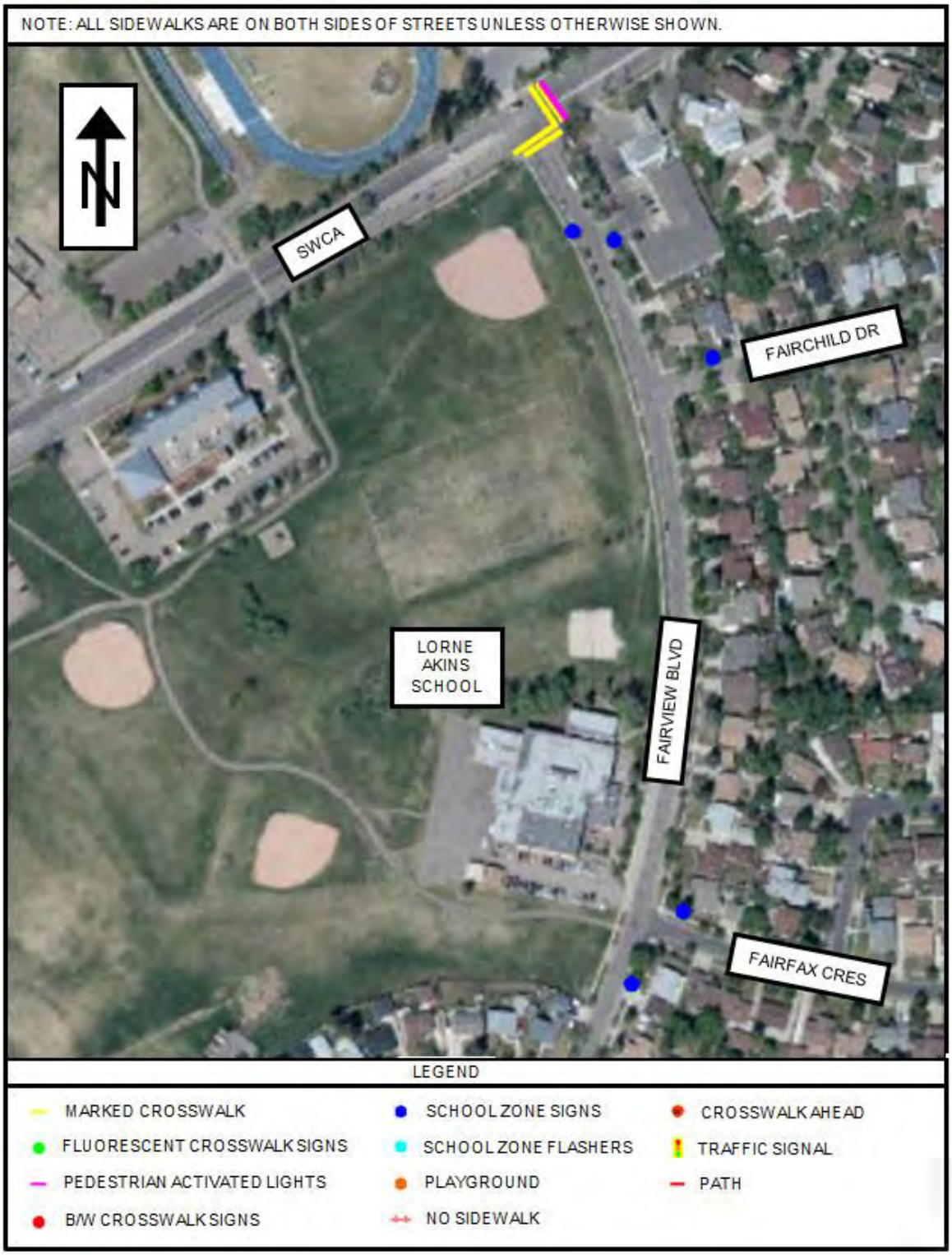
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. 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 18, 2014	Date:	October 9, 2014
Location:	Paul Kane Cafeteria	Time:	AM Peak Drop-off
Attendance:	6	Weather:	Clear

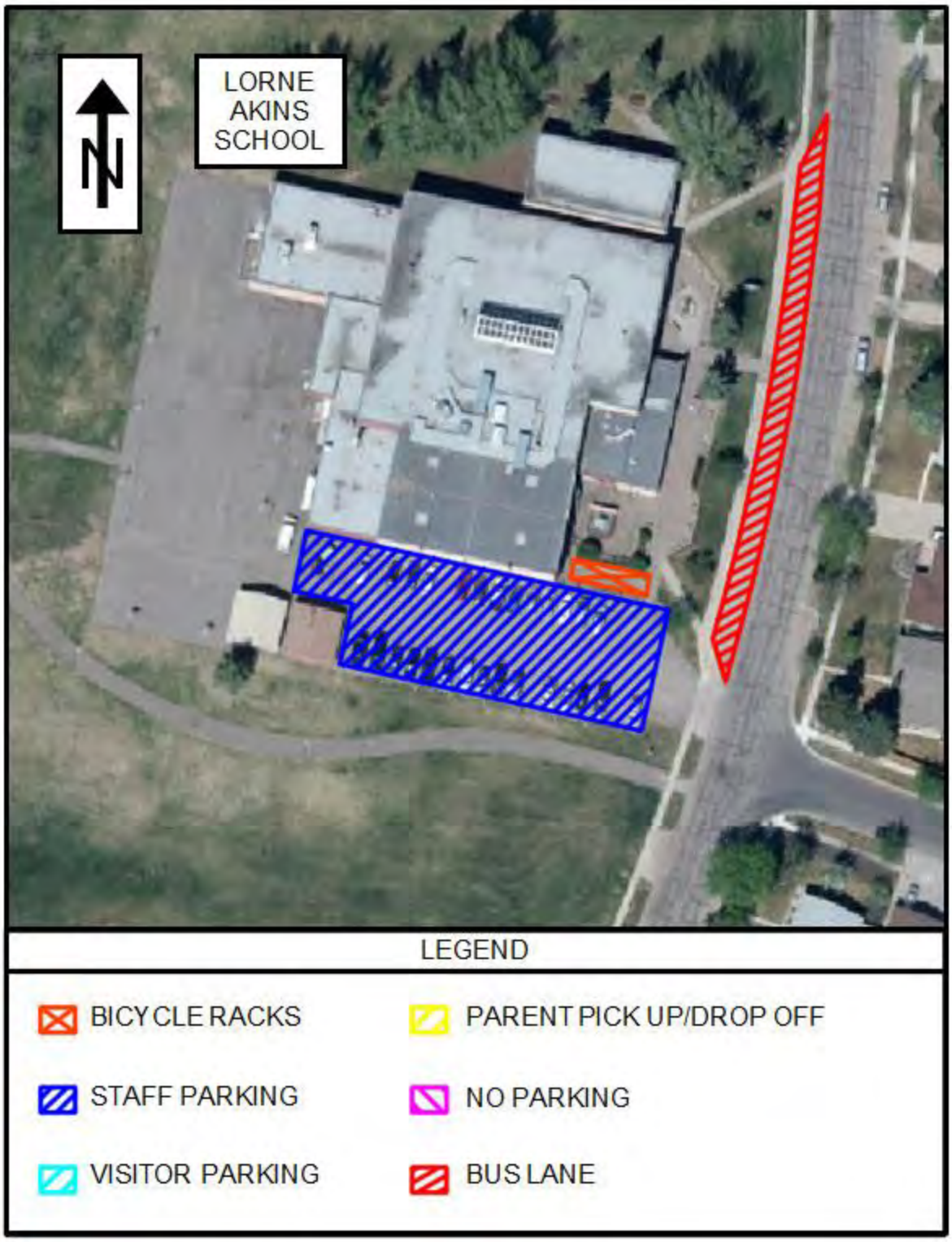
AREA PLAN

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

A lack of a proper drop-off/parent parking area was the greatest concern around Lorne Akins Junior High. Participants noted that drivers often illegally parked or performed U-turns in the bus lane, block residents' driveways, and encourage their children to jaywalk when parked on the far side of the street. Speed and driver awareness along Sir Winston Churchill Avenue was a concern; participants noted that drivers do not watch for crosswalks or for school zones. Uncontrolled crosswalks like the one by Flagstone Crescent are a concern as drivers tend to not stop for pedestrians. Another issue in the area was snow clearance. Participants noted that snow in the sidewalks was not cleared properly and was an impediment to children walking to and from school. In addition, windrows in the school zones are not cleared properly, reducing parking space and visibility.

A more detailed listing of the open house responses is attached in Appendix A.

Parent Survey Summary

A total of 8 Safe Journey to School questionnaires were received from the parents of Lorne Akins' students. Respondents noted that Fairview Boulevard in front of the school is very busy during pick-up and drop-off times, leading to poor visibility, congestion and children crossing the street at areas without a crosswalk. They also noted that the pull-out area for buses is inadequate. The unreliability of the bus service was also an issue for the respondents, along with poor locations of some bus stops of busy roads or near unmarked crosswalks.

Student Engagement Results

The students surveyed for Lorne Akins Junior High School indicated that school bus and private vehicle are commonly used to get to and from school. A smaller number also indicated that they walk to and from school. The majority of students indicated that during inclement weather they chose to forgo active transportation for the bus or private vehicle. However, a number of students noted that they still walk during this time.

Those surveyed were most concerned about crossing the street, busy roads, and speeding during their journeys to and from school. They noted that they would be more likely to use an active mode of transportation if road safety was improved, they had more company or they lived closer. They thought that overall, more crosswalks, more lights, signs and supervision, and more parking would help to improve children's journeys to school. They indicated that better drivers and less traffic, and the avoidance of ice and snow would help improve their own journey to and from school.

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 Lorne Akins 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	**Parking on East Side Fairview Boulevard Encourages Jaywalking** Lorne Akins School does not have any on-site or off-site pick-up / drop-off facilities. The lay-by in front of the school is reserved for school buses, leaving the west side of Fairview Boulevard (north of the school) and the east side for pick-up / drop-off activities. The parking on the east side creates a high frequency of jaywalkers crossing the travel lanes and school bus facility. Although speeds are slow due to congestion during the peak times, motorists' attention is being demanded by many activities within the corridor.		<u>1a. Provide and Encourage Use of Mid-Block Crosswalk on Fairview Blvd in Front of School</u> Consideration should be given to installing a mid-block crosswalk to accommodate students being picked up or dropped off on the east side of Fairview Boulevard. However, high school students have a tendency to choose convenience over safety and may ignore the crosswalk if a concerted effort is not undertaken to encourage and enforce proper crossing behaviour. It is suggested that a crosswalk could be installed at the location shown as position 1. Due to this location being midblock its presence should be highlighted – options include a raised crosswalk and/or curb extensions. Curb extensions would maintain sight lines to the pedestrians and reduce the conflict area between pedestrians and vehicles.  <u>1b. Use Buses as a Barrier to Discourage Jaywalking</u> If it is thought that a significant enough effort to encourage and enforce crossing at the proposed crosswalk is not possible, the installation should be avoided due to the impact on the bus layby capacity. Instead, bus drivers should be encouraged to arrive as a fleet and park end to end to physically block the ability for students to cross between buses. This will concentrate crossings during the peak period to either end of the bus layby, and may even make parking on the west side south of the school more attractive.	Engineering Encouragement	Medium Term Short Term	City School District
2	**Pedestrian Crossings from Fairfax Crescent** There is a demand for crossing Fairview Boulevard from the existing neighbourhood east of the school that utilize Fairfax Crescent. These pedestrians were observed to cross Fairview Boulevard at the intersection as well as jaywalk in front of the school.		<u>2. Provide School Crosswalk on Fairview Blvd at Fairfax Cres.</u> These pedestrians could be accommodated in the crosswalk proposed as location 1 in the above figure. If that proposed crosswalk is not pursued, it is suggested that the Fairfax pedestrians be accommodated with a crosswalk at the intersection as shown as location 2.	Engineering	Short Term – 1st Priority	City

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Unsafe Driving Manoeuvres in Front of School** Parents were observed in making unsafe choices in both loading/unloading the students and in driving within the school zone. In particular, parents chose to stop in both the north and southbound travel lanes to drop off the students creating conflicts with passing vehicles. As well, numerous U-turns were observed – all by southbound vehicles returning northbound. These occurred at both the start and end of the bus zone.		<u>3a. Install No U-Turn Signs in Front of School</u> Regulatory U-Turn Prohibited signs should be installed in the southbound direction at the start and end of the bus lay-by zone. These will serve as encouragement for proper driving behaviour as well as creating an enforceable infraction when active enforcement occurs.  <u>3b. Police Enforcement of No U-Turns</u> Due to the frequency of infractions, request periodic enforcement by Police of the unsafe driving manoeuvres.	Engineering Enforcement	Short Term Short Term	City Police
4	**Bus Zone Congestion** Currently 7 buses serve the needs of the bus students at the school, with the morning buses arriving sporadically with about 3 buses at one time being the maximum. However in the afternoon, 6 buses are at the school at the dismissal bell, with the 7th arriving about 10 minutes later. If no other bus has left by this time, the 7th bus cannot fit completely within the bus zone and stops at an angle. If enhancement 1a is pursued, the length of the bus zone would allow for 3 buses north of the crosswalk and 3 south, with no room for the 7th bus. In addition, parents were quite non-compliant in leaving the bus zone available for the buses. Many vehicles were observed within the bus zone, some parents even pulled into the zone when a bus was following them. This not only created times when the buses could not park adjacent the curb, but also created bus-vehicle conflicts during the entering and exiting of the zone.		<u>4a. Replace No Parking Signs with No Stopping and Bus Zone Signs</u> The existing No Parking signs allow motorists to stop and drop off or pick up passengers. To accurately inform the parents that the space is reserved for buses and No Stopping Except for Buses sign should be used.  <u>4b. Monitor Parking Behaviour by Staff or Parent Volunteers</u> Encouragement of the proper use of the bus lay-by area could be provided by the monitoring of the area by staff or parent volunteers. <u>4c. By-Law Enforcement of Parking Violations</u> If the monitoring of the bus lay-by area by staff or volunteers is ineffective in changing parents' behaviours then periodic enforcement of the zone by By-Law Officers should be pursued. <u>4d. Use Transit Bus Zone for Overflow Bus</u> In the case where all 7 buses are at the school at the same time, the 7th bus should avoid the bus-layby and use the southbound transit stop located just south of the school parking lot entrance. This would require discussions and an agreement with the transit agency.	Engineering Education Enforcement Engineering	Short Term – 1st Priority Short Term Short Term Short Term	City School City By-Law Dept City

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
5	**Speed on Sir Winston Churchill Avenue** Comments received by parents identified the issue of excessive speeds within the school zones on Sir Winston Churchill Avenue. Although not observed at this site visit, Sir Winston Churchill Avenue has been addressed in the Sir Alexander Mackenzie and Richard Fowler Schools.		5a.Conduct Speed Studies and Continue Enforcement Recommendations for Sir Winston Churchill Avenue included the implementation of speed studies to determine speed limit compliance and the continuation of speed enforcement by the Police. 5b. Provide a Road Diet on SWCA Consideration should be given for the conversion of the 4 lane cross-section to a 2 through lane + left turn lane cross-section with the addition of parking for pick-up / drop-off activities.	Enforcement Engineering	On-going Long Term	Police City

Appendix A
Open House Comments

Public Workshop Summary

Lorne Akins Junior & Paul Kane High School

September 18, 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?**

Paul Kane

- People don't stop for this stop sign (parking lot of Fountain Park Recreation Centre, south of tennis courts, north of Cunningham Rd)
- Busy exit with people using pool + leaving schools (Cunningham Rd and Sunset Blvd)
- Dark when buses pull in mornings in winter (bus lane, north of Cunningham Rd, south of Paul Kane)
- Median blocks left hand turn, people do unsafe U-turns (Cunningham Rd, entrance to school north of Forest Dr., southeast corner of Paul Kane)
- Intersection (with teacher lot) is busy and uncontrolled – filled with pedestrians, plus 2-way traffic (Cunningham Rd, northwest bound from Forest Dr., southeast bus/parking entrance of Paul Kane)

Lorne Akins

- Illegal U-turns in bus lane + illegal parking (Fairview Blvd east side of Lorne Akins)
- Windrows on street not cleared properly (west side of Fairview Blvd along the fence, north of Lorne Akins)
- People park + block driveways (west side of Fairview Blvd, north of Lorne Akins, south of Fairchild Dr.)
- Children jaywalk across to school (east side of Fairview Blvd, north of Lorne Akins (approx. 63 meters))

General Area

- People don't pay attention to school zones in the area (middle of field Sir Winston Churchill Ave, Fairview Blvd, Forest Dr., Cunningham Rd borders)

- Drivers don't watch for crosswalks (Sir Winston Churchill Ave, east of Cunningham Rd, west of Fairview Blvd)
- High speed down this road (Sir Winston Churchill Dr., eastbound of Cunningham Rd)
- Snow not cleaned on sidewalks – common walking route (Sir Winston Churchill Ave, north sidewalk heading west towards Fairview Blvd)
- Uncontrolled (pointing to crosswalk), drivers don't stop – bottom of a hill (Sir Winston Churchill Ave, southeast of Flagstone 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?**

General Area

- Laser radar or phot in school zones for speed
- Real or decoy (fake) photo radar on all lights

Paul Kane

- Street lights along bus lane (north of Cunningham Rd, west of Paul Kane)

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

Lorne Akins Junior High School

Total Responses: 368

Grade 7: 133

Grade 8: 119

Grade 9: 116

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	5	3	8	Convenient (live close, parents work)	14
				Fast	2
				Safe	0
				Because of the weather	1
				Fun	1
Walking with others	2	2	0	Convenient (live close, parents work)	3
				Fast	0
				Safe	0
				Because of the weather	1
				Fun	0
Riding my bike	2	1	1	Convenient (live close, parents work)	2
				Fast	0
				Safe	0
				Because of the weather	1
				Fun	0

Taking the school bus	20	11	10	Convenient (live close, parents work)	33
				Fast	8
				Safe	2
				Because of the weather	1
				Fun	2
Being driven in a car	13	20	15	Convenient (live close, parents work)	42
				Fast	8
				Safe	1
				Because of the weather	1
				Fun	1
Another way	2	0	1	Convenient (live close, parents work)	3
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	1
Blue Sky Ideas				•	
				•	

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	6	5	9	Convenient (live close, parents work)	17
				Fast	2
				Safe	0
				Because of the weather	0
				Fun	2
Walking with others	8	4	1	Convenient (live close, parents work)	9
				Fast	0
				Safe	0
				Because of the weather	2
				Fun	4
Riding my bike	2	2	1	Convenient (live close, parents work)	4
				Fast	1
				Safe	1
				Because of the weather	0
				Fun	0
Taking the school bus	20	10	13	Convenient (live close, parents work)	36
				Fast	7
				Safe	3
				Because of the weather	1
				Fun	3

Being driven in a car	13	13	13	Convenient (live close, parents work)	34
				Fast	6
				Safe	1
				Because of the weather	1
				Fun	3
Another way	2	3	1	Convenient (live close, parents work)	5
				Fast	0
				Safe	0
				Because of the weather	0+0
				Fun	1+0
Blue Sky Ideas				•	
				•	

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.	5	7	6
Yes, I still ride my bike	0	1	0
No, I take the bus.	17	6	7
No, I get driven.	8	11	13

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 7	Grade 8	Grade 9
Snow and ice	1		
Bus or car accidents	2	1	1
Speeding	2	5	6
Busy roads	13	4	6
Crossing the street	18	10	10
Strangers	2	3	3

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 7	Grade 8	Grade 9
Company (parents, friends)		5	4
Road safety (look before you cross, walk bike across road, etc.)	14	2	1
Living closer		7	6
Getting there faster		2	
Better behavior of other children	5		
Feeling safe	2		1
Nothing (don't need help, etc.)		3	4

6. What do you think could be done to help children get to and from school more safely?

Most Frequent Comments	Grade 7	Grade 8	Grade 9
Crosswalks	12	15	10
Sidewalks	4	2	2
More lights/signs/supervision	15	11	17
Better drivers	5	10	6
More parking	10	7	11
Walking bikes across street	1		
Crossing guards	2	1	2
Nothing		3	

7. Is there anything else that YOU would do differently to make your journey to or from school safer?

Most Frequent Comments	Grade 7	Grade 8	Grade 9
Avoid ice and snow	2		2
Don’t talk to strangers		2	
Better drivers/less traffic	10	7	6
Better behavior on school bus	3		
No	5	6	8

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?	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?	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?		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?	n/a	
	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?	n/a	
	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 CC

PAUL KANE HIGH SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Paul Kane High School

City of St. Albert
March 2, 2015





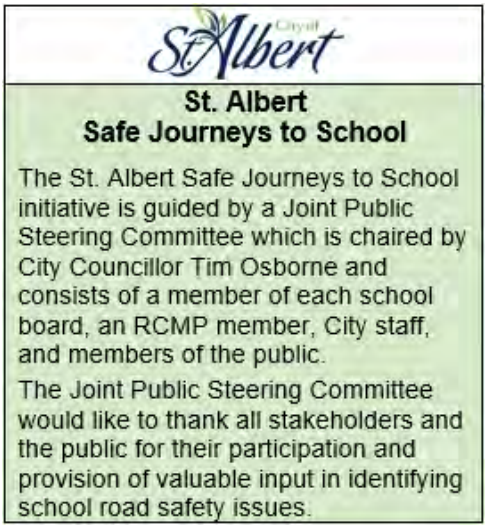
Paul Kane High School
Safe Journeys to School Plan

Address:	12 Cunningham Road	# Staff:	75
School District:	Public School District	# Students:	970
Grades:	10 to 12	# Buses:	15
Principal:	Duncan Knoll	#Bus Riders:	484

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.



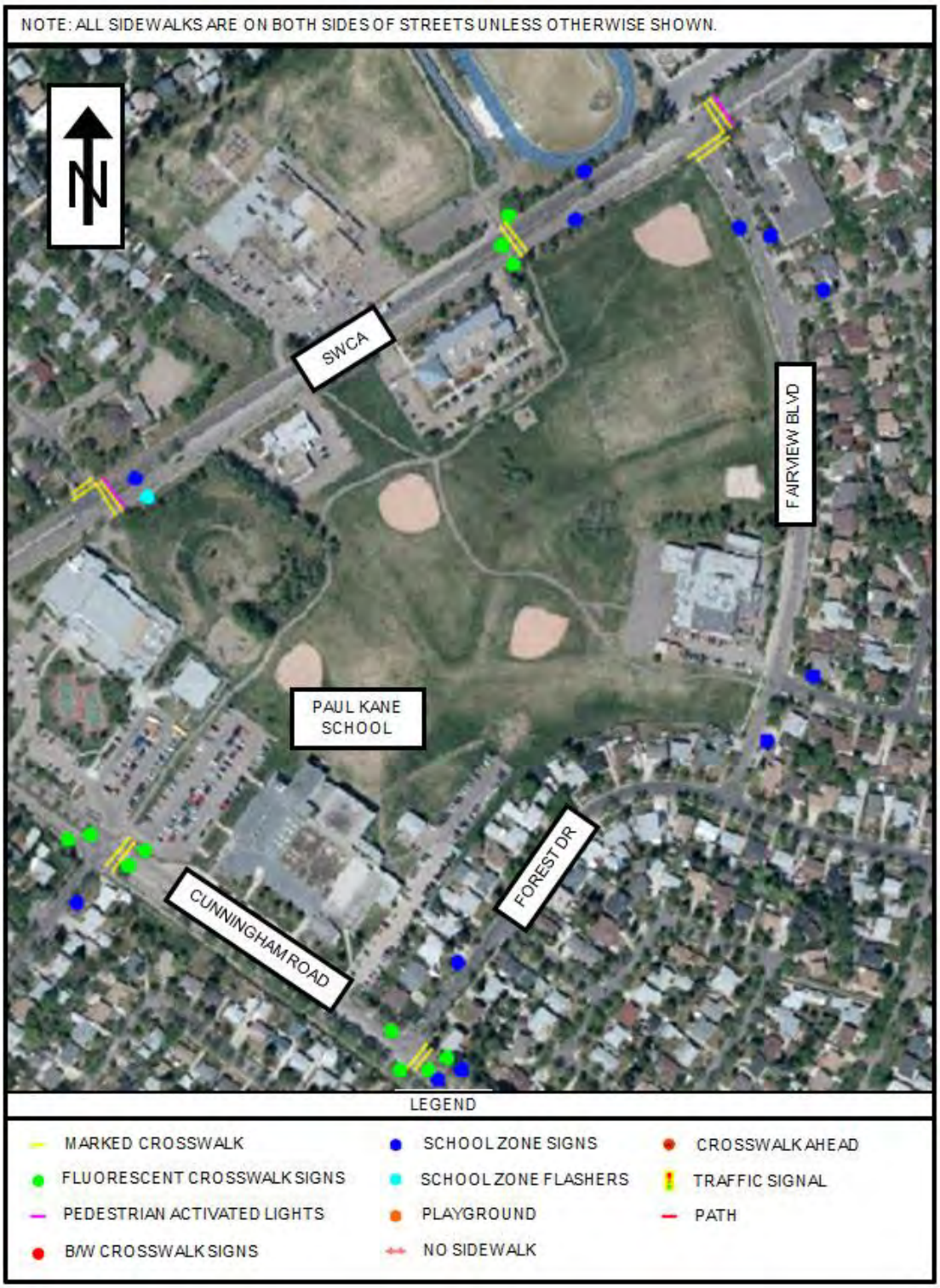
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. 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 18, 2013	Date:	October 9, 2014
Location:	Paul Kane Cafeteria	Time:	PM Peak Pick-up
Attendance:	6	Weather:	Sunny

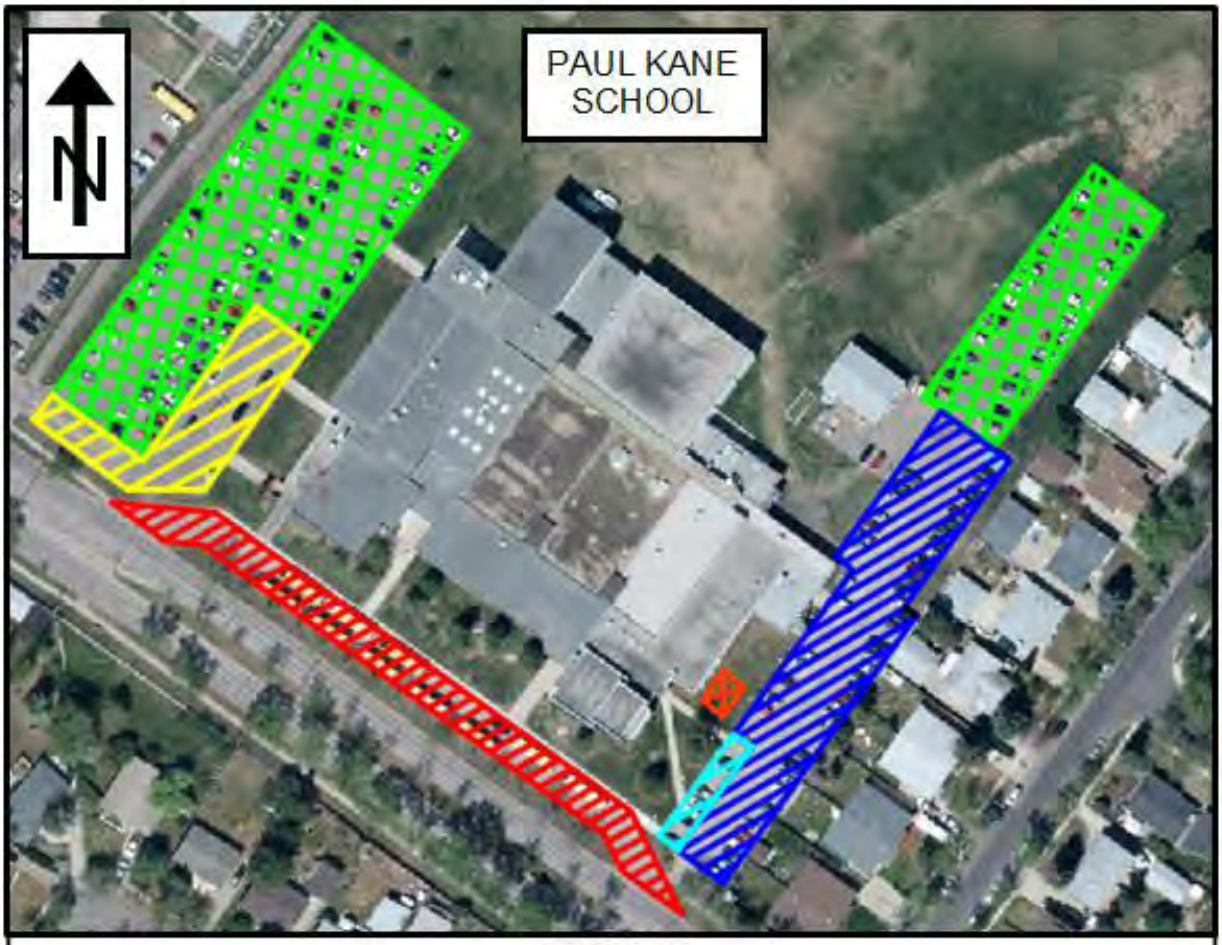
AREA PLAN

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.



LEGEND

- BICYCLE RACKS
- PARENT PICK UP/DROP OFF
- STAFF PARKING
- STUDENT PARKING
- VISITOR PARKING
- BUS LANE

Open House Summary

The very busy nature of the area was a key concern for the Paul Kane workshop participants. In particular, the intersection with the teacher parking lot was highlighted, as participants described it as busy, uncontrolled with pedestrians and 2-way traffic. The other parking lot is also busy due to its dual use between students and patrons of the pool. The lack of a left turn out of the school was also of a concern, as drivers were noted as preforming illegal u-turns to be able to go left.

Parent Survey Summary

A total of 16 Safe Journey to School questionnaires were received from the parents of Paul Kane's students. The congestion in front of the school on Cunningham Road is a major concern for the respondents. They note that the intersections near the school are dangerous for pedestrians to cross. In addition, they reported that the parking near and at the school is inadequate for both parents and students who wish to drive themselves.

Student Engagement Results

No completed questionnaires were received from students at this school.

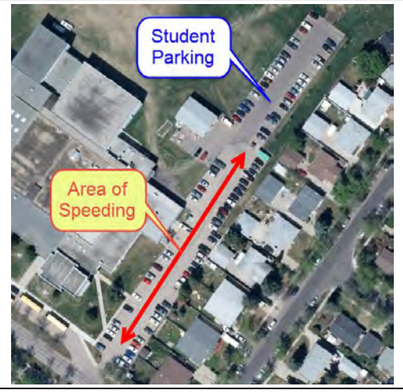
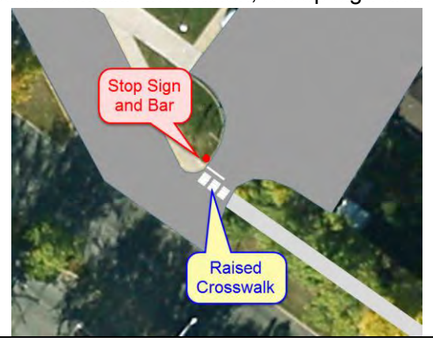
Collision History

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.

In the area surrounding Paul Kane High School there have been two collisions involving cyclists and one pedestrian collision in the past five years. During the same time period there has been a total of five collisions involving school buses. This could be a reflection of the number of buses within the area – the five schools in the area have a total of 59 buses serving their needs.

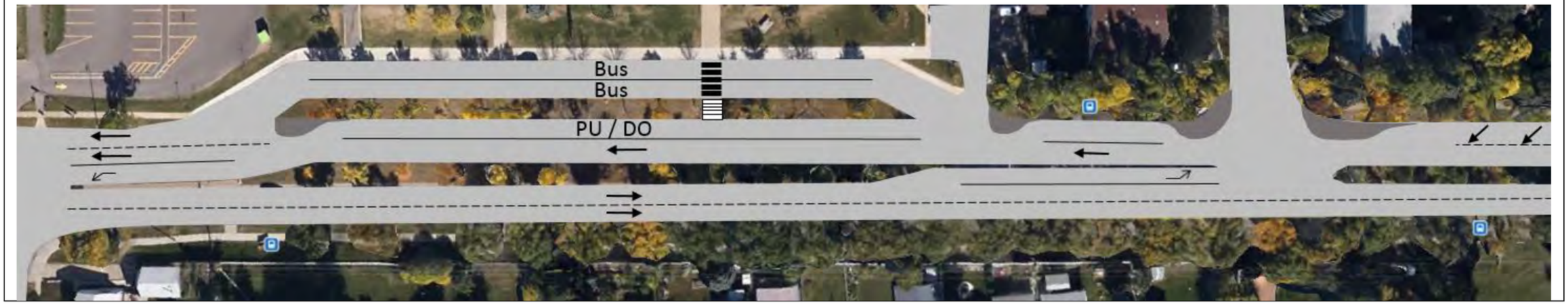


SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Excessive Speed in South Parking Lot** The east parking lot consists of staff parking in the west section and student parking at the back east section. Vehicle speeds were observed to be excessive between the student parking area and the Cunningham Road access, creating the potential for serious conflicts with pedestrians and/or vehicles backing out of parking spaces.		1a. Install Speed Humps in South Parking Lot It is suggested that a series of 4 speed humps designed for maintaining 20 km/h be installed within the staff parking lot. This would encourage lower speeds and allow better reaction time to avoid potential conflicts. 1b. Monitoring Speeds and Tie to Parking Privileges Periodic monitoring of the speeds by school staff with the possible consequence of temporary removal of parking privileges has curtailed speeding in other high schools.	Engineering Education	Short Term Short Term	School District School
2	**Pedestrian-Vehicle Conflicts at South Parking Lot Access** Pedestrians and cyclists leaving the school to go southbound have a crosswalk to cross the south parking lot access aisle. This crosswalk is aligned with the sidewalk on the east side of Cunningham Road which is set back from the road approximately 2.3 metres. Vehicles leaving the parking lot drive over the crosswalk and stop at the road edge in order to seek a break in traffic. Sight lines to pedestrians about to cross the crosswalk are limited, and the crosswalk markings are fading away – both increasing the potential for vehicle-pedestrian conflicts.		2. Provide a Raised Crosswalk and Stop Sign at South Exit In order to highlight the crossing of pedestrians to both incoming and exiting traffic it is suggested that the existing painted crosswalk be replaced with a raised crosswalk. In addition, a stop sign and stop bar is suggested prior to the crosswalk to encourage outgoing motorists to stop and check for pedestrians before proceeding. 	Engineering	Short Term	School District
3	**Bus Lane Area Signage and Lighting** The bus lanes are signed No Parking/Stopping during peak times but occasionally motorists drive into the loop and get stuck with the waiting buses (buses use 2 lanes and leave as a group). Also, no street lights for the bus lanes were observed during the site visit. Later in the season loading/unloading occurs in the dark and safety is compromised without adequate lighting.		3a. Provide 'Do Not Enter – Except Buses' Signs Motorists may see the No Stopping sign at the start of the bus bay, but may not realize the full bay is restricted. A more appropriate sign would indicate that they should not enter the area. This would include a Do Not Enter / Except Buses sign as shown.  3b. Install Lighting in Bus Area The installation of lighting in the bus loading/unloading area should be considered.	Engineering Engineering	Short Term Medium Term	School District School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
4	**Directional Confusion at Student Parking (North Lot) Entrance** The student parking lot is designed for circulation in a counter-clockwise direction. There is an arrow at the entrance to indicate which lane to enter, but no arrows for the out direction nor any within the parking access aisles. It is possible for newcomers to leave the parking lot in the wrong direction and conflict with incoming vehicles.		<u>4. Paint Arrows in Parking Lot to Reinforce One-Way Operation</u> Arrows should be painted on the exit lane of the student parking lot to discourage entry through the exit. Also, arrows should be painted on the parking lot access aisles to reinforce the counter-clockwise circulation. 	Engineering	Short Term	School District
5	**Capacity of Pick-up / Drop-off Area** The pick-up / drop-off area was observed to work well during the site visit, but it was noted by the principal that during higher peak periods there is not sufficient capacity for the demand, congestion arises at the Cunningham access, and queues extend back to the entrance aisle. Growth in the school is expected and the demand will increase over time.		<u>5a. Extend Pick-up / Drop-off Area to the East</u> The pick-up / drop-off area could be extended to the east by removing some of the student parking stalls. This may be possible up to a point at which all parking stalls need to be retained to meet the parking demand.  <u>5b. Cunningham Road Conversion</u> Calculate future capacity requirements for Cunningham Road to confirm the potential to reduce 2 northbound travel lanes to 1 through lane and 1 pick-up / drop-off lane. Cunningham Road counts indicate an existing daily volume less than 5,000 veh/day. This volume can easily be accommodated by a single lane in each direction with left turn bays. A similar proposal is suggested for the road adjacent Leo Nickerson School to the north. The concept is shown in Figure 1 on next page.	Engineering	Long Term	City

Figure 1
Cunningham Road Conversion



Appendix A
Open House Comments

Public Workshop Summary
Lorne Akins Junior & Paul Kane High School

September 18, 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?**

Paul Kane

- People don't stop for this stop sign (parking lot of Fountain Park Recreation Centre, south of tennis courts, north of Cunningham Rd)
- Busy exit with people using pool + leaving schools (Cunningham Rd and Sunset Blvd)
- Dark when buses pull in mornings in winter (bus lane, north of Cunningham Rd, south of Paul Kane)
- Median blocks left hand turn, people do unsafe U-turns (Cunningham Rd, entrance to school north of Forest Dr., southeast corner of Paul Kane)
- Intersection (with teacher lot) is busy and uncontrolled – filled with pedestrians, plus 2-way traffic (Cunningham Rd, northwest bound from Forest Dr., southeast bus/parking entrance of Paul Kane)

Lorne Akins

- Illegal U-turns in bus lane + illegal parking (Fairview Blvd east side of Lorne Akins)
- Windrows on street not cleared properly (west side of Fairview Blvd along the fence, north of Lorne Akins)
- People park + block driveways (west side of Fairview Blvd, north of Lorne Akins, south of Fairchild Dr.)
- Children jaywalk across to school (east side of Fairview Blvd, north of Lorne Akins (approx. 63 meters))

General Area

- People don't pay attention to school zones in the area (middle of field Sir Winston Churchill Ave, Fairview Blvd, Forest Dr., Cunningham Rd borders)
- Drivers don't watch for crosswalks (Sir Winston Churchill Ave, east of Cunningham Rd, west of Fairview Blvd)
- High speed down this road (Sir Winston Churchill Dr., eastbound of Cunningham Rd)

- Snow not cleaned on sidewalks – common walking route (Sir Winston Churchill Ave, north sidewalk heading west towards Fairview Blvd)
- Uncontrolled (pointing to crosswalk), drivers don't stop – bottom of a hill (Sir Winston Churchill Ave, southeast of Flagstone 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?**

General Area

- Laser radar or phot in school zones for speed
- Real or decoy (fake) photo radar on all lights

Paul Kane

- Street lights along bus lane (north of Cunningham Rd, west of Paul Kane)

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
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?	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?	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 DD

RONALD HARVEY ELEMENTARY SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Ronald Harvey Elementary

City of St. Albert
March 2, 2015



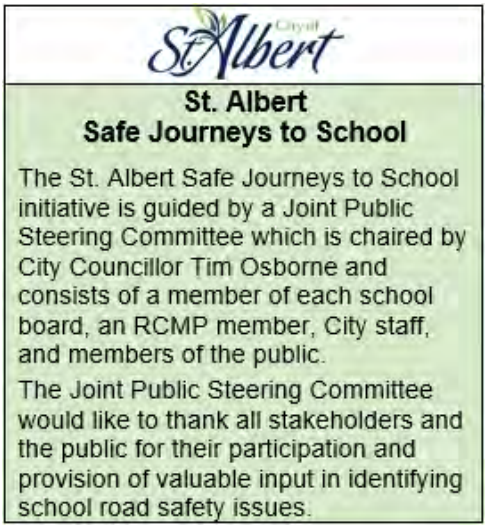


Ronald Harvey Elementary
Safe Journeys to School Plan

Address:	15 Langley Avenue	# Staff:	38
School District:	Public	# Students:	360
Grades:	K - 6	# Buses:	4
Principal:	Randy Roszell	#Bus Riders:	106

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.



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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 18, 2014	Date:	October 10, 2014
Location:	School	Time:	7:35 – 9:40 AM
Attendance:	18	Weather:	Sunny 8 C

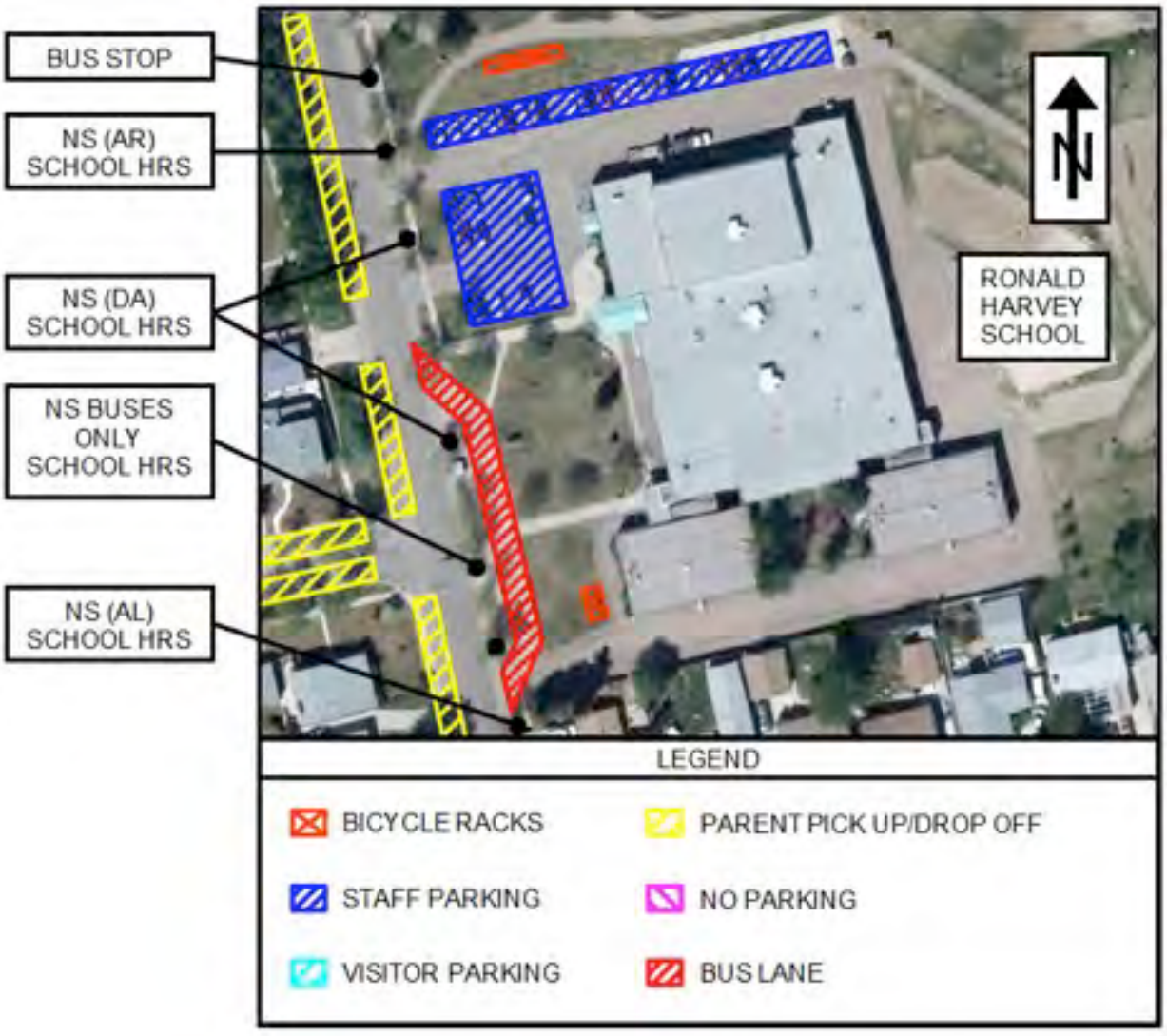
AREA PLAN

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 18, 2014

Workshop participants expressed concern over parking and drop-off locations around the school. They noted that parents often drop-off in the teachers' lot, that traffic becomes backed up during drop-off times and that the signage delineating bus vs. parent parking is confusing. Speed along Langley Avenue was also a concern to participants – particularly through the school zone. Some participants were concerned that even 30 km/h was excessive. Participants suggested that the crosswalk in the bus loop needed maintenance, including painting the crossing lines. Also suggested was the relocation of the crosswalk along Langley Avenue to in between Larkspur Crescent and the parking lot. Adult crossing guards were also requested along Langley Avenue north of the school site.

PARENT ENGAGEMENT RESULTS

Total Survey Responses: 10

Survey respondents reported that the average trip to Ronald Harvey Elementary School ranges anywhere from between 1 km to 5 km. The majority of these trips are reported as being taken by school bus, while a smaller number report that their children are driven to school. These modes of transportation were chosen by the respondents due to their convenience, safety, and adverse weather conditions. Those who chose not to have their children walk or bike to school cited length of trip, unsafe vehicular traffic and extreme weather as reasons against.

Respondents cited Larkspur Crescent, Larkspur Avenue and Langley Avenue as problem streets around the school. They suggested that Langley is dangerous to cross due to vehicles parked too close to crosswalks, and that traffic is often busy and congested in the area. They also reported that many close calls have occurred from cars speeding and failing to notice children waiting to cross at those crosswalks. Suggestions for improvement included extending the no parking zone around the crosswalks, extending the school zone to Larose Drive, and installing flashing school zone signs to alert drivers. Respondents also suggested that adult crossing guards be used.

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.

No collision patterns or trends were discernible from the collision data provided by the City of St. Albert. Of the two bicycle related collisions both were minor in nature and there was no indication that enhanced traffic controls would have prevented their occurrence. The three school bus crashes appeared to be the result of driver error and did not lead to injuries.

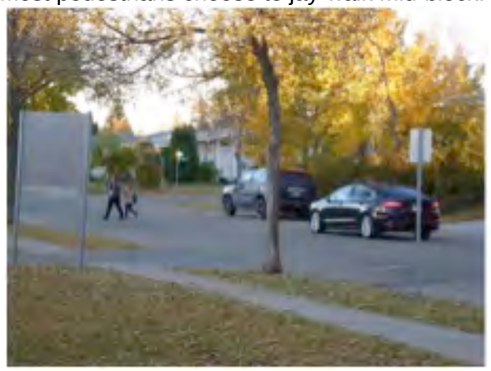


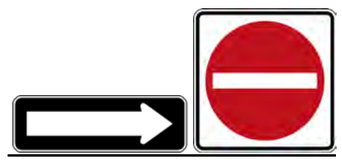
Legend

- 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 special crosswalk through bus bay.** Pedestrians crossing Langley Ave at the special crosswalk at Lester Cr are forced to walk through the bus bay to access school property. When school buses are picking up and dropping off, pedestrians walk between the buses.	School buses can block the path for pedestrians forcing them to pass between the buses to access school property. 	<u>1a. Provide ladder crosswalk across Langley through bus</u> bay A ladder style crosswalk continuing across Langley and through the bus bay would provide a continuous path to school property. Bus drivers to be instructed to keep the crosswalk area clear or No Stopping signs can be posted within the bus bay. <u>1b. Provide raised crosswalk across Langley to Lester Cres</u> A raised crosswalk is recommended across the bus bay and across Langley Ave to the SW corner of Lester Cr. This will also act as traffic calming on Langley Ave. 	Engineering Engineering	Short Medium	City / School District City / School District
2	**Parent pick-ups / drop-offs at dangerous locations on Langley Avenue** Langley Avenue north of Lester Cr: Parking between bus bay and staff parking entrance interferes with school buses exiting and driveway visibility. Langley Avenue south of Lester Cr: Parking interferes with crosswalk visibility.	 	<u>2a. Restrict Stopping on the east side of Langley Ave</u> Install a No Stopping (DA) sign on the east curb of Langley Ave between the north end of the bus bay and the south entrance to staff parking. <u>2b. Restrict Stopping on west side of Langley south of Lester</u> Install No Stopping (AR) sign on west side of Langley south of Lester Cr to clear 10 metres curb space south of the crosswalk.	Engineering Engineering	1st Priority 1st Priority	City City

3	**Lack of curb-side sidewalk on west side of Langley Avenue from Lester Cr. to Larkspur Cr.** Pedestrians dropped off in this area have no sidewalk connection to access crosswalks at Lester Cr. or Larkspur Cr. The sidewalk exists 7.5 m west of the curb behind a densely treed boulevard.	Most pedestrians choose to jay-walk mid-block. 	<u>3. Provide monolithic sidewalk on west side of Langley Ave</u> Replace the existing sidewalk on west side of Langley Avenue between Larkspur Cr. and Lester Cr. with a monolithic sidewalk allowing pedestrians to access safe crossing points. 	Engineering / Encouragement	Medium	City
4	**Lack of pedestrian channelization through parking lot** Although the staff parking lot is not intended for parent pick ups and drop offs, some does occur. The parking is shared with the St. Albert Day Care and is used for PU/DO by those parents making the space difficult to control.		<u>4. Formalize staff parking lot as one-way pick up/drop off area</u> Consideration may be given to formalizing the staff parking lot as a parent pick up/drop off area. This can be effective if staff arrive and park before the PU/DO activity occurs. A properly signed one-way loop with a defined area for drop offs and pedestrian connections to the existing sidewalks on school property may enhance safety compared with random PU/DO activities. Monitoring by staff to ensure timely loading / unloading would be advisable. 	Engineering / Encouragement	Short	School District

5	**Special crosswalk sign at Langley Avenue & Lester Crescent** The existing special crosswalk sign across Langley Ave at Lester Cr is an outdated standard that indicates 30 km/h when lights flashing. This may send a mixed message to drivers as the speed limit is already reduced to 30 km/h during school hours.		<u>5. Upgrade Special Crosswalk at Langley & Lester to current TAC standard</u> It is recommended that the special crosswalk sign be replaced with a new standard sign that meets current TAC standards. 	Engineering	Medium	City
6	**Landscaping on SW corner of Langley Avenue and Larkspur Cr.** Landscaping on SW corner restricts the visibility triangle.		<u>6. Trim landscaping on SW corner of Langley and Larkspur</u> Landscaping on SW corner has the potential to hide pedestrians from view and should be trimmed back. Installation of a monolithic sidewalk (see #3) would assist in opening the visibility triangle as trees/shrubs would be set back behind the sidewalk.	Engineering / Maintenance	Short	City
7	**Signing of Bus Bay in front of school** The intent is for the bus bay to operate as a one way northbound, however, no signs indicate this. It is also reserved for school buses and the existing sign is not clear.		<u>7a. Provide signage of bus bay</u> Install clear signage that bus bay is reserved for school buses only, no parent pick-ups / drop offs allowed. 7b. <u>Install One Way signs at south end of bus bay</u> and Do Not Enter signs at north end. 	Engineering Engineering	Short Short	School District School District
8	**Speeding on Langley Avenue**	Excessive speeding was not observed during the site visit and the City's speed study indicates good compliance just outside the school zone. The school zone is clearly signed. With young children on the road, even 30 km/h can seem too fast.	<u>8. Install and enforce speed reader-boards on Langley Avenue</u> 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.	Education/Enforcement	Short	City/RCMP

Appendix A
Open House Comments

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

    - Kindergarten student walk thru parking lot to side entrance (north of Ronald Harvey)
    - Parents ignore drop off warnings in teachers lot (east of Langley Ave,, parking lot, northwest of Ronald Harvey)
    - Crosswalk in middle of bus lane? (Lester Crescent & Langley Ave)
    - Signage for bus + parent parking is confusing (Langley Ave, between Lester Crescent and Leon Pl)
    - Drop off traffic back up (Langley Ave north of Lester Crescent)
    - Speeding through school zone (Langley Ave, south off of Larose Dr.)
    - 30 km/h is still too fast (Langley Ave, south off of Larose 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?**

    - Paint crossing lines in the bus loop (Langley Ave, west of Ronald Harvey, north of Leon Pl)
    - Relocate sidewalk closer to street (west of Langley Ave the block between Larkspur Crescent and Lester Crescent)
    - Opportunity to relocate crosswalk here (Langley Ave , south of Larkspur Crescent, west of Ronald Harvey 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?**

    - 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?**

    - Volunteer Adult Crossing guards are needed (diamond field, east of Langley Ave, north of Ronald Harvey)

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

    - N/A

Appendix B
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?		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?		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?		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 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 EE

MURIEL MARTIN ELEMENTARY SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Muriel Martin Elementary School

City of St. Albert
March 2, 2015





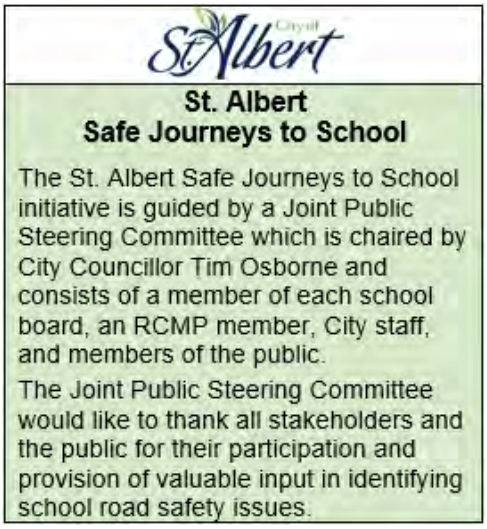
Muriel Martin Elementary School
Safe Journeys to School Plan

Address:	110 Deer Ridge Drive	# Staff:	58
School District:	St Albert Public School District	# Students:	650
Grades:	Kindergarten to Grade 6	# Buses:	6
Principal:	Les Kirchner	#Bus Riders:	226

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 22, 2014	Date:	October 7, 2014
Location:	Muriel Martin Elementary	Time:	PM peak pick-up period
Attendance:	35	Weather:	Mild and 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.

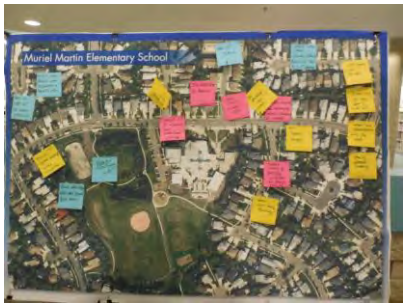


SITE PLAN

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



This workshop highlighted two areas around the school which were of a particular concern. Improper parking on Desmarais Crescent, including parking in No Parking zones and in front of the school walkway, creates pedestrian-vehicle conflicts. Deer Ridge Drive was also identified as concern, including speeding and a perceived dangerous crosswalk at the intersection with Deerbourne Drive. Workshop participants also expressed concern over drivers shortcutting through the residential areas near the school, specifically around Villeneuve Road.

The primary concern of the workshop participants was the generally poor driver behavior. This included a lack of driver awareness, speed in school zones, impatience and distraction. Texting was specifically identified. Participants suggested a variety of solutions – including speed bumps to control speed, pedestrian activated lights and more visible crosswalk lines and signs, and better snow clearance in the winter.

Parent Survey Summary

A total of 88 Safe Journey to School survey questionnaires were received from the parents of Muriel Martin's students. Survey respondents reported a number of concerns around the streets of Deer Ridge Drive and Desmarais Crescent around the school. They noted that Desmarais Crescent is very busy during drop-off and pick-up times and that cars often park too close to crosswalks, double park or perform illegal U-turns, therefore blocking the view of other vehicles and making it dangerous for children to cross the street safely. Respondents also indicated that jaywalking is a problem and that in the winter due to windrows the street becomes very narrow. Driver behavior around the school was also reported as being poor – respondents noted that drivers often drive too fast, or fail to stop at crosswalks.

Student Engagement Results

No completed questionnaires were received from students at this school.

Collision History

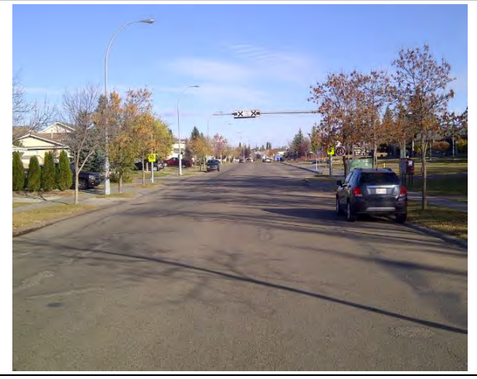
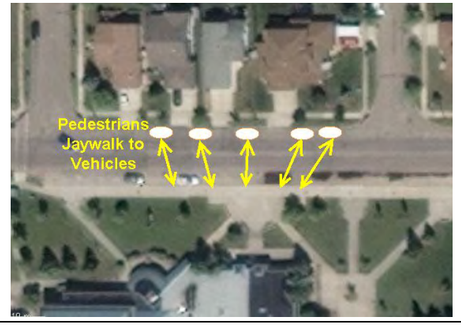
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

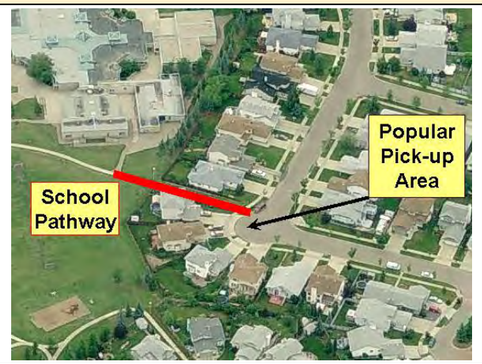
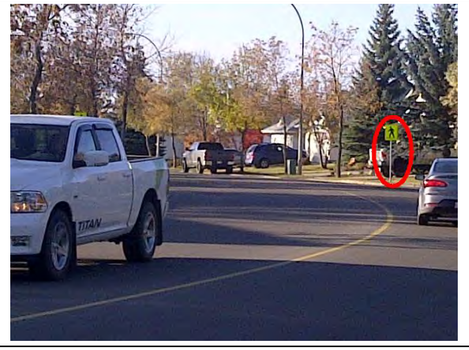


Few pedestrian, cyclists and school bus collisions have occurred within the vicinity of the Muriel Martin School in the past five years, thereby leaving no discernible pattern of collisions.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Lack of Designated Pick-up/Drop-off Facilities.** There is a lack of designated pick-up / drop-off facilities in the vicinity of the school. This creates a demand that promotes non-compliance of other designated street space (crosswalk clearance areas, bus stop areas, staff parking, etc). The three separate uses in the lay-by in front of the school (handicap parking, pick-up / drop-off, and bus loading) creates inefficient space and promotes non-compliance.		1. Reallocate Street Space to Provide Bus and Parent Pick-up and Drop-off It is suggested that the handicap parking be moved into the staff parking area (creating 2 spaces where there is now one) in order to increase the size of the pick-up / drop-off area) as shown below.  The efficiency of the pick-up / drop-off area can be increased by encouraging parents to stay in their vehicles and not walk students to/from the classroom. This can be done through signage (use No Parking signs with No Unattended Vehicles tabs) and providing education (notices in newsletters, etc) on moving forward in the queue as vehicles depart.	Engineering	Short Term	City / School District
2	**Parking Close to Crosswalks** Parents were observed parking vehicles very close to the crosswalks on Deer Ridge Drive at Delaney Place and at Desmarais Crescent blocking the visibility of the student crossing guards and pedestrians waiting to cross.		2. Construct Curb Extensions Across Deer Ridge Drive Curb extensions should be constructed on both sides of the crosswalks on Deer Ridge Park at Delaney Place and Desmarais Crescent order to physically prevent motorists from parking too close to crosswalks. Curb extensions allow for crossing guards and pedestrians to be seen around parked cars without having to step on the roadway as well as reduce the crossing distance (exposure) for the crossing pedestrians. 	Engineering	Medium Term	City

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Crosswalk Activities at Delaney Place** • The desire line for pedestrians is to/from the school entrance sidewalk, which encourages pedestrians to cross outside the crosswalk markings. • The silhouettes placed on Deer Ridge Drive at the crosswalk were not in the centre and therefore encouraged motorists to drive closer to curb where students were waiting to cross street. • The overhead amber flashing light was not pushed every time a group of students were crossing the crosswalk at Delaney Place.		<u>3a. Provide Periodic Crossing Guard Training</u> The crossing guards should be periodically monitored to ensure proper crossing procedures are maintained. At the Delaney Place crosswalk this would include the use of the amber flashing light with each crossing. In addition, crossing guards could encourage pedestrians to stay within the crosswalk when crossing. <u>3b. Install In-Street School Crosswalk Sign on Deer Ridge Drive</u> To highlight the school crosswalks and ensuring that the devices are properly placed, install in-street school crosswalk signs in accordance with the new TAC Pedestrian Crossing Guide. These flexible signs are attached to the roadway at the centre line and provide the same awareness factor as the portable silhouettes. 	Education Engineering	Short Term Short Term – 1st Priority	School City
4	**Speeding on Deer Ridge Drive** Numerous vehicles were observed to be exceeding the reduced school zone speed limit. This occurred outside of the peak pick-up / drop-off times when there was no congestion and the roadway cross-section appeared excessively wide.		<u>4. Install Speed Reader Boards on Deer Ridge Drive</u> As part of the City program to rotate speed reader boards around different sites of the City, Deer Ridge Drive 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. It should be noted that curb extensions and in-street school crosswalk signs (Enhancements 2 and 3b) will also encourage slower speeds.	Engineering	Short Term	City
5	**Jaywalking of Deer Ridge Drive** Parents parking on the north side of Deer Ridge Drive encourage students to jaywalk from the school entrance to/from the vehicle. These students walk out between vehicles/buses onto the roadway.		<u>5. Educate and Monitor Jaywalking Across Deer Ridge Drive</u> Continue to reinforce to students that jaywalking is not allowed through classroom/assembly activities and to parents through newsletters. Some schools have achieved results in this matter by monitoring the situation and providing consequences to students that cross inappropriately – the message to parents often then comes from their children.	Education	On-going	School

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
6	**Crossing of Desmarais Crescent** Path leads east from school playfield to connect with Desmarais Crescent at a right angle curve. Parents park at entrance to path and block visibility of pedestrians wanting to cross.		<u>6a. Provide No Parking Signs on Either Side of Pathway</u> Currently there are No Parking signs for a short distance on either side of the pathway as it connects to Desmarais Crescent. These signs should be changed to No Stopping, and restrict stopping between the two driveways on either side of the pathway. <u>6b. Conduct Periodic Enforcement of Parking Violations</u> The installation of the signs should be highlighted in the school newsletter, and periodic enforcement at the start would raise the effectiveness of the signs. <u>6c. Conduct Warrant for Crosswalk at Desmarais Crescent</u> If the above enhancements are ineffective, a pedestrian count should be undertaken to determine if the pedestrian crossing from the pathway to the northeast corner warrants a crosswalk.	Engineering Enforcement Engineering	Short Term – 1st Priority Short Term Short Term	City Police City
7	**Crosswalk at Deer Ridge Dr and Denney Ct** There is a horizontal curve on Deer Ridge Drive east of the crosswalk at Denney Court that restricts the sight lines between pedestrians and northwest-bound motorists. The sight distance between a pedestrian on the south curb and an approaching vehicle is 85 metres (safe stopping distance for <60 km/h) if boulevard space is used up to the property fence. However, sight lines are further restricted by parked cars, boulevard trees and snow piles in the winter (e.g. sight line is 50 metres with parked cars – safe stopping distance <45 km/h).		<u>7. Install No Stopping Signs on Deer Ridge Drive at Denney Ct</u> In order to improve the visibility of pedestrians within the crosswalk, No Stopping should be implemented on the south side of Deer Ridge Drive for a total of 50 metres from the Denney Ct intersection. In addition, the trees should be routinely maintained to ensure that sight lines below the branches are kept clear. The awareness of the crosswalk could be enhance by undertaking: - Replacing crosswalk signs with fluorescent green - Replacing parallel line crosswalk with zebra lines - Installing a crosswalk ahead warning sign (westbound direction).	Engineering	Short Term – 1st Priority	City

Appendix A
Open House Comments

Public Workshop Summary
Muriel Martin Elementary School

September 22, 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?

- Texting
- Drivers turning left not looking at cross-walk
    - Bellerose Drive and Boudreau Road
    - Sturgeon Road & Boudreau Road
- Drivers speeding up and passing stopped cars at crosswalk
- Left hand turners into hospital trying to beat traffic
- Drivers speeding through school zones
- Lack of driver understanding of the rules regarding pedestrians and crosswalks
- Lack of driver awareness
- Sturgeon Road from crescent to sidewalk
- Bright clothing doesn't seem to make much of a difference
- Impatience and distraction are the two main problems
- Have to become a crossing guard and get my children across the street safely
- No sidewalk from crescent to corner, dark area on sidewalk, trees
    - Pedestrian signs not well visible
- Always a close call because of lack of awareness, not because of speeding but speeding makes the issue worse
- Fewer people walking/biking to school than there used to be
- Understanding of the rules themselves
    - Need to stop for pedestrians
- Cars not looking at who's crossing street
- Message: Get off the sidewalks, why are you biking to school?
- Bike – one close call per day, one close call per trip – Intersections with lighted crossing signal
- People texting, other people wanting to go around the texters
- Lots of people text while driving
- People parking to close to crosswalks – Muriel Martin

- People speeding through school zones – Muriel Martin
- Speeding is an issue
- People shortcutting through residential areas (Villeneuve Roadd, between Devon Close & Donald Place)
- Speeding around this road turn (Deer Ridge Drive & Deerbourne Drive)
- This crosswalk is dangerous – poor visibility (Deer Ridge Drive and Denny Crescent)
- Buses picking up kids on corner block visibility (southwest corner neighbourhood of Giroux Road & Dawson Road)
- A lot of time to build up speed (Deer Ridge Drive and Delage Crescent intersection
- Arrogance of drivers
- Drivers feel it's their right to pull out
- School bus boundaries are too rigid
- Partially blocked pathway (Desmarais Crescent, south of Muriel)
- Parking in no parking zone (Desmarais Crescent, south of Muriel)
- No crosswalks (Desmarais Crescent, south of Muriel)
- Cars and children – chaos! (Desmarais Crescent, south of Muriel)
- Jaywalking by parents (Devon Close residential area)
- People park on crosswalk block pedestrian vision (Deer Ridge Drive and Delaney Place, northwest corner block)
- U-turns here (Delaney Place and north Deer Ridge Diver)
- Some cars block driveways (Desmarais Crescent south of Deer Ridge Drive)
- Used for parent drop/pick up. Illegal parking (Desmarais Crescent, southeast of Muriel School)

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

- Engineering: Crosswalks need to have painted lines, be well lit – be obvious to drivers
- Bright pedestrian signs. Trees and branches cleared for view of signage
- Crosswalks need pedestrian activated flashing lights. Not constant flashing
- Need a cross walk here (Deer Ridge Drive & Hogan Road, south)
- Extended bus lane (Doucette Place)
- Teachers monitor traffic here (Durocher Street)

- Added path along school to west of school
- Handicap area is long
- Clear snow from foot paths (north Deer Ridge Park)
- Need a crosswalk (Desmarais Crescent)
- Satellite parking – Leo Nickerson – Salisbury Park
- Speed bumps (Deer Ridge Drive & north Desmarais Crescent)
- Better timing of garbage collecting – not drop or pick up (Desmarais Crescent and Dunvegan Crescent)
- Need lights for visibility prefer crosswalk lights (Deer Ridge Drive and Desmarais Crescent intersection west location
- 'No parking' sign is needed (north side of Deer Ridge Drive and west of Desmarais Crescent intersection)
- Need flashing amber lights (Deer Ridge Drive and Devon Close intersection)
- No U turns (Devon Close residential)
- Pave (expand) Deer Ridge Parking Lot
- Place speed bumps along corridor (Deer Ridge Drive eastbound from Dufferin Street)
- Do not conduct rink maintenance during peak times (Rink south of Deer Ridge Drive east of Duffein Street)
- Snow gets pushed onto sidewalk and parking stalls (neighbourhood between Dennison Drive and Durocher Street)
- Need to clear out the snow windrows (Deer Ridge Drive, east of Dufferin Street)

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?**

    - Driver awareness is huge – texting, watching for pedestrians
    - Good to have school patrol people at crosswalks

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?**

    - Rotate RCMP every day
    - Don't charge extra for bussing if you live a little further
    - Bussing transportation 1 hr 10min to get to school & pay double
    - Should promote bussing

- Should have free door 2 door bussing for kindergarten + 1st grade

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

    - Less than one "Close call" Per month getting my kids to and from school
    - Goal is to have less than one incident per month

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?	n/a	
	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?	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?		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 FF

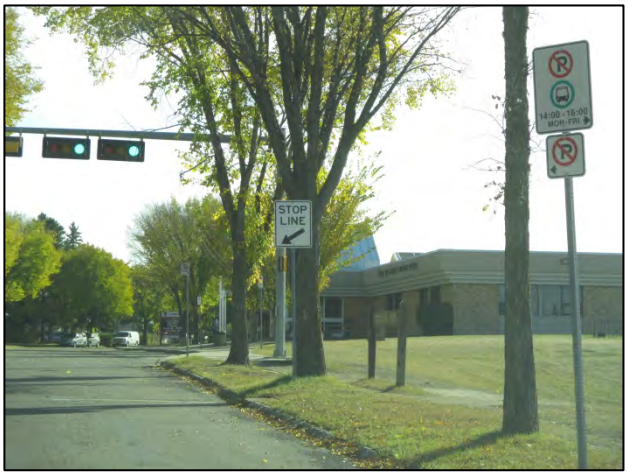
SIR GEORGE SIMPSON JUNIOR HIGH SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Sir George Simpson Junior High School

City of St. Albert
March 2, 2015





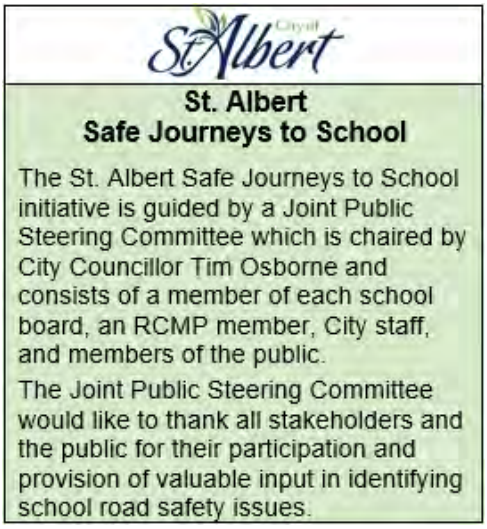
Sir George Simpson Junior High School

Safe Journeys to School Plan

Address:	50 Grosvenor Blvd	# Staff:	40
School District:	Public	# Students:	525
Grades:	7 to 9	# Buses:	16
Principal:	Pierre Rousseau	# Bus Riders:	309

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.



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.

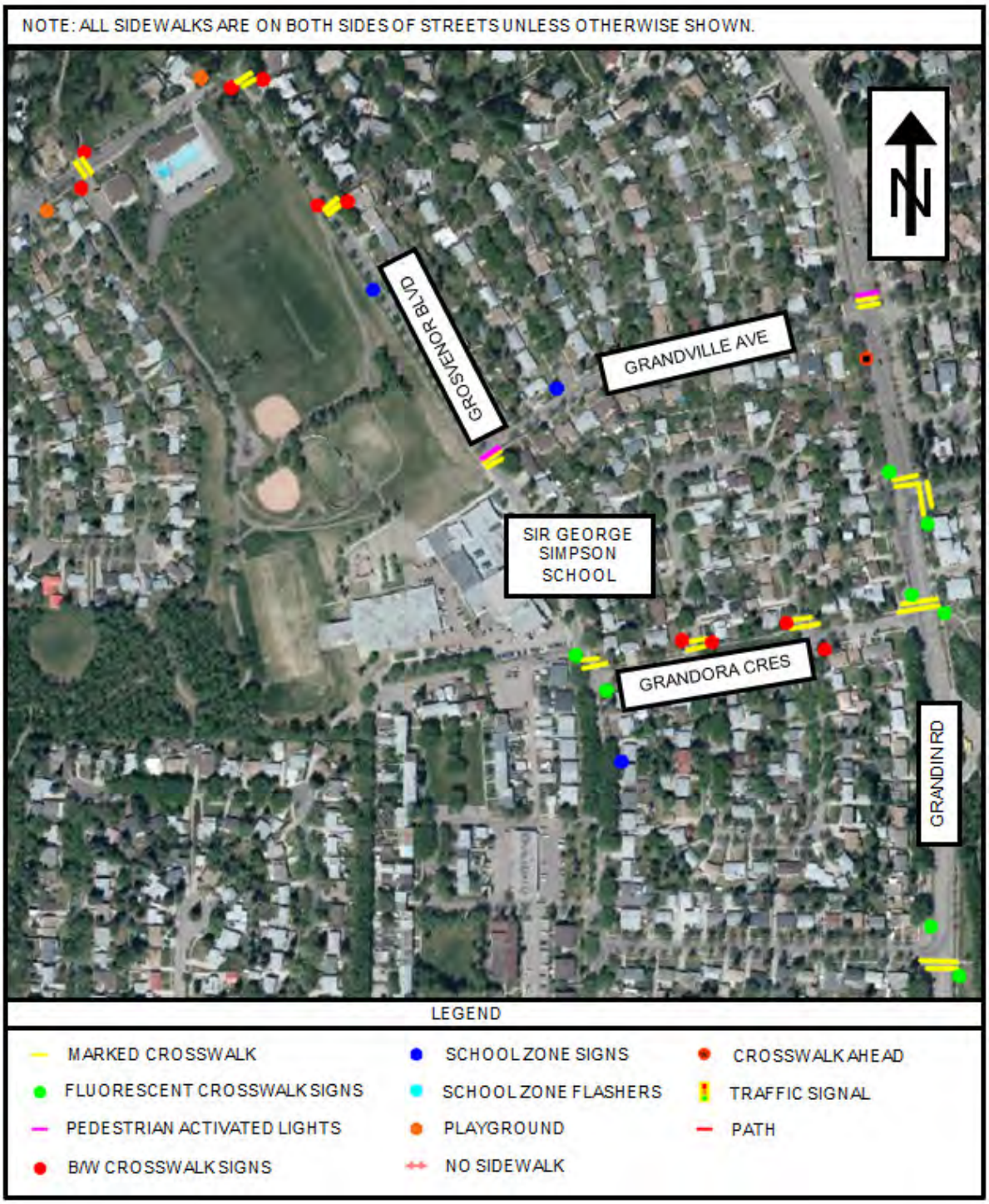
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. 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 23, 2014	Date:	October 9, 2014
Location:	George Simpson Library	Time:	2:20 pm to 4:20 pm
Attendance:	51	Weather:	Sunny

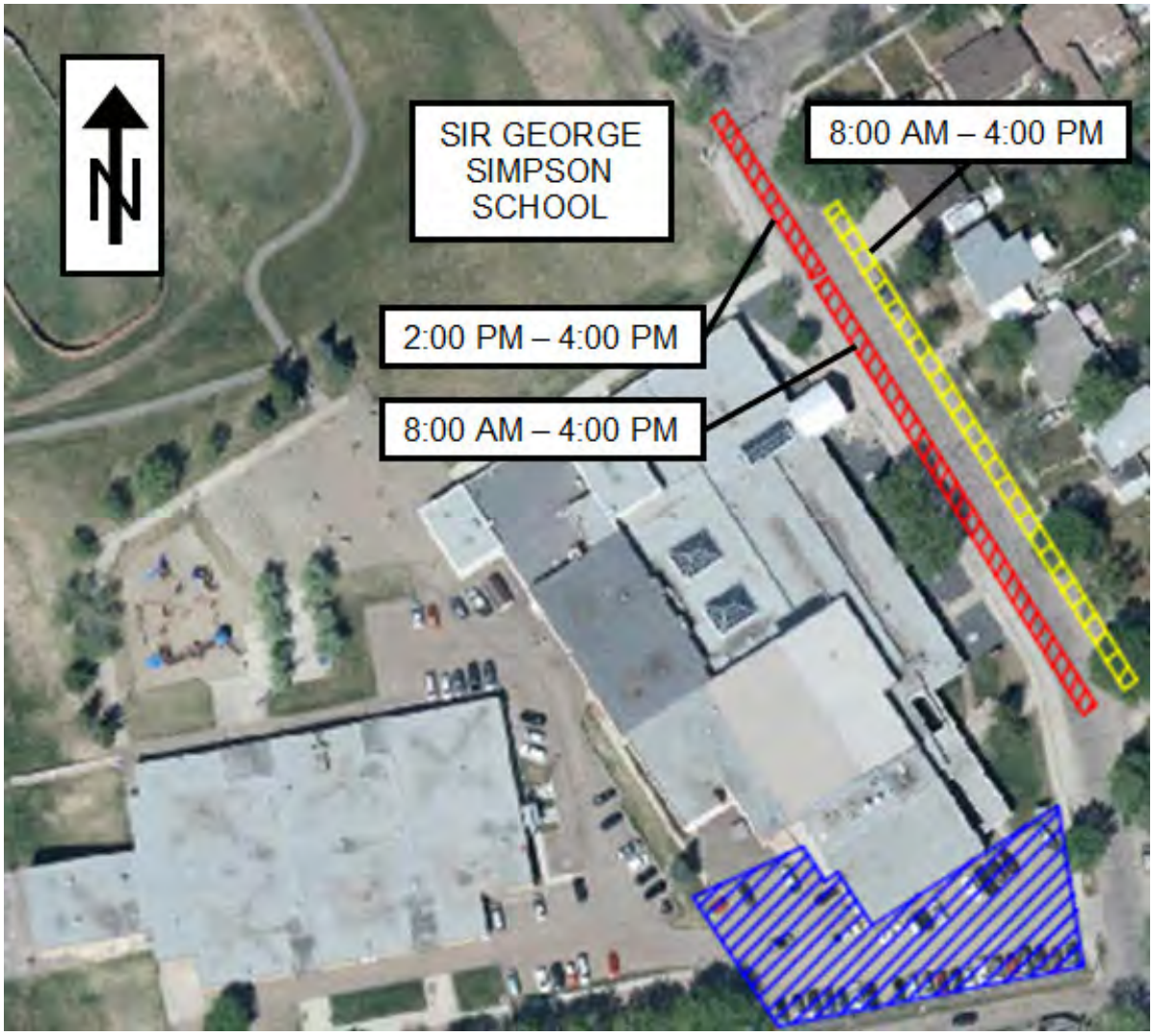
AREA PLAN

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

The chief concern at George Simpson was the lack of crosswalks. Participants noted that students often jaywalk, or walk in between moving cars to cross the street to the school. Snow clearance around this school was also a concern.

Participants noted that the general area around the school was lacking in crosswalks, including from Heritage Lakes, and at Grandin Road and Green Lees Place. Some suggestions given by the participants included using the bus lane at Robert Rundle as a continuous drop off zone, placing safety patrollers at Grosvenor Boulevard east of Sir George Simpson, and introducing "scramble lights" at some intersections to aid pedestrians in crossing the street safely and quickly. A need for better enforcement of speeding and improper parking in the area was also expressed.

PARENT QUESTIONNAIRE

Total # of Survey Respondents: 35 (Grades: 7 – 9)

Survey respondents for Sir George Simpson Junior High School indicated that the majority of the trips made to the school fall in-between 2.5 km and 5 km. A smaller number reported rips of between 1 km and 2.5 km. The majority of these trips were reported as being made by school bus. A smaller number of respondents indicated that their children walk or are driven to school. These modes of transportation were chosen due to their relative convenience, safety, and affordability. Those that chose not to have their children walk or bike to school cite reasons of length of trip, extreme weather conditions and unsafe vehicular traffic.

Respondents noted that crossing to the school is a concern. They reported that the area becomes very congested with drop-offs, school buses and vehicles backing out of the staff parking lots. Concerns were also raised about vehicles and busses parking too close to crosswalks, hindering visibility and making it dangerous for children to cross. The behavior of school bus drivers and other children on the bus was also a concern for many of the respondents. They cited incidents of drivers speeding, forgetting to pick up children, and bullying on the school bus. Suggestions for improvement included video surveillance on the school bus, increased enforcement in school zones, and better marked crosswalks.

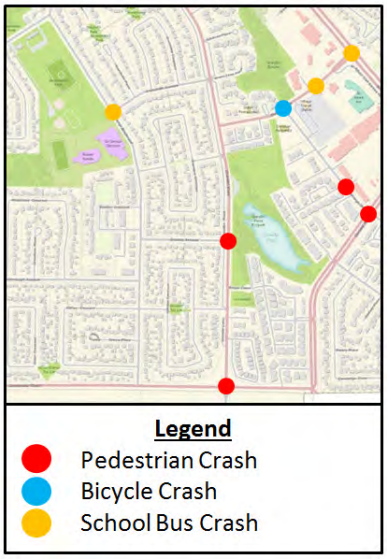
STUDENT QUESTIONNAIRE

Total Responses: 99 (All Grade 7 Students)

The vast majority of those surveyed at Sir George Simpson Junior High School reported taking the school bus to and from school. Smaller but still significant numbers reported either being driven to school or walking. During times of inclement weather, the students surveyed indicated that they often abandon active modes for the school bus or a private vehicle. However, a significant portion indicated that they still walk to school during those times.
Busy roads and parking lots, cross the street, and strangers were the main concerns for the students surveyed. They noted that living closer, reducing trip time and having company would encourage them to take active modes of transportation to and from school. They believe that more crosswalks and sidewalks, more lights, signs and supervision, and more parking would increase the overall safety of children travelling to and from school. For their personal journey's they noted that better drivers and less traffic, and better behavior on the school bus would help make their journey safer.

COLLISION HISTORY

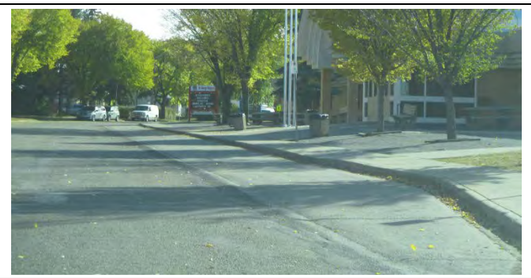
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

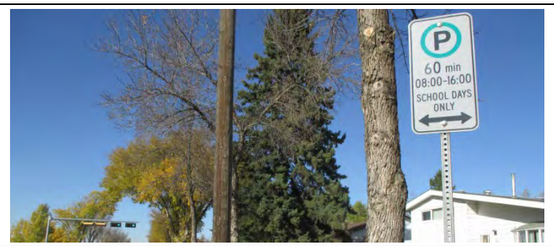


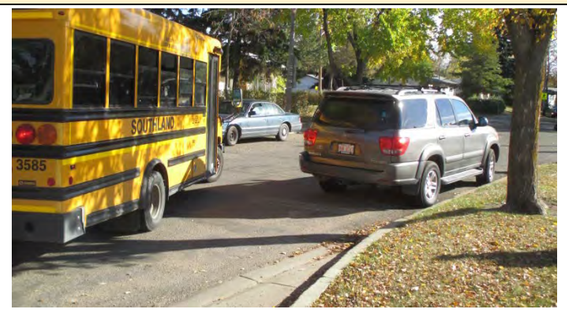
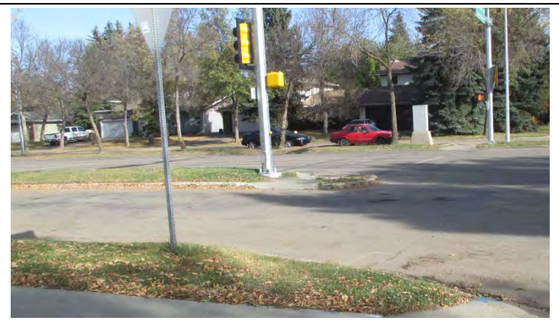
Collisions reported in the vicinity of this school over the past 4 years are shown in the figure to the right. A total of 8 collisions occurred, including 4 pedestrian collisions. Only one of these was in the vicinity of the school, a school bus crash with a parked vehicle at 2:55 pm on a weekday. This reinforces the importance of keeping passenger cars out of the bus zone during the peak pick-up time. The pedestrian collisions are discussed in the reports for the schools that they are located more closely to.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
1	**School Buses Exceed Capacity** A total of 16 buses service the school. While a bus bay is provided along nearly the entire school frontage, it is still not enough capacity to store 16 buses during the afternoon pick-up period. As a result, buses were observed stopping at the pedestrian-controlled intersection, blocking the crosswalk.	  	<u>1A. Review efficiencies in school bus operations</u> It was noted that several of the buses were less than half-full. Opportunities to increase bus occupancy may result in possible combined routes and fewer buses. <u>1B. Encourage bus drivers to avoid blocking crosswalk</u> The congestion is expected to be alleviated by moving the bus pick-up / drop-off further from the school; but under no circumstances should a bus block access to the pedestrian crosswalk. Tickets can be issued by City bylaws, if necessary.	Education Enforcement	Short Short	District City
2	**Sidewalk Ends Within Bus PU/DO Area** The sidewalk terminates only a few metres north of school building. Several school buses currently stop further north of this location, and students walk through the grass or beaten path. During snow conditions, students may be inclined to walk in the roadway where the snow has been cleared, which exposes them to possible collisions with vehicles.		<u>2. Extend west sidewalk further north of school</u> Extending the sidewalk further north would provide a more defined pathway to/from the buses that park along the school field. It is unclear where the property line is located, but with a defined walkway it may be possible to arrange with the City to clear it at the same time as the adjacent sidewalk.	Engineering	Medium	City

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
3	**Jaywalking Across Grosvenor Blvd** Jaywalking across Grosvenor Blvd was observed at various locations. Some of the jaywalking occurred close to the south end of the school; other pedestrians walked between buses to vehicles on the other side of the street, which is highly concerning in many respects: the risk of collisions with school buses, the curvature of the roadway, and buses further blocking sight lines to approaching traffic.	 	3A. Restrict Stopping Across Grosvenor Blvd Parking is permitted on the other side of Grosvenor Blvd. If parking or stopping is restricted during peak PU/DO times the demand for jaywalking is expected to be reduced. 3B. Encourage Parking Along the School Field To accommodate the vehicles that are currently parking/stopping across Grosvenor, and further to Enhancement #2, extending the sidewalk all the way to Grandville Ave will make parking further from the school but on the same side more attractive. As part of this option, parents can be encouraged to approach the school from the north. 3C. Minimize Gaps Between Buses To minimize the risk of pedestrians crossing unsafely between parked buses, bus drivers can be encouraged to park right up against the buses in front. This will have to be done carefully to prevent vehicle damage. Alternatively, the possibility of placing delineators or other objects between buses can be explored, particularly for the afternoon peak period, when buses are typically parked for several minutes. 3D. Enforce Against Jaywalking Once safer facilities are provided and parking regulations are changes, if there are still jaywalking violations these should be strictly enforced, because the horizontal curvature along this section severely blocks sight lines and poses safety risks for jaywalkers; and the school can adopt a zero-tolerance to jaywalking policy.	Engineering Encourage-ment Encourage-ment Enforcement	Short Medium Short Short	City School District RCMP
4	**Lack of Signage for Bus Bay** There is no signage at the entrance to the bus bay. While most parents might be familiar with the times when access is limited to buses, newer users and visitors may not be. No signs are provided until midway along the bus bay, and the one sign is too small to easily read.		4A. Provide signage at entrance to bus bay Providing the restriction signage at the entrance will give drivers an opportunity to decide whether to use the bay prior to entering it. 4B. Enlarge existing bus bay signage The existing signage should be enlarged so that it can be seen from the travel lane.	Engineering	Short	City

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
5	**Speeding on Grosvenor Blvd** Several complaints of speeding were received during the engagement process. While no significant speeding was observed during the site visit, the wide roadway cross-section may encourage higher speeds.		<u>5A. Provide enhanced school zone signing</u> With the amount of activity with two schools and the wide cross-section of Grosvenor, it is recommended that this be one of the priority locations for the school zone flashers. In the meantime the City can consider providing oversize school zone signs. <u>5B. Mark centre-line along Grosvenor Blvd</u> Providing a centre-line will encourage drivers to remain on their respective sides of the road, and may control speeds. <u>5C. Conduct speed enforcement on Grosvenor Blvd</u> The City should conduct a speed study, and consider this location for the installation of speed readerboards, and follow up with targeted speed enforcement.	Engineering Engineering Enforcement	Short Short Short	City City RCMP
6	**Trees Cast Shadow on Roadway** South of the school, the trees cast a shadow on the road that can severely darken the roadway and hide possible pedestrians crossing the roadway.		<u>6A. Trim treetops</u> The trees on the north side have been trimmed such that they do not cast the same shadow. If it is feasible, the tops of the trees to the south can be pruned back to reduce this effect. <u>6B. Consider moving the 50 km/h zone further south</u> If it is infeasible to prune the trees, the school zone can be extended about 50 metres to the south, until after the dark section.	Engineering Engineering	Short Short	City City
7	**Pedestrian Compliance with Signal** Several pedestrians were observed failing to obey the pedestrian signal control, even in the presence of patrollers.		<u>7A. Provide more supervision and education of pedestrian signal</u> There is a possibility that more supervision and education about the rules surrounding pedestrian signals will increase compliance. <u>7B. Pilot use of automated pedestrian detection</u> Some jurisdictions in Canada have successfully piloted technology that will automatically detect pedestrians at the roadside and activate the crossing phase.	Education Engineering	Short Medium	School City
8	**Timing of Parking Restrictions** The rationale for the one hour parking is unclear; this duration is excessive for pick-up / drop-off activities and insufficient for all-day parking.		<u>8A. Revise Timing of Parking Restrictions Across Grosvenor</u> If Enhancement 3A is adopted, then parking across Grosvenor from the school will be restricted. If spaces are needed for visitors parking, these should be provided on site and enforced as such. Also, consideration can be given to revising the bus bay parking restrictions to 3:30 pm, since all of the bus activity was noted to be completed at 3:10 pm.	Engineering	Short	City

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
9	**Parking to Close to South Driveway** At the south end of the school, near Grandora Crescent, vehicles were observed parking very close to the driveway, on both sides. This can further limit visibility along the curve roadway, as well as alter the path of vehicles entering and exiting the driveway.		9. Enforce parking restrictions at driveways The minimum separation that vehicles are required to maintain from driveways should be enforced by City bylaw staff.	Enforcement	Short	City
10	**Pedestrian Facilities across frontage road at Grandville and Grandin** Several comments were received about the lack of crossing protection across Grandin and Grandville. The following issues were noted: -Lack of x-walk across frontage road -Lack of curb ramps at frontage road -Lack of push button instructions at Grandin		10A. Mark crosswalk across north leg of frontage road at Grandin 10B. Provide curb ramps at north leg of frontage road at Grandin 10C. Provide push-button instructions	Engineering Education	Short Short	City City
11	**Pedestrian Visibility Restricted by Tree** Trees block visibility of pedestrians for southbound vehicles travelling along the frontage road approaching Grandville.		11A. Trim tree on northwest corner at Grandville and Grandin	Engineering	1st Priority	City

Appendix A
Open House Public Workshop Comments

Public Workshop Summary

Robert Rundle Elementary & Sir George Simpson Junior High School

September 23, 2014

Concerning Robert Rundle, participants noted a number of concerns around parking and drop-offs. They noted that parents often parked in the staff lot, parking often occurs in non-parking spots and that parking markings are often missing. The lack of a drop of area was also noted, along with inadequate snow clearance. Overall, participants felt that access to the school is challenging as there are no sidewalks to the school from the east.

In the case of Sir George Simpson, the chief concern was a lack of crosswalks. Participants noted that students often jaywalk, or walk in between moving cars to cross the street to the school. Snow clearance around this school was also a concern.

Participants noted that the general area around the school was lacking in crosswalks, including from Heritage Lakes, and at Grandin Road and Green Lees Place. Some suggestions given by the participants included using the bus lane at Robert Rundle as a continuous drop off zone, placing safety patrollers at Grosvenor Boulevard east of Sir George Simpson, and introducing "scramble lights" at some intersections to aid pedestrians in crossing the street safely and quickly. A need for better enforcement of speeding and improper parking in the area was also expressed.

The complete workshop summary is as follows:

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

Robert Rundle

- Front of school along Grosvenor Blvd (north of Robert Rundle, west Grandville Ave)
- Not a lot of room for safety patrollers to stand when bus is parking
- Corner is dangerous for safety patrollers (alley south of Robert Rundle Elementary School)
- No parking markings (south of Robert Rundle Elementary School)
- Robert Rundle doesn't have a good drop-off area
- Speeding down this road (south of Robert Rundle)

- Bikes were vandalized in this area (southwest of Robert Rundle)
- Kids can't ride bikes to school because it's not safe to leave them here
- Have to walk through field and parking lot if you live east of school to Robert Rundle, no sidewalks
- Challenging to access Robert Rundle
- Narrow alleyway (approx. 100 ft south of Robert Rundle, west of Grosvenor Blvd)
- Parking in no parking spots (south of Robert Rundle Elementary School)
- Parents park in staff lot in AM and PM
- No drop-off in front of school, parents walk between 2 buses (east of Robert Rundle on Grosvenor Blvd)
- In winter time, school doesn't have enough room to turn, hits a bump and kids hit the ceiling.
- Snow plowing is inadequate
- School busses going down back alley

Sir George Simpson

- No crosswalks! (entrance east of Sir George Simpson and Grosvenor Blvd)
- Kids walking while cars backing out (parking lot southeast Sir George Simpson, west Grosvenor Blvd)
- Jaywalking (Grosvenor Blvd, east entrance of Sir George Simpson)
- Snow in front of school – people get stuck (Sir George Simpson)

General Area

- Cycle track – blind corner (corner coming out of trail, approx. 200 ft west of Gladstone Crescent, south
- Cycle connections are bad. – no connections here (north of Gladstone Crescent (west/east direction))
- Blind corner (north of Gladstone Crescent (west/east direction))
- Crosswalk not marked well (Grandin Road and Green Lees Place)
- Need lines repainted, new signs (Grandin Road and Green Lees Place)
- Turn left on the red at crosswalk is very busy! – visibility (Grandin Road & Grandora Crescent)
- Lots of cars turning – often run this light (Grandin Road and Grandora Crescent)

- Busing system – no confidence in it
- Bus driver was letting kids sit on back of bus seat
- Busing is a good way to control traffic but we don't have confidence
- In winter snow builds up in parking areas
- Buses block crosswalk lights in AM and PM (Grosvenor Blvd and Grandville Ave)
- Speeding on this road (Grosvenor Blvd)
- Cars and buses blocking crosswalks inhibits walking
- Grosvenor Blvd and Levasseur Road – no crosswalk
- Crosswalks – no crosswalks from Heritage Lakes
- Schools were not designed for this much traffic
- Only 40% of cyclists wear helmets (neighbourhood between Geneva Crescent & Greenwich Crescent)
- Snow takes up parking spots
- Kids play on snow piles

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

Robert Rundle

- Bus lane – cars have to stay in alley (south of Robert Rundle Elementary School)
- No cycling connection here (west of Robert Rundle, across the soccer field)
- Need crosswalks and speed signs along this road (south of Robert Rundle)
- Maybe use bus lane as a drop off area? (south of Robert Rundle)
- Continuous drop off zone when buses aren't here (immediate south (direction west-east) of Robert Rundle)
- Use bus lane for parking (sticky located in between Robert Rundle & Sir George)

Sir George Simpson

- Narrow driveway (south of Sir George)
- Maybe one way? (lot west of Sir George Simpson)
- Maybe safety patrols here (Grosvenor Blvd near east entrance, Sir George Simpson)

General Area

- Engineering Idea: Stop lights – stop traffic in all 4 directions for 60 seconds ("scramble" lights)
- Cut back vegetation (south of Greenwich Crescent & Geneva Crescent)
- No marked crosswalks here (approx. 100 ft south of Robert Rundle, west of Grosvenor Blvd, in the neighbourhood of Garden Crescent)
- Crosswalk at Levasseur Road /Grosvenor Road needs signals for pedestrians & improve visibility
- Parking lots small
- Extend bus lane – buses park in traffic lane
- Need better place for snow storage

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?**

- Safety discussions part of classroom conversations
- Teach kids to use hand signals when crossing street
- Enforce parking outside
- Ban people out and enforce

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?**

- Staff here to stop parents entering lots (southwest in the parking lot of Sir George Simpson)
- Enforcement of jay walking – hand out tickets
- Enforce parking outside
- Ban people out and enforce
- There's safety patrol here – good! (northwest entrance south of Robert Rundle)
- Safety patrollers here (southeast corner of Robert Rundle, southwest of Sir George (in the middle)

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

- No injuries/fatalities

- Less speeding tickets in the area
- Continued and expanded use of Safety Patrols
- Decreased congestion on Garden Cr.
- More active forms of transportation (biking, walking, etc.)
- Improved confidence in the busing system
- Quick and safe drop-off area (don't have to show up very early)
- Decreased stress – narrow lane

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	
	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		
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?	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	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	Could use more emphasis
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	Parent parking is across
	Do signs adequately identify the intended street space usage?		X	Bu bay lacks signage
	Do parent volunteers assist in controlling parking?		X	
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?		X	Doesn't extend north of school
	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	Horizontal curve along frontage
	Is vegetation adequately controlled to maintain site lines?		X	Not at Grandin
Crossing Facilities	Are pedestrian crossing facilities provided at the key pedestrian crossings in the vicinity of the school?	X		Unsafe to provide one at south end due to curve
	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	Missing push-button signs
	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 lacking to the north
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	Most are faded or narrow
	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	Comments
Behaviour				
Vehicles	Was speeding observed?	X		Occasional
	Were unsafe maneuvers observed?		X	Some 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		
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	extensive
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X	Between buses
	Did pedestrians ignore pedestrian crossing facilities?		X	Didn’t push button
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	Leaving gaps between buses

Appendix C

Student Questionnaire Responses

Total Responses: 99

Grade 7: 99

The vast majority of those surveyed at Sir George Simpson Junior High School reported taking the school bus to and from school. Smaller but still significant numbers reported either being driven to school or walking. During times of inclement weather, the students surveyed indicated that they often abandon active modes for the school bus or a private vehicle. However, a significant portion indicated that they still walk to school during those times.

Busy roads and parking lots, cross the street, and strangers were the main concerns for the students surveyed. They noted that living closer, reducing trip time and having company would encourage them to take active modes of transportation to and from school. They believe that more crosswalks and sidewalks, more lights, signs and supervision, and more parking would increase the overall safety of children travelling to and from school. For their personal journey's they noted that better drivers and less traffic, and better behavior on the school bus would help make their journey safer.

1. How do you usually get to school?

Answer	Gr. 7	Gr.	Gr.	Why do you choose that way to get to school?	#
Walking by myself	15			Convenient (live close, parents work)	10
				Fast	1
				Safe	1
				Because of the weather	1
				Fun	3
Walking with others	11			Convenient (live close, parents work)	9
				Fast	1
				Safe	2
				Because of the weather	1
				Fun	1
Riding my	9			Convenient (live close, parents work)	7

bike				Fast	0
				Safe	1
				Because of the weather	0
				Fun	2
Taking the school bus	67			Convenient (live close, parents work)	62
				Fast	4
				Safe	2
				Because of the weather	2
				Fun	3
Being driven in a car	38			Convenient (live close, parents work)	31
				Fast	6
				Safe	2
				Because of the weather	3
				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	**141**				

2. How do you usually get home from school?

Answer	Gr. 7	Gr.	Gr.	Why do you choose that way to go home from school?	#
Walking by myself	15			Convenient (live close, parents work)	13
				Fast	1
				Safe	1
				Because of the weather	1
				Fun	4
Walking with others	16			Convenient (live close, parents work)	13
				Fast	0
				Safe	2
				Because of the weather	2
				Fun	6
Riding my bike	8			Convenient (live close, parents work)	6
				Fast	1
				Safe	1
				Because of the weather	0
				Fun	3
Taking the school bus	67			Convenient (live close, parents work)	63
				Fast	4
				Safe	2
				Because of the weather	2
				Fun	4

Being driven in a car	32			Convenient (live close, parents work)	30
				Fast	2
				Safe	4
				Because of the weather	1
				Fun	1
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	**139**				

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. 7		Gr.		Gr.	
20	Yes, I still walk.		Yes, I still walk.		Yes, I still walk.
2	Yes, I still ride my bike		Yes, I still ride my bike		Yes, I still ride my bike
40	No, I take the bus.		No, I take the bus.		No, I take the bus.
20	No, I get driven.		No, I get driven.		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 7	Grade	Grade
Snow and ice	5		
Bus or car accidents	7		
Speeding, Bad Drivers	14		
Busy roads, Parking lots	36		
Crossing the street	26		
Strangers	16		
Bullies	0		
Other (surroundings, storms, etc.)	32		

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 7	Grade	Grade
Company (parents, friends)	4		
Road safety (look before you cross, walk bike across road, etc.)	3		
Living closer	9		
Getting there faster	5		
Better behavior of other children	0		

Feeling safe	3		
Nothing (don't need help, etc.)	36		
Other (pepper spray, blue sky ideas, etc.)	28		

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 7	Grade	Grade
Crosswalks and Sidewalks (more, safer, etc.)	29		
More lights/signs/supervision	18		
Better drivers	2		
More parking	6		
Walking bikes across street	0		
Crossing guards	5		
Nothing	26		
Other (seat belts, etc.)	18		

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 7	Grade	Grade
Avoid ice and snow	0		
Don’t talk to strangers	0		
Better drivers/less traffic	3		
Better behavior on school bus	2		
No	40		
Other (blue sky, etc.)	35		

APPENDIX GG

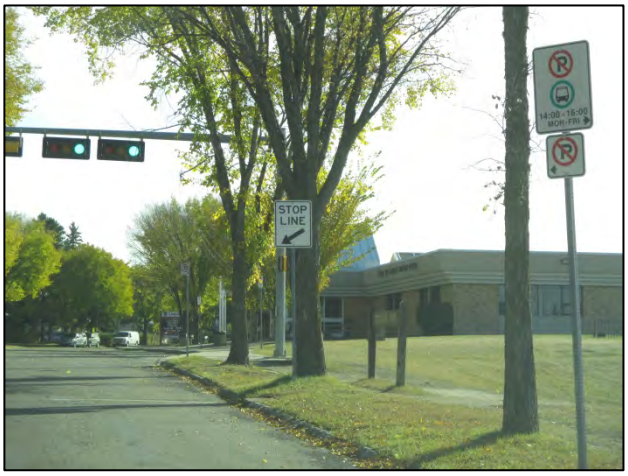
ROBERT RUNDLE ELEMENTARY SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Robert Rundle Elementary School

City of St. Albert
March 2, 2015





Robert Rundle Elementary School

Safe Journeys to School Plan

Address:	50A Grosvenor Blvd	# Staff:	31
School District:	Public	# Students:	248
Grades:	K to 6 (plus day-care)	# Buses:	5
Principal:	John Osgood	# 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 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.

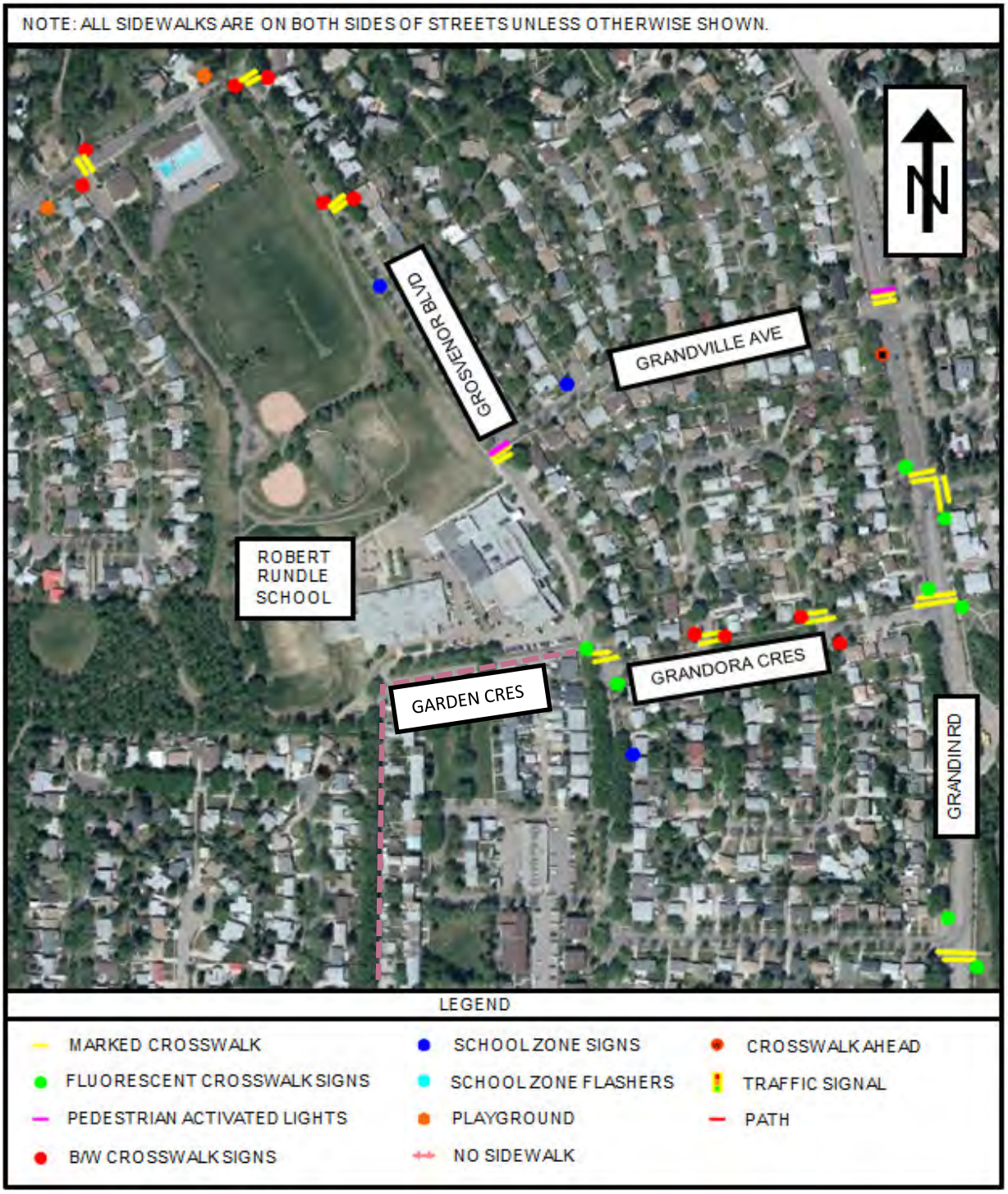
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. 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 23, 2014	Date:	October 9, 2014
Location:	George Simpson Library	Time:	8:20 pm to 9:45 am
Attendance:	51	Weather:	Sunny

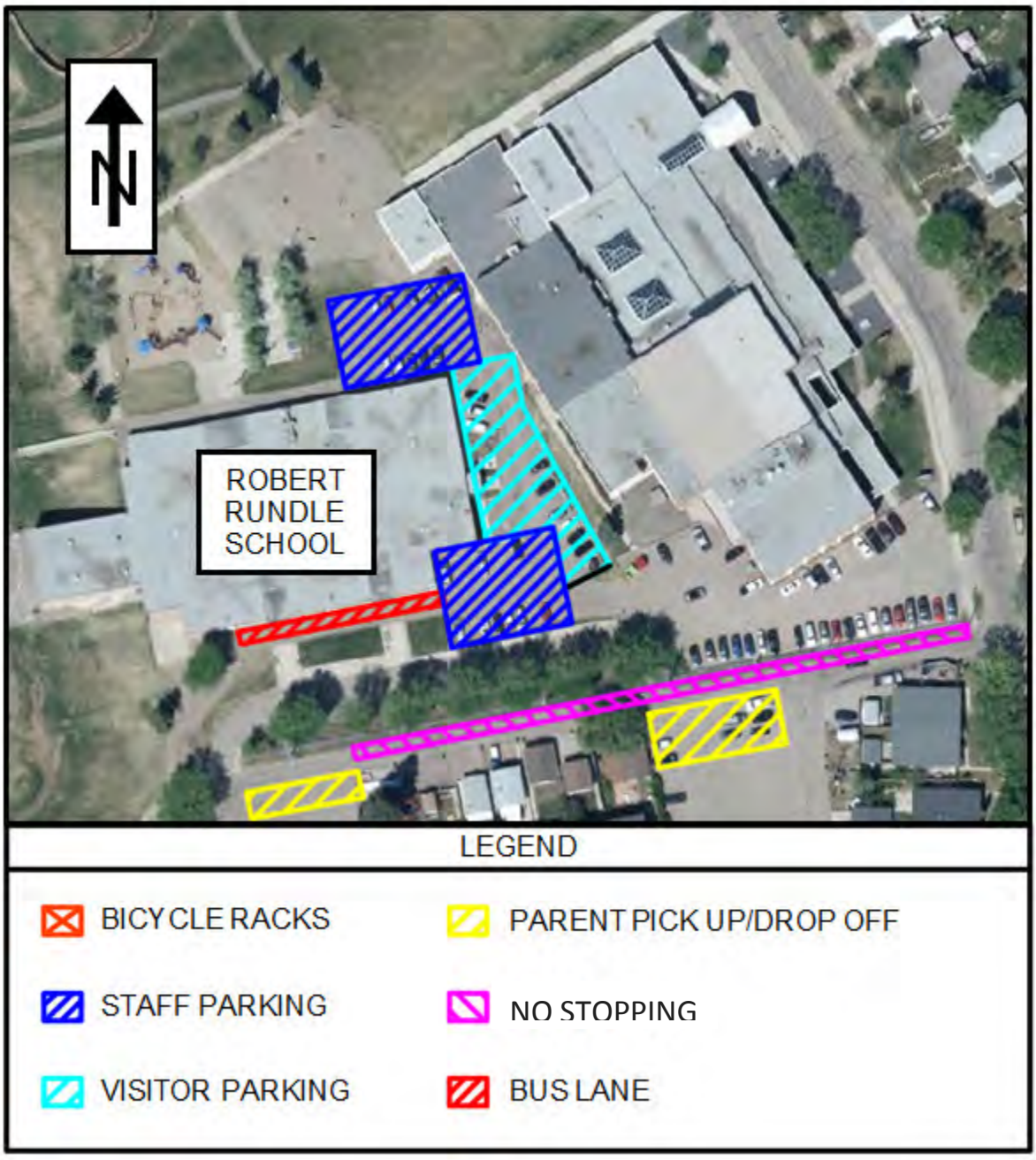
AREA PLAN

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

Participants noted a number of concerns around parking and drop-offs. They noted that parents often parked in the staff lot, parking often occurs in non-parking spots and that parking markings are often missing. The lack of a drop of area was also noted, along with inadequate snow clearance. Overall, participants felt that access to the school is challenging as there are no sidewalks to the school from the east.

Participants noted that the general area around the school was lacking in crosswalks, including from Heritage Lakes, and at Grandin Road and Green Lees Place. Some suggestions given by the participants included using the bus lane at Robert Rundle as a continuous drop off zone, placing safety patrollers at Grosvenor Boulevard east of Sir George Simpson, and introducing "scramble lights" at some intersections to aid pedestrians in crossing the street safely and quickly. A need for better enforcement of speeding and improper parking in the area was also expressed.

PARENT QUESTIONNAIRE

Total # of Survey Responses: 5

The majority of survey respondents reported a trip in-between 1 km and 2.5 km to Robert Rundle Elementary School. The most commonly reported mode of transportation for the school was school bus, followed by private vehicle. These modes of transportation were chosen due to their convenience and adverse weather situations. Those that chose to not have their children walk or bike to school attribute this to extreme weather conditions and unsafe vehicular traffic.

The lack of parking at the school was the major concern for the respondents. They noted that because of this, parents often park in staff spots, there is little room for two-way traffic or reversing, and pedestrians are often walking in-between cars. In the area around the school, respondents also noted that cars' parking too close to crosswalks is a problem. Suggestions for improvement included establishing a one-way traffic flow in the parking lot, and increased enforcement of parking rules from the RCMP or a bylaw officer.

STUDENT QUESTIONNAIRE

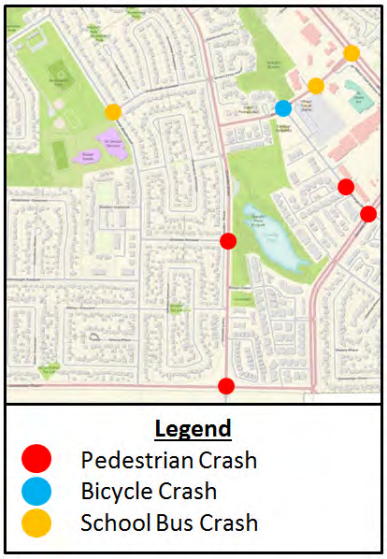
Total Responses: 81 (Grade 4: 21; Grade 5: 26; Grade 6: 34)

The students surveyed at Robert Rundle Elementary School indicated that private vehicle and school bus are common modes of transportation amongst the students. A smaller number reported walking to and from school. During inclement weather, the majority noted that they abandon active modes for the school bus or a private vehicle. However, a small number stated that they still walk to school during those times.

Those surveyed expressed concern over strangers, bus or car accidents, and snow and ice on their way to and from school. They noted that improved road safety, feeling safe, and more company would help encourage them to use active modes of transportation. They thought that more crosswalks and sidewalks, more lights, signs, and supervision, and more parking would improve the overall safety of children's journeys to school. For their personal journey's to and from school, the student's expressed a need to avoid ice and snow, and for better drivers and less traffic.

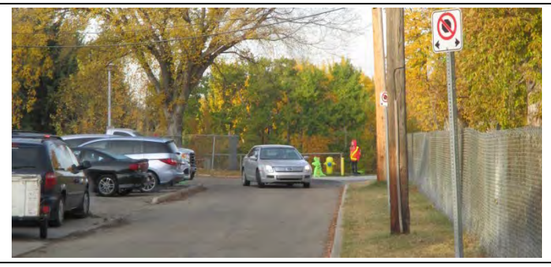
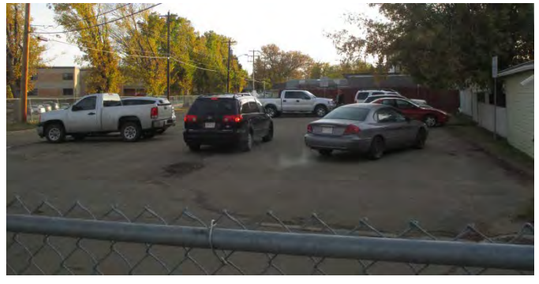
COLLISION HISTORY

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.



Collisions reported in the vicinity of this school over the past 4 years are shown in the figure to the right. A total of 8 collisions occurred, including 4 pedestrian collisions. Only one of these was in the vicinity of the school, a school bus crash with a parked vehicle at 2:55 pm on a weekday. This reinforces the importance of keeping passenger cars out of the bus zone during the peak pick-up time. The pedestrian collisions are discussed in the reports for the schools that they are located more closely to.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
1	**Navigation to Rundle School** The way to Rundle is unclear from Grosvenor Blvd, especially since the school sign is located within a few metres of the entrance to Simpson school.		1. Provide Rundle Signage Closer to Garden Crescent It is suggested that a sign be provided closer to the driveway and road that traffic must enter from to access Rundle School. Signage can be provided directing staff and visitors to the driveway and others to Garden Crescent.	Engineering	Short	City/School
2	**Garden Crescent Narrow Cross-Section** The road is barely wide enough to accommodate two passenger vehicles, and not enough to accommodate a school bus and passenger vehicle side by side. The width is further narrowed during snow conditions. This presents a risk of sideswipe collisions as well as mounting the curb/grassy area where a student may be walking.		2A. Consultation Regarding One-Way Operation of Garden Cres Discussions with school staff indicated that previous consultation with residents regarding the one-way operation of Garden Cres was unsuccessful. In light of this issue, this may be revisited. 2B. Review Feasibility of On-site Pick-up / Drop-off Area If it is unrealistic to upgrade the road to a local road standard to allow it to be treated as a City road, and to provide a more permanent solution, it is recommended that an on-site area for immediate pick-up drop-off be explored. This would need to closely consider the impacts at the main driveway on Grosvenor. Although costs would be extensive, the site appears large enough to accommodate some form of on-site pick-up / drop-off.	Education Engineering	Medium Long	City District
3	**Lack of Warning along Garden Crescent** No warning is provided in the westbound direction of the crossing activity at the curve. Since it is an unconventional pick-up / drop-off operation in a lane, motorists may not be expecting much activity and may be surprised to encounter extensive vehicle and pedestrian movements.		3A. Provide School Area Signage and Mark Crosswalk If it is possible by bylaw, the City should provide school area signage in both directions and paint a crosswalk to define the crossing point. The 20 km/h limit applies at all times of the day. 3B. Provide Curve Warning Signage on Garden Cres. Due to the sharpness of the curve, warning should be provided on the approaches in both directions, possibly with a 15 km/h advisory speed limit.	Engineering	1st Priority	City
4	**Congestion in Small City Parking Lot** The lot directly across Garden Cres from the back entrance is very small and not designed for pick-up / drop-off activity. This results in excessive congestion, awkward manoeuvres such as backing, which can compromise the safety of pedestrians. Several vehicles were observed parked in the lot for several hours.		4A. Establish One-Way Circulation within Small City Lot If the school can continue using the City lot, it can be explained and patrolled to permit only inbound movements at the west driveway (which can be moved south of the curve), and outbound-only at the east driveway; at that the lot be used for immediate pick-up / drop-off only. Two “lanes” can be provided, with the use of traffic cones and other temporary devices, one for stopped vehicles and the other for moving vehicles. 4B. Encourage Greater use of East City Lot Excess parking supply was noted in the City lot to the east. It is suggested that this lot be used for overflow staff parking; that parents who wish to walk their children use this lot; and that the smaller City lot be reserved for immediate loading/unloading.	Engineering Encourage-ment	Short Short	School School

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
5	**Safety Of Student Patrollers** Due to the uncongested and congested operations at the small City lot, the responsibilities of patrollers was noted to be particularly challenging and risky. While use was made of traffic cones to provide a buffer, potentially conflicting situations were noted.		5. Provide specialized training and supervision for patrollers Providing an on-site facility may prevent the need for patrollers at this location. However, in the meantime it is suggested that an additional adult be provided to supervise and interact with parents who conduct risky manouevres. While it is undesirable for the student patrollers to engage in activities beyond what the AMA program covers, they should be alerted of all of the risks they face, particularly in scenarios when vehicles are backing or two vehicles using the same driveway at the same time.	Education	Short	School
6	**Vehicles In Small City Parking Lot Block Access To Residential Pathway** Vehicles were seen parking directly in front of the walkway that leads to a park in the adjacent residential complex. This may discourage from using the pathway by exposing them to the risk of being impacted by car doors or fears due to the proximity of the vehicles to the walkway.		6. Restrict stopping in front of pathway entrance in small City lot Restrictions are posted, but should be converted to no stopping, made more visible and supplemented by hatching the pavement to indicate that vehicles are not to traverse the area leading to the pathway entrance.	Engineering	Short	City
7	**Lack of Pedestrian Facilities Along Garden Crescent** Due to the lack of sidewalks on Garden Crescent, students walk in the path of traffic in the laneway. The opening in the fence towards the east end of the parking lot leads pedestrians to cross the road at this location, but it may be unexpected by motorists due to the lack of signs or markings and the proximity of the fence to the edge of the road.		7A. Consider providing sidewalks along Garden Crescent While it is not the City's standard to provide sidewalks along lanes, the unique circumstances of the school should be discussed with the school towards a solution for pedestrians. If the one-way operation (Enhancement 2A) is adopted, this may provide the space for a raised or at-grade walkway. This separation is even more critical during snow-covered conditions. 7B. Provide signed/marked crosswalk at east opening in fence This crosswalk is safer than the one at the curve, and should be promoted as the location to cross to the larger City lot. If the City can by bylaw provide regulatory signing across laneways, this would highlight this location, as shown in the photo to the left.	Engineering Engineering	Medium 1st Priority	City City
8	**Access to Parking Lot** The signage at the entrance to the staff parking lot and bus bay can be easily misunderstood, particularly by staff and visitors to indicate that they must proceed to the left of the concrete island. Also, the upper sign text is too small and the text on the lower sign is worn.		8. Revise staff lot signage to provide clearer directions Through simple regularly diagrammatic signing (i.e. multiple arrow symbols), entering motorists can be informed that the area to the left is for buses only and the area to the right is for staff and visitors only, along with the times as applicable.	Engineering	1st Priority	District

Safety Issue		Observations	Possible Enhancement			
#	Description			Type	Time Frame	Responsibility
9	**Pedestrian Conflicts in Staff Parking Lot** Pedestrians exiting the main entrance were observed walking or running through the parking lot across several potential conflict points. The large island separating the two lots and the hill can become trip hazards, particularly during snow conditions.		9A. Mark crosswalks through staff parking lot A series of walkways should be marked guiding students from the entrance to the opening in the fence at the east end of the lot. These pathways are intended to discourage students from walking immediately behind parked vehicles that may back out. 9B. Mark islands in staff lot and clear snow along hill The islands should be marked (painted yellow or marked with hazard signs) so they can be seen during snow conditions, and the hill should be cleared of snow to assist pedestrian and cyclists during these conditions.	Engineering Engineering	Short Short	District District
10	**Underutilization of Staff Parking Spaces on North Side of School** Several of the spaces at the north side of the building (and 15 spaces in total) were vacant during the day of the site visit. If this is typical, it suggests that there is sufficient staff parking and there may be an opportunity for an on-site pick-up / drop-off facility.		10A. Encourage staff to use north parking lot Staff can be assigned some of these spaces, or encouraged to park here, particularly if they are currently parking in the small City lot or in the spots in front of the school, which should be reserved for visitors. 10B. Explore options for on-site pick-up / drop-off facility If all staff can be accommodated on the north side of the building, the area in front of the school can be reserved for a possible pick-up / drop-off area.	Encourage-ment Engineering	Short Long	School District

Appendix A
Open House Public Workshop Comments

Public Workshop Summary

Robert Rundle Elementary & Sir George Simpson Junior High School

September 23, 2014

Concerning Robert Rundle, participants noted a number of concerns around parking and drop-offs. They noted that parents often parked in the staff lot, parking often occurs in non-parking spots and that parking markings are often missing. The lack of a drop of area was also noted, along with inadequate snow clearance. Overall, participants felt that access to the school is challenging as there are no sidewalks to the school from the east.

In the case of Sir George Simpson, the chief concern was a lack of crosswalks. Participants noted that students often jaywalk, or walk in between moving cars to cross the street to the school. Snow clearance around this school was also a concern.

Participants noted that the general area around the school was lacking in crosswalks, including from Heritage Lakes, and at Grandin Road and Green Lees Place. Some suggestions given by the participants included using the bus lane at Robert Rundle as a continuous drop off zone, placing safety patrollers at Grosvenor Boulevard east of Sir George Simpson, and introducing "scramble lights" at some intersections to aid pedestrians in crossing the street safely and quickly. A need for better enforcement of speeding and improper parking in the area was also expressed.

The complete workshop summary is as follows:

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

Robert Rundle

- Front of school along Grosvenor Blvd (north of Robert Rundle, west Grandville Ave)
- Not a lot of room for safety patrollers to stand when bus is parking
- Corner is dangerous for safety patrollers (alley south of Robert Rundle Elementary School)
- No parking markings (south of Robert Rundle Elementary School)
- Robert Rundle doesn't have a good drop-off area
- Speeding down this road (south of Robert Rundle)

- Bikes were vandalized in this area (southwest of Robert Rundle)
- Kids can't ride bikes to school because it's not safe to leave them here
- Have to walk through field and parking lot if you live east of school to Robert Rundle, no sidewalks
- Challenging to access Robert Rundle
- Narrow alleyway (approx. 100 ft south of Robert Rundle, west of Grosvenor Blvd)
- Parking in no parking spots (south of Robert Rundle Elementary School)
- Parents park in staff lot in AM and PM
- No drop-off in front of school, parents walk between 2 buses (east of Robert Rundle on Grosvenor Blvd)
- In winter time, school doesn't have enough room to turn, hits a bump and kids hit the ceiling.
- Snow plowing is inadequate
- School busses going down back alley

Sir George Simpson

- No crosswalks! (entrance east of Sir George Simpson and Grosvenor Blvd)
- Kids walking while cars backing out (parking lot southeast Sir George Simpson, west Grosvenor Blvd)
- Jaywalking (Grosvenor Blvd, east entrance of Sir George Simpson)
- Snow in front of school – people get stuck (Sir George Simpson)

General Area

- Cycle track – blind corner (corner coming out of trail, approx. 200 ft west of Gladstone Crescent, south
- Cycle connections are bad. – no connections here (north of Gladstone Crescent (west/east direction))
- Blind corner (north of Gladstone Crescent (west/east direction))
- Crosswalk not marked well (Grandin Road and Green Lees Place)
- Need lines repainted, new signs (Grandin Road and Green Lees Place)
- Turn left on the red at crosswalk is very busy! – visibility (Grandin Road & Grandora Crescent)
- Lots of cars turning – often run this light (Grandin Road and Grandora Crescent)

- Busing system – no confidence in it
- Bus driver was letting kids sit on back of bus seat
- Busing is a good way to control traffic but we don't have confidence
- In winter snow builds up in parking areas
- Buses block crosswalk lights in AM and PM (Grosvenor Blvd and Grandville Ave)
- Speeding on this road (Grosvenor Blvd)
- Cars and buses blocking crosswalks inhibits walking
- Grosvenor Blvd and Levasseur Road – no crosswalk
- Crosswalks – no crosswalks from Heritage Lakes
- Schools were not designed for this much traffic
- Only 40% of cyclists wear helmets (neighbourhood between Geneva Crescent & Greenwich Crescent)
- Snow takes up parking spots
- Kids play on snow piles

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

Robert Rundle

- Bus lane – cars have to stay in alley (south of Robert Rundle Elementary School)
- No cycling connection here (west of Robert Rundle, across the soccer field)
- Need crosswalks and speed signs along this road (south of Robert Rundle)
- Maybe use bus lane as a drop off area? (south of Robert Rundle)
- Continuous drop off zone when buses aren't here (immediate south (direction west-east) of Robert Rundle)
- Use bus lane for parking (sticky located in between Robert Rundle & Sir George)

Sir George Simpson

- Narrow driveway (south of Sir George)
- Maybe one way? (lot west of Sir George Simpson)
- Maybe safety patrols here (Grosvenor Blvd near east entrance, Sir George Simpson)

General Area

- Engineering Idea: Stop lights – stop traffic in all 4 directions for 60 seconds ("scramble" lights)
- Cut back vegetation (south of Greenwich Crescent & Geneva Crescent)
- No marked crosswalks here (approx. 100 ft south of Robert Rundle, west of Grosvenor Blvd, in the neighbourhood of Garden Crescent)
- Crosswalk at Levasseur Road /Grosvenor Road needs signals for pedestrians & improve visibility
- Parking lots small
- Extend bus lane – buses park in traffic lane
- Need better place for snow storage

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?**

- Safety discussions part of classroom conversations
- Teach kids to use hand signals when crossing street
- Enforce parking outside
- Ban people out and enforce

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?**

- Staff here to stop parents entering lots (southwest in the parking lot of Sir George Simpson)
- Enforcement of jay walking – hand out tickets
- Enforce parking outside
- Ban people out and enforce
- There's safety patrol here – good! (northwest entrance south of Robert Rundle)
- Safety patrollers here (southeast corner of Robert Rundle, southwest of Sir George (in the middle)

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

- No injuries/fatalities

- Less speeding tickets in the area
- Continued and expanded use of Safety Patrols
- Decreased congestion on Garden Cr.
- More active forms of transportation (biking, walking, etc.)
- Improved confidence in the busing system
- Quick and safe drop-off area (don't have to show up very early)
- Decreased stress – narrow lane

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		Some stalls are unassigned
	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	
Conflict Areas	Are pedestrian-vehicle conflict areas between the street sidewalk and the school entrance minimized?		X	For students that enter/exit the front door
	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		Yes, for bus PU/DO
	Are pedestrian-vehicle conflict areas minimized in the parking lots?		X	To/from front door
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	Nothing on Garden
	Are reduced speed school zones placed an appropriate distance from the school?			n/a
	Are the school zones adequately identified?		X	Could use more emphasis
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	Parent PU/DO on other side of Garden.
	Do signs adequately identify the intended street space usage?	X		No stopping all along Garden
	Do parent volunteers assist in controlling parking?		X	No, only for patrolling
Sidewalks	Are pedestrian facilities adequately provided in the vicinity of the school?		X	None on Garden
	Are sidewalks continuous along the major routes to the school?		X	None on Garden/
	Are the sidewalks clear of obstructions?		X	Utility poles
Sight Lines	Do geometrics provide for adequate site lines?		X	Horizontal curve along Garden
	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	No marked crosswalk
	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	No signs/markings
	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		
	Were road markings adequately maintained?		X	Most are faded or narrow
	Was drainage adequately maintained?	X		
Sidewalks	Were sidewalks adequately maintained?			n/a
	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	backing
	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	In front parking lot
	Did cyclists ride inappropriately on sidewalks?	X		
Pedestrians	Did pedestrians jaywalk in the vicinity of the school?		X	All across Garden
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?		X	In front lot
	Did pedestrians ignore pedestrian crossing facilities?			n/a (none provided)
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 C

Student Questionnaire Responses

Total Responses: 81

Grade 4: 21

Grade 5: 26

Grade 6: 34

The students surveyed at Robert Rundle Elementary School indicated that private vehicle and school bus are common modes of transportation amongst the students. A smaller number reported walking to and from school. During inclement weather, the majority noted that they abandon active modes for the school bus or a private vehicle. However, a small number stated that they still walk to school during those times.

Those surveyed expressed concern over strangers, bus or car accidents, and snow and ice on their way to and from school. They noted that improved road safety, feeling safe, and more company would help encourage them to use active modes of transportation. They thought that more crosswalks and sidewalks, more lights, signs, and supervision, and more parking would improve the overall safety of children's journeys to school. For their personal journey's to and from school, the student's expressed a need to avoid ice and snow, and for better drivers and less traffic.

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	0	5	Convenient (live close, parents work)	5
				Fast	1
				Safe	0
				Because of the weather	0
				Fun	1
Walking with others	4	3	4	Convenient (live close, parents work)	7
				Fast	2
				Safe	1
				Because of the weather	1
				Fun	2

Riding my bike	3	2	1	Convenient (live close, parents work)	4
				Fast	2
				Safe	0
				Because of the weather	0
				Fun	0
Taking the school bus	2	11	9	Convenient (live close, parents work)	16
				Fast	1
				Safe	1
				Because of the weather	0
				Fun	3
Being driven in a car	11	10	14	Convenient (live close, parents work)	27
				Fast	7
				Safe	1
				Because of the weather	2
				Fun	0
Another way	1	1	1	Convenient (live close, parents work)	1
				Fast	0
				Safe	1
				Because of the weather	0
				Fun	1
Blue Sky Ideas	0	**0**	0	•	0
				•	0
Total	**21**	**26**	**34**		**87**

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	0	5	Convenient (live close, parents work)	0
				Fast	0
				Safe	1
				Because of the weather	0
				Fun	0
Walking with others	6	7	4	Convenient (live close, parents work)	9
				Fast	0
				Safe	1
				Because of the weather	0
				Fun	2
Riding my bike	2	2	1	Convenient (live close, parents work)	2
				Fast	0
				Safe	1
				Because of the weather	0
				Fun	1
Taking the school bus	1	12	8	Convenient (live close, parents work)	9
				Fast	2
				Safe	1
				Because of the weather	0

				Fun	0
Being driven in a car	10	11	12	Convenient (live close, parents work)	14
				Fast	2
				Safe	2
				Because of the weather	0
				Fun	2
Another way	0	0	1	Convenient (live close, parents work)	0
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Blue Sky Ideas	0	**0**	0	•	0
				•	0
Total Responses	**20**	**32**	**31**		**49**

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	
3	Yes, I still walk.	2	Yes, I still walk.	6	Yes, I still walk.
0	Yes, I still ride my bike	0	Yes, I still ride my bike	1	Yes, I still ride my bike
3	No, I take the bus.	9	No, I take the bus.	6	No, I take the bus.
9	No, I get driven.	8	No, I get driven.	5	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	7	6	5
Bus or car accidents	4	4	12
Speeding	0	1	0
Busy roads	6	4	5
Crossing the street	6	8	4
Strangers	15	5	10
Bullies	7	0	3
Other (surroundings, storms, etc.)	31	12	10

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	1	2
Road safety (look before you cross, walk bike across road, etc.)	50	24	8
Living closer	0	0	0
Getting there faster	0	0	0
Better behavior of other children	1	0	0

Feeling safe	4	6	6
Nothing (don't need help etc.)	0	0	0
Other (pepper spray, blue sky ideas, etc.)	24	11	15

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.)	32	29	8
More lights/signs/supervision	8	0	16
Better drivers		4	2
More parking	7	9	1
Walking bikes across street	1	0	0
Crossing guards	0	3	1
Nothing	0	0	1
Other (seat belts, blue sky, etc.)	17	18	20

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	6	1
Don't talk to strangers	0	0	0
Better drivers/less traffic	1	0	1
Better behavior on school bus	0	1	1
No	2	7	5
Other (blue sky, etc.)	18	3	6

APPENDIX HH

ST ALBERT HIGH SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

St. Albert Catholic High School

City of St. Albert
March 2, 2015





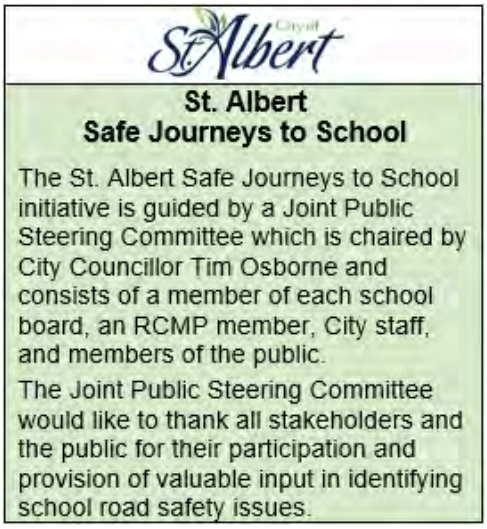
St. Albert Catholic High School
Safe Journeys to School Plan

Address:	33 Malmo Avenue	# Staff:	52
School District:	Catholic School District	# Students:	575
Grades:	10 to 12	# Buses:	Approx. 30 (shared)
Principal:	Garret Doll/Cathy Rasmussen	#Bus Riders:	305

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.



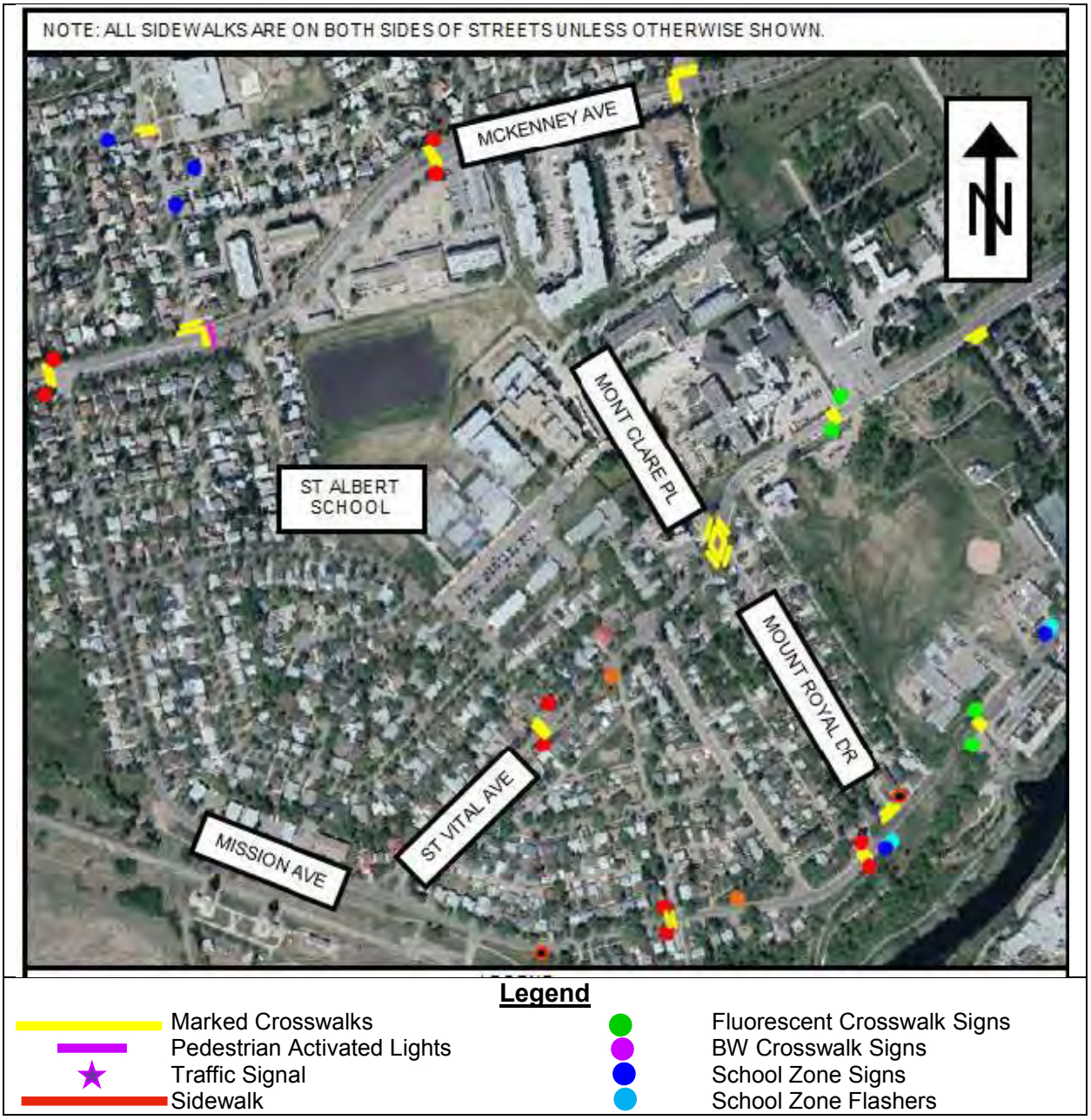
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. 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 23, 2014	Date:	October 9, 2014
Location:	St. Albert High School	Time:	PM Pick-up
Attendance:	13	Weather:	Clear

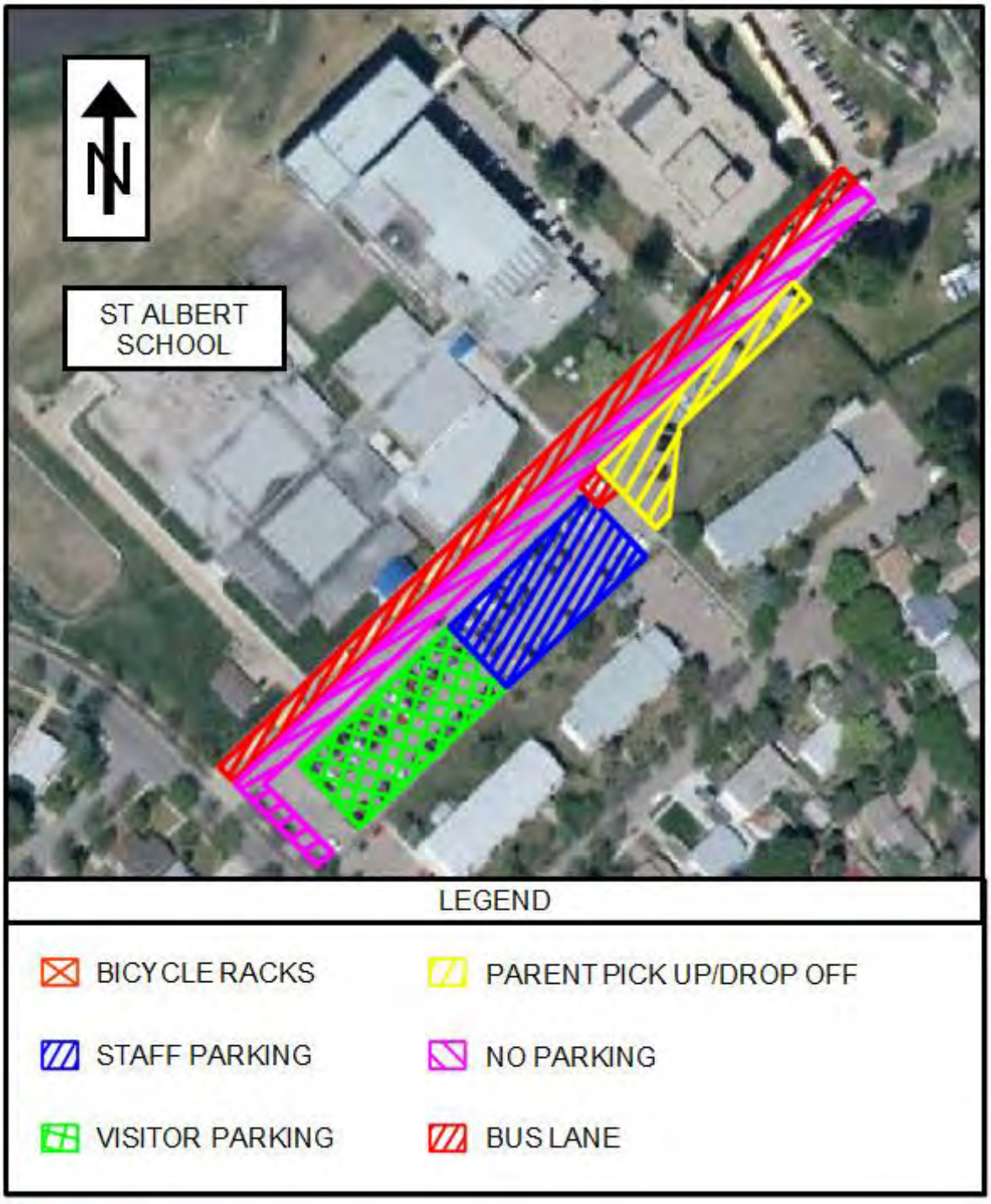
AREA PLAN

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

Concerns were expressed about Mont Claire Place and St. Vital Avenue. Participants noted that the marked crosswalks are not perceived to be safe, which encourages jaywalking. The intersection of Mont Claire Place and St. Vital Avenue, currently a 4-way stop, was identified as a high traffic area.

Another major concern revolved around the current bus unloading and pick up system. Participants noted that the buses have only a very narrow area to pass each other and that often the buses cued in the afternoon extend into the traffic lane and block traffic. Overall, the parking area at the school was criticized for having bottlenecks and being too congested.

Participants recommended a number of solutions including a separate enlarged bus bay, an improved 1-way flow of traffic through the parking lot, and repainting of the current crosswalk lines. Participants noted that consideration should be given to peak times of traffic, such as around afternoon dismissal, and that shared transportation should be considered with the nearby Junior High schools.

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.

Survey respondents indicated that the average distance travelled to St. Albert Catholic High School fell between 1 km and 5 km. Respondents noted that the majority of those trips are made by school bus, while a smaller number reported trips by private vehicle or walking. Those modes of transportation were chosen for their relative safety, convenience, and affordability. Respondents who chose to not have their children walk or bike to school attribute this decision to the length of trip, unsafe vehicular traffic, and extreme weather conditions.

A major concern for survey respondents was driver behavior. They noted that drivers often do not stop for children at the crosswalks, or they attempt to weave through while children are crossing the road. Failures to stop at stop signs and crosswalks were also reported. Suggestions for improvement included increased enforcement such as heaver fines, bus stops located in places where children would not have to cross busy roads, and increased education for students on safe pedestrian practices.

STUDENT QUESTIONNAIRE SUMMARY

Private vehicle and school bus ranked as the top modes of transportation for those surveyed in the Grade 10 to 12 age group. A smaller number indicated that they walk or bike to school. Convenience and fun were the top variables mentioned that influenced transportation mode choice. The majority of the students surveyed noted that during inclement weather conditions they forgo active transportation for private vehicle or school bus. A smaller number did state that they still walk or bike to school.

Snow and ice, bus or car accidents, and busy roads were they main concerns of students in this age group. Snow and ice was the primary concern of each cohort in this age group. The respondents felt that improved road safety, living closer, and feeling safe would encourage students to use active modes of transportation. They also felt that the addition of more lights, signs and supervision, more parking, and more crosswalks would help improve the overall safety of children's journeys to and from school. The majority felt that better drivers and less traffic would help improve their personal journeys to and from school.

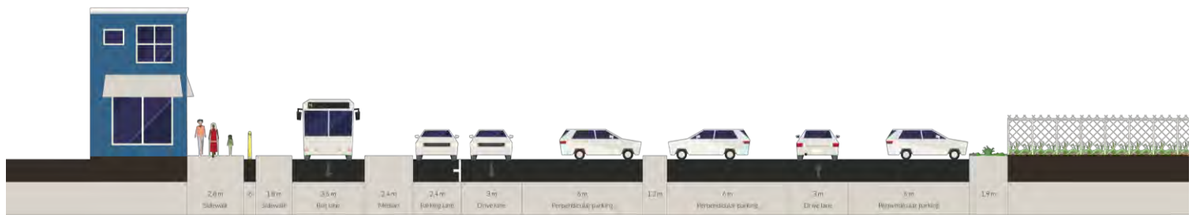
Collision History

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 St. Albert High 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
1a	**Students crossing between buses and blocking of wheelchair ramps** Students currently cross through the densely parked buses adjacent to the school to access the student parking. This creates sight distance issues for motor vehicles travelling through the parking lot, even though this is slightly mitigated by having the parking lot operate as a one-way loop. Buses also block the wheelchair ramps that are currently in place along the south sidewalk of the school.		<u>1a. Park buses to prevent students crossing between them</u> Develop a parking plan for the school buses that allows gaps for students to cross at appropriate locations and encourage bus drivers to park close enough to the bus in front as to physical prevent pedestrians from walking between.	Encouragement	Short Term	School District
			<u>1b. Construct parent pick-up/drop-off area adjacent bus area</u> The parking lot adjacent to the school has adequate space to allow for the creation of a formalized pick-up/drop-off area adjacent to the bus parking. The reconstruction of the parking lot would allow for more formalized crossing areas to be created by using fencing and signed and marked crossing areas. By creating a formalized pick-up/drop-off zone adjacent to the school bus loading area, pick-up/drop-off will no longer need to occur ad-hoc in the open areas and empty stalls of the parking lot.	Engineering	Long Term	School District
1b	**Pick-up/drop-off in middle of parking lot** Pick-up/drop-off occurs ad-hoc in the open areas and empty stalls of the parking lot resulting in less predictable movements by drivers.		Parking lot reconfiguration to allow for formalized pick-up/drop-off area and more controlled crossing locations in parking lot 			
2	**Pedestrian route crosses parking lot** Currently students need to cross the parking lot to connect between the school and the walkway connecting Marion Crescent. The existing crosswalk, which is located at the entrance to the main parking lot, is in need of repainting and is not of typical design.		<u>2. Replace parking lot crosswalk with zebra/ladder markings</u> The pavement marking for the crosswalk in the parking lot should be replaced with a ladder or zebra crosswalk marking, in conjunction with appropriate pedestrian crossing signs. The parking lot already has speed bumps present, so there is an opportunity to have this as a raised crosswalk to help manage speeds in the area. To reduce the distance of the crossing it is suggested that sections of sidewalk be constructed adjacent the parking stalls. 	Engineering	Short/Medium Term	School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Higher vehicle speed in vicinity of school** Adjacent to the school on Malmo Avenue, higher vehicle speeds were observed. This is particularly troublesome given the pick-up/drop-off activity that sometimes occurs on Malmo Avenue and the students walking in the area.		3. Implement School Area on Malmo Avenue It is suggested that School Area signs be posted on Malmo Avenue to identify to motorists that school related activity including pedestrians and pick-up / drop-off actions may be occurring. 	Engineering and Education	Short Term – 1st Priority	City of St Albert
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 Term	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 Term	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 Term	School

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
5	**Adherence to traffic control devices** It was reported during public engagement activities that adherence to traffic control devices in the area (in particular the 4-way stop at St Vital Ave / Mont Clare Pl / Mt Royal Dr) is lacking.		5. Enforce the proper use of the traffic control devices in area Engage with the Police and Bylaw Services to enforce traffic control devices in the area to ensure proper compliance.	Enforcement	Short Term	RCMP

Appendix A
Open House Comments

Public Workshop Summary

St. Albert Catholic High School

September 23, 2014

The complete workshop summary is as follows:

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

    - Jaywalking (on Mont Claire Place)
    - Poor visibility (rounding corner of St. Vital Avenue, before Mont Claire Place intersection)
    - 4-way stop – no cars are stopping (at St. Vital Avenue and Mont Claire Place)
    - Very high traffic at 4 way stop – especially in the PM (at St. Vital Avenue and Mont Claire Place)
    - Encourages jaywalking as marked crosswalks are not safe (on Mont Claire Place)
    - Speeding on Mission Avenue
    - Transit is biggest challenge to crosswalk safety
    - Mornings – everyone is in a hurry
    - Bylaw to have buses not engage red stop lights at pick up and drop off and allowing traffic to pass has contributed to a very dangerous situation especially on rural pick up (drop offs) to St. Albert schools. Drivers frequently "blow by" between stopped bus with lights flashing and children about to cross the driving lane.
    - Congestion (in bottle neck of parking lot – before entering area with parking lot's island)
    - Very narrow drop-off area, and prohibited to use (heading towards school on Mont Claire Place – with island of trees - beside school)
    - Busses passing each other within very narrow area. (in parking lot – heading into bottle neck towards Malmo Avenue)
    - Busses queued in PM obstructs traffic (in parking lot - beside parking island heading towards Malmo Avenue)
    - Strip mall (where apartments are north of school and Mont Claire Place dead end)

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

    - Bus bay (in parking lot)
    - 1-way would be good (in parking lot, moving from high school, towards Malmo Avenue and back up – around parking island)
    - Move parking SE (in parking lot, pointing towards apartment buildings)
    - Exit only (entering Malmo Avenue from parking lot)
    - Cross walk (at corner of St. Vital Avenue and Mill Drive)
    - Pedestrian bridge traffic (on Mill Drive, in between Mural Crescent and St. Vital Avenue)
    - Cross walk needs re-painting (at bottle neck in parking lot)
    - Build a sidewalk (along St. Vital Avenue toward Mont Claire Place going SW)
    - [Be aware of] student daytime traffic for activities (along St. Vital Avenue – heading west towards school)
    - Vehicles turning left onto NE St. Vital Avenue (at St. Vital Avenue and Mont Claire Place intersection)
    - Better coordinate bus entry order (in parking lot – heading into bottle neck towards Malmo Avenue)
    - Suggest that a drop-off zone be considered (in parking lot – by parking island, heading away from Malmo Avenue and towards bottle neck)
    - All vehicles able to flow through (in parking lot towards Malmo Avenue exit)
    - Gate need to be open for all vehicles (in parking lot towards Malmo Avenue exit)
    - Consider an Exit-Only lane (in parking lot towards Malmo Avenue exit)

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?**

    - Study review should ideally take place both during AM and PM peak
        - If not both, choose PM peak (2:40 dismissal)
        - Shared transportation with Jr/Sr high – observe morning/afternoon
    - Consider construction time conditions (on Erin Ridge Drive N and Everitt Drive N)
        - Future school site – K-9? (across from Costco on Everitt Drive)
        - Construction blocking the road
        - Poor visibility due to construction
        - Road maintenance vehicles/ show clearing
        - High PM traffic
        - Unreliable school bus service due to detour

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?**

    - Best practice – school staff monitoring peak times

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?		
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?		
	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?		
	Is adequate space provided for school bus area?		
	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?	X	
	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?	X	
Bike Paths	Were bike paths adequately maintained?		
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?		
	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 II

LEO NICKERSON ELEMENTARY SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Leo Nickerson Elementary School

City of St. Albert
March 2, 2015





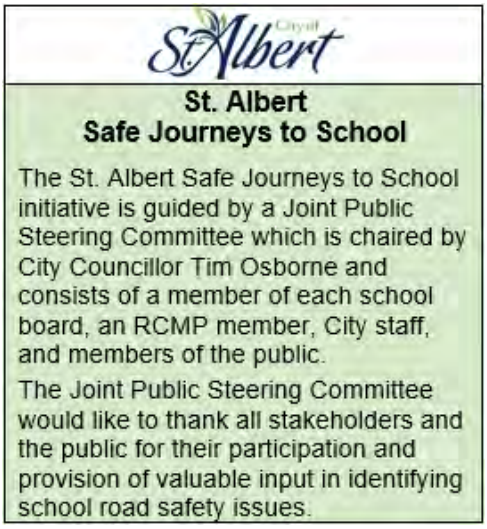
Leo Nickerson Elementary School
Safe Journeys to School Plan

Address:	10 Sycamore Avenue	# Staff:	65
School District:	Public School District	# Students:	692
Grades:	K to 6	# Buses:	15
Principal:	Kevin Jones	#Bus Riders:	386

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 24, 2014	Date:	October 8, 2014
Location:	Leo Nickerson	Time:	AM Pick-Up
Attendance:	16	Weather:	Clear

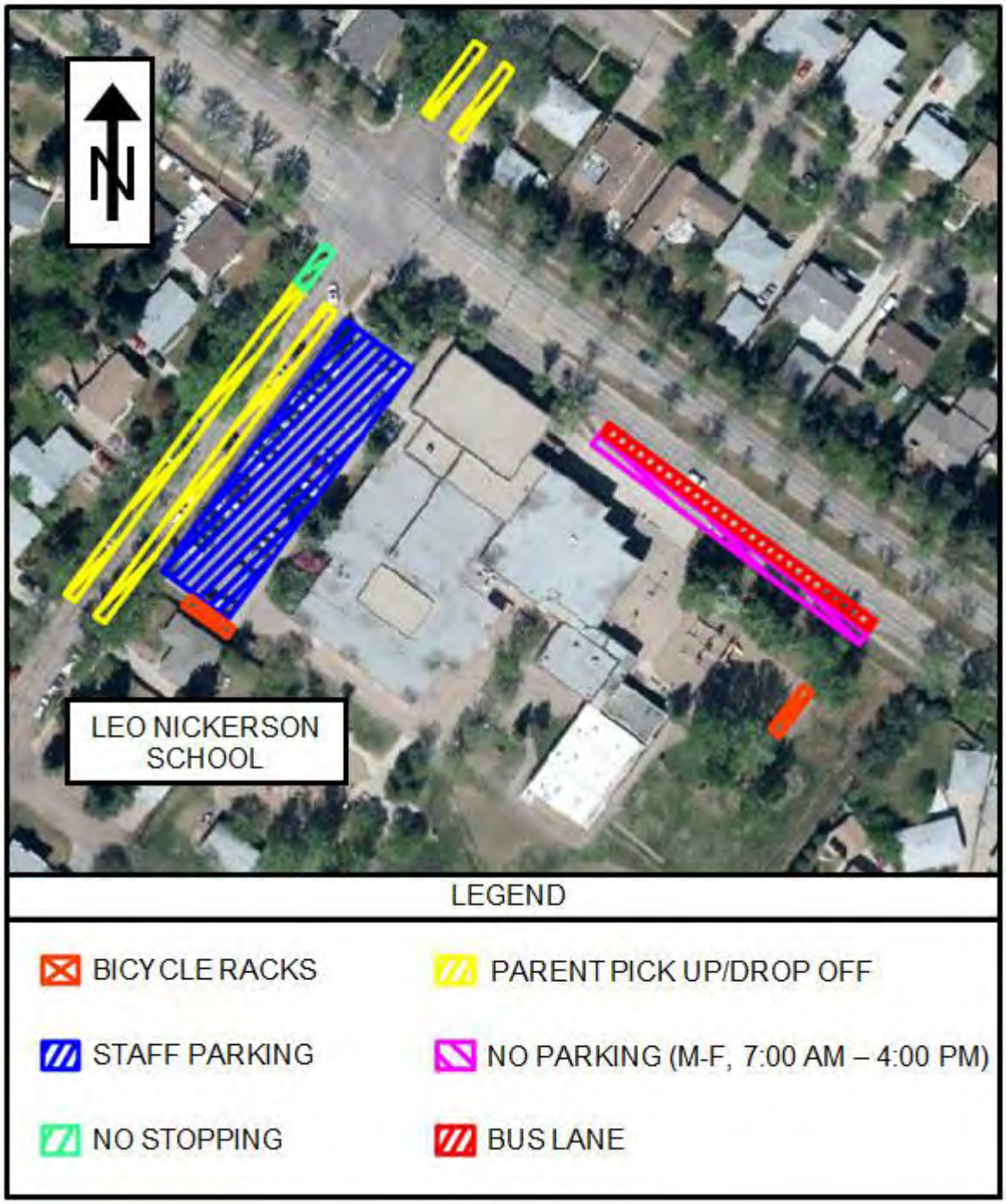
AREA PLAN

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 greatest concern of workshop participants was the congestion around the school. Participants noted that the intersection of Cunningham Road and Farmstead Avenue and Sycamore Avenue is very busy. Speeding down Cunningham Road was also noted.

Sycamore Avenue, which runs in front of the staff parking lot, was cited as being very congested during pick-up/drop-off times. It was noted that parents often double park, or stop in the middle of the road to wait for their children. In the winter, this problem is escalated due to snow storage.

Participants recommended that the parking lot at the end of Sycamore Avenue be utilized more as a drop-off zone (one recommendation was to offer Tim's cards as forms of encouragement for doing so), and that the bus lane should be turned into a kiss and drop zone when busses are not present. Enforcement of the intersection near the school was requested, as well as photo radar to help curb the speeding in the area.

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 trips reported by the survey respondents for Leo Nickerson Elementary School fell in-between 2.5 km and 5 km. A smaller number reported trips of between 1 km and 2.5 km. Respondents noted that the majority of these trips are taken by school bus, while a smaller number are either driven or walk to school. These modes of transportation were chosen by the respondents due to their relative convenience, safeness and quickness. Those that chose not to have their children walk or bike to school attribute this to the length of the trip, extreme weather and unsafe vehicular traffic.

The most commonly cited concerns by the survey respondents were unsafe behavior on the school bus by both the driver and the other children and the lack of a proper drop-off area in front of the school. Respondents noted that bus drivers often speed, and drive poorly while children on the bus often misbehave or are bullied. Respondents also indicated that the lack of a drop off zone has led to congestion and chaos in front of the school on Sycamore Avenue including double parking, jaywalking and drivers blocking crosswalks. They also noted that snow clearance is poor along that street. Suggestions for improvement included having a designated drop off zone, limiting parking to only one side of Sycamore Avenue, and utilizing the parking lot at the end of the street for parent parking. Respondents also suggested that more enforcement is needed for speeding and traffic infractions and that crosswalks should be more clearly marked.

STUDENT QUESTIONNAIRE SUMMARY

Survey Response Information

School	Total Number	By Grade		
		4	5	6
Leo Nickerson	165	95	31	39

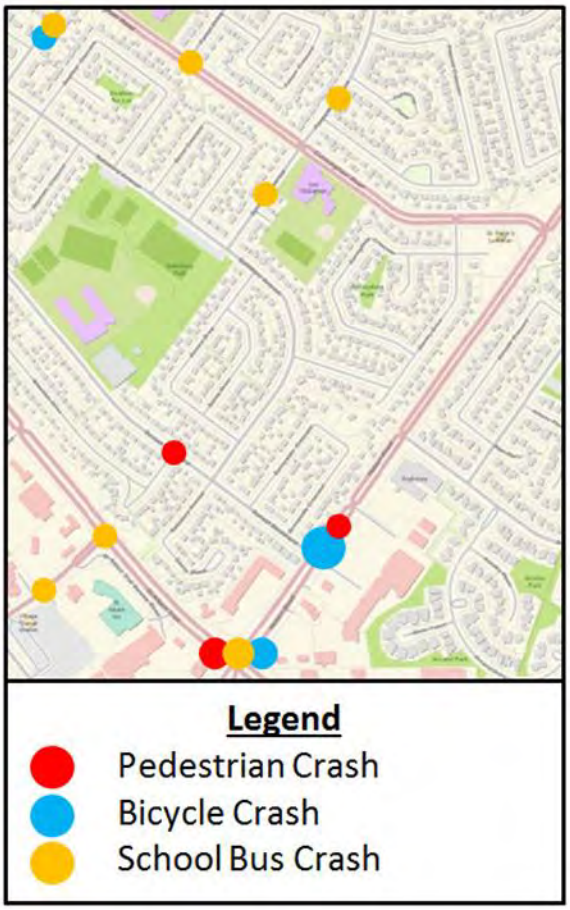
Private vehicle, school bus, and walking were identified as the main modes of transportation to and from Leo Nickerson Elementary School by the students surveyed. The vast majority also indicated that during poor weather conditions, they forgo active modes of transportation for the school bus or a private vehicle.

The students expressed concern over bus or car accidents, busy roads and traffic, and poor weather such as snow and ice or storms on their way to and from school. They noted that use of active transportation could be improved by having company, increasing road safety and by decreasing the duration of the journey. They indicated that more parking, more sidewalks, and more signs, lights and supervision would help increase the overall safety of children's journeys to school. The students indicated that better behavior on the school bus, better drivers, and less traffic would improve their personal trips to and from school.

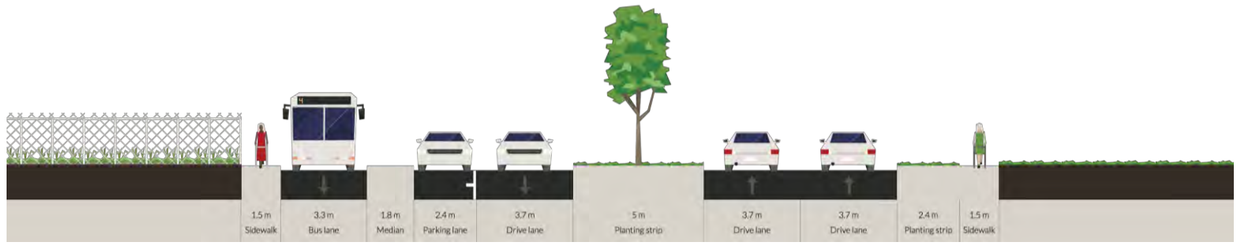
COLLISION HISTORY

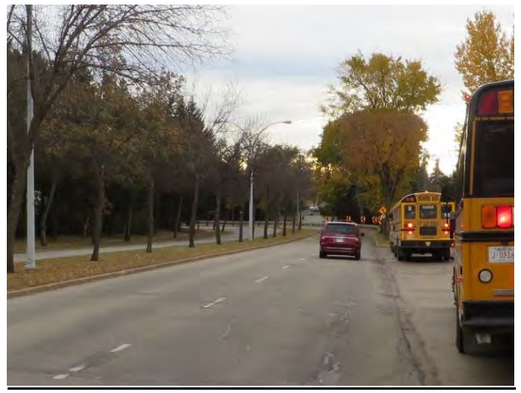
Area collisions that have involved pedestrians, cyclists, and school buses in the past five years are shown in the adjacent figure. A review of the collision history can provide information to identify where safety issues may exist and contributing factors that may be addressed through the safety review.

In the area surrounding Leo Nickerson School there have been four collisions involving a school bus, one involving a cyclist, and one involving a pedestrian in the past five years.



SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**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 due to pick-up/drop-off activity that is occurring on a number of adjacent streets. Frustration caused by delay related to congestion can cause motorists to act in unsafe and irrational manners.		<u>1a. 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 Term	School
			<u>1b. 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. An example would be to use the parking lot adjacent the soccer field on Salisbury Avenue.	Education	Short Term	School
			<u>1c. 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 Term	School
			<u>1d. Construct a pick-up/drop-off area along Cunningham Road</u> The removal of one travel lane on Cunningham Road would allow for the creation of a single pick-up/drop-off area, in addition to the bus loading that occurs in the provided lay-by. This, effectively, would be a Road Diet on Cunningham Road and would coincide with a similar treatment recommended at Paul Kane School.	Engineering	Long Term	City of St. Albert
						
2	**Crosswalk visibility on Cunningham Road** The pavement marking that exists at the Pedestrian Signal across Cunningham Road is in need of repainting. In addition, northbound motorists' line of sight to the pedestrian crossing signal is limited by tree branches.		<u>2a. Repaint crossing on Cunningham Road with ladder or zebra marking</u> The pavement marking for the Pedestrian Signal across Cunningham Road at the school should be repainted. A more visible crosswalk treatment, like the ladder or zebra marking, would be appropriate in this area and should replace the twin parallel line treatment. <u>2b. Trim boulevard trees on approaches to the pedestrian signal</u> Ensure that regular tree trimming maintenance occurs on the boulevard trees on Cunningham Road on the approach to the pedestrian signals in order to retain adequate sight distance.	Engineering Engineering	Short Term – 1st Priority Short Term – 1st Priority	City of St Albert City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
3	**Lack of pedestrian connection to School** Pick-up/drop-off activity is permitted along Sycamore Ave adjacent to the school parking lot; however, there is no sidewalk for students to load or unload from. In addition, the connection from this area to the school entrance is unclear.		3a. Provide sidewalk on south side Sycamore Avenue Provide a sidewalk along the south side of Sycamore Avenue for pick-up/drop-off activities. In addition, mark crosswalks across the driveway accesses to direct students to the school sidewalk. 	Engineering	Medium Term	City of St. Albert
4	**Higher vehicle speed in vicinity of school** High vehicle speeds were reported along Cunningham Road at the public engagement activities.		4a. Post speed reader boards along Cunningham Consider providing speed reader boards on Cunningham Road in the vicinity of the school site to remind drivers of the school zone could be effective measures to slow vehicle speed in this area.	Engineering	Short	City
			4b. Notify parents through school communication channels 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
			4c. Enforce posted speed limits Engage with the Police and Bylaw Services to enforce speed limits in the area to ensure proper compliance.	Enforcement	Short	City
			4d. Undertake road diet on Cunningham Road The proposed cross-section for Issue 1 reduces the southbound two through lanes to 1 through lane. This will have the additional benefit of reducing speeds in this area.	Engineering	Long	City
5	**Sign clutter at parking lot makes comprehension difficult** A number of signs are posted at the entrance to the parking lot of the school, with a variety of messages. The number of signs makes it difficult for drivers to read, understand, and comply with the messages that are being displayed.		5. Remove or consolidate signs The one-way signs at the entrance to the parking lot are unclear and redundant. A single one way sign (arrow only) would be sufficient to convey the intended message. Warning signs and Private Property signs can be consolidated on a single sign. Parking lot restricted access signs should be displayed on either side of the parking lot access to help reduce the visual clutter.	Engineering	Short	School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
6	**Double parking of school buses on Cunningham Road** School buses were observed to be double-parked on Cunningham Road. Any pick-up/drop-off activity that would occur under these circumstances would not be desirable and likely risky given the unexpected nature of pedestrians unloading from the street when a bus lay-by is present.		<u>6. Discourage school buses from double parking</u> Educate and communicate with drivers the dangers of this type of activity. More significant enforcement of this activity could be pursued, should compliance not result.	Education	Short	School District
7	**Low lighting to adjacent pathways** No dedicated lighting was observed for the pathway connection from the community to the school. If areas along a route are not felt to be safe or secure, walking and biking trips may be avoided, resulting in more vehicles ultimately travelling to the school.		<u>7. Install pedestrian lighting in pathway connections</u> Install pedestrian lighting in pathway connections, potentially using the existing utility poles that exist for installation.	Engineering	Medium	City

Appendix A
Open House Comments

Public Workshop Summary

Leo Nickerson Elementary School

September 24, 2014

The complete workshop summary is as follows:

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

- Distracted drivers with cellphones
- Speeding down here (Cunningham Road by front of school)
- When sun is low, can't see people crossing the street
- Buses in the middle of the intersection block visibility of drivers – can't see kids (Cunningham Road and Sycamore/Farmstead Avenues)
- No crosswalk here (crossing Farmstead Avenue parallel to Cunningham Road)
- Near collisions here a lot (Cunningham Road and Sycamore/Farmstead Avenues)
- Parking violations, unsafe turns
- Cars drive the wrong way in and out of the parking lot
- Kids run out between cars
- 2 kindergarten kids almost got ran over here (by bend in Forest Drive – by field separating Paul Kane and Lorne Atkins)
- Garbage collection happens at 8:30 – need better time (around Fallhaven Place)
- Light doesn't count down (crossing Cunningham Road from Farmstead Avenue to Sycamore Avenue)
- Intersection very busy (Cunningham Road and Sycamore/Farmstead Avenues)
- Tried to make parking lot a drop-off but there were too many liabilities
- Parents stop in the middle of the road, wait for kids (Cunningham Road and Sycamore/Farmstead Avenues intersection)
- Snow windrows make street narrow, cars can't pass.
- Parents enter the staff parking lot all of the time!

- People have run over safety cones in parking lot
- Daycare creates more traffic during drop-off/pick-up
- Buses are not supposed to turn left onto Cunningham (Cunningham Road and Sycamore/Farmstead Avenues intersection)
- No place to drop off kids
- 800 people access the school site every day
- 850 kids - traffic by school is crazy
- Neighbour complained about parking in front of his house – no parking zone There was a court process/there's a restraining order against neighbour
- Street not wide enough for 2-way traffic/snow – fender benders, getting mirrors ripped off.
- Kids crossing where there's no crosswalks – on Sycamore Avenue
- Traffic congestion on this street – too narrow for 2-way traffic – on Sycamore Avenue
- Need better snow removal in Sycamore Avenue
- Too much traffic at Leo Nickerson School
- Poirier, Kyler and Pine View intersections need traffic lights – very busy
- Cars park on both sides of street – too narrow – cars getting hit (in front of school – along Cunningham Road)
- People are parking almost on this corner (where Fallhaven Place meets up with Farmstead Avenue)
- Only place to drop off kids (15 minute zone) – not enough room (along Sycamore Avenue parallel to school)
- Too little parking in the area
- People park right up to crosswalk – kids can't see road (crosswalk from Salisbury Avenue to Sycamore Avenue)
- First Wednesday of the month is early dismissal and garbage pickup – more congestion
- Sidewalks not shovelled in front of school – becomes icy
- Dangerous in winter
- In winter cars get stuck in snow because pad isn't paved
- Parents not respecting parking laws

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

    - Support the pedestrian bridges idea
    - Place pedestrian bridges by/over every busy intersection by each school
    - Collect garbage earlier! (around Fallhaven Place)
    - Chain link fence along Cunningham Road separate sidewalk from road.
    - City bylaw gives tickets for parking/stopping in bus lane, but this area could be used by parents as kiss'n'go (Right in front of school, on Cunningham Road)
    - Some green area 1 block behind school could be converted to a parking lot/drop-off area. But, we can't afford to lose too much green space.
    - Parking here (green space one block from school along Salisbury Avenue)
    - City needs to repaint curbs yellow (at the Cunningham Road, and Sycamore/Farmstead Avenues intersection)
    - Make this a supervised kiss and drop off zone – no stopping (along Sycamore Avenue beside school)
    - Close street to public access in front of Nickerson
    - Get buses to go further down Forest Drive and turn left by Paul Kane (along Cunningham Road)
    - Clear snow here (parking pad along Salisbury Avenue)
    - Would like to get gates/bar and card access to parking lot – gate would be closed at drop-off/pick up

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?**

    - If people would park properly there would be more space for cars
    - People double-park on both sides of the road (on Sycamore Avenue)
    - Principal sometimes directs traffic on street in the winter
    - Habits have changed – parents are driving 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?**

    - Need more police enforcement
    - Parents are encouraged to park one block away – handed out Tim's coupons to reward
    - The biggest problem is the intersection – police need to be there
    - Safety patrols at this crosswalk (Cunningham Road and Sycamore/Farmstead Avenues)
    - Need photo radar in this area (along Herbert Road, and along Cunningham Road)
    - Have safety patrols in this direction (both directions on Cunningham Road)
    - Parents need education – do unsafe things
    - Enforcement of speeding on Cunningham (Road)
    - Enforcement needed – bylaw, police
    - Already blocking off entrances w/pylons
    - Most education needs to be directed to the parents
    - No traffic safety education once kindergarten
    - Police & bylaw presence is needed

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

    - Flow of traffic during drop-offs
    - Want buses to come straight in not turn
    - Follow-up with residents after. Ex. poll

Appendix B
Student Engagement Results

Safe Journeys to School Student Questionnaire

Leo Nickerson Elementary School

Total Responses: 165

Grade 4: 95

Grade 5: 31

Grade 6: 39

Private vehicle, school bus, and walking were identified as the main modes of transportation to and from Leo Nickerson Elementary School by the students surveyed. The vast majority also indicated that during poor weather conditions, they forgo active modes of transportation for the school bus or a private vehicle.

The students expressed concern over bus or car accidents, busy roads and traffic, and poor weather such as snow and ice or storms on their way to and from school. They noted that use of active transportation could be improved by having company, increasing road safety and by decreasing the duration of the journey. They indicated that more parking, more sidewalks, and more signs, lights and supervision would help increase the overall safety of children's' journey's to school. The students indicated that better behavior on the school bus, and better drivers and less traffic would improve their personal trips to and from school.

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	2	2	2	Convenient (live close, parents work)	6
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	0
Walking with others	10	4	8	Convenient (live close, parents work)	18
				Fast	5
				Safe	0
				Because of the weather	1
				Fun	2

Riding my bike	4	2	3	Convenient (live close, parents work)	6
				Fast	5
				Safe	0
				Because of the weather	1
				Fun	2
Taking the school bus	36	10	5	Convenient (live close, parents work)	38
				Fast	10
				Safe	0
				Because of the weather	0
				Fun	1
Being driven in a car	41	13	18	Convenient (live close, parents work)	56
				Fast	11
				Safe	3
				Because of the weather	2
				Fun	4
Another way	2	0	3	Convenient (live close, parents work)	3
				Fast	1
				Safe	0
				Because of the weather	1
				Fun	5
Total Responses	**95**	**31**	**39**		

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	2	2	4	Convenient (live close, parents work)	8
				Fast	0
				Safe	0
				Because of the weather	0
				Fun	1
Walking with others	7	4	10	Convenient (live close, parents work)	17
				Fast	3
				Safe	0
				Because of the weather	0
				Fun	5
Riding my bike	4	2	4	Convenient (live close, parents work)	7
				Fast	2
				Safe	0
				Because of the weather	0
				Fun	5
Taking the school bus	35	10	5	Convenient (live close, parents work)	44
				Fast	3
				Safe	1
				Because of the weather	0
				Fun	3

Being driven in a car	39	11	17	Convenient (live close, parents work)	56
				Fast	8
				Safe	1
				Because of the weather	0
				Fun	8
Another way	2	0	3	Convenient (live close, parents work)	3
				Fast	1
				Safe	0
				Because of the weather	0
				Fun	3
Blue Sky Ideas	0	0	0	•	
				•	
Total Responses	**89**	**29**	**33**		

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.	9	3	8
Yes, I still ride my bike	2	0	0
No, I take the bus.	20	8	5
No, I get driven.	24	6	20

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/storms	8	5	1
Bus or car and accidents	28	10	12
Speeding	2	1	4
Busy roads/traffic	14	2	2
Strangers	11	2	2
Crossing the street	7	2	5
Construction	2	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 4	Grade 5	Grade 6
Company (parents, friends)	14	2	7
Road safety (look before you cross, walk bike across road, etc.)	10	2	9
Living closer	1	2	1
Getting there faster	6	2	4
Feeling safe	1	2	1

Better behavior of other children	9	1	1
Blue Sky comments (breakfast, reading)	0		0
Nothing (don't need help, etc.)	6	3	2

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	3	3	2
Sidewalks	14	2	4
More parking	21	2	3
Walking bikes across street/crossing street safely	4	4	8
Better drivers	2	0	3
More signs/lights/supervision	11	0	5
Crossing guards	5	1	4
Nothing	2	4	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	1	1	0

Don’t talk to strangers	0	1	0
Better drivers/less traffic	9	0	1
Better behavior on school bus/on the way to school	19	0	7
No	29	16	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?	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?	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 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 JJ

BERTHA KENNEDY CATHOLIC SAFE JOURNEY TO SCHOOL PLAN

Safe Journey to School Plan

Bertha Kennedy Catholic Community School

City of St. Albert
March 2, 2015





Bertha Kennedy Catholic Community School
Safe Journeys to School Plan

Address:	175 Larose Drive	# Staff:	25
School District:	Catholic School District	# Students:	250
Grades:	K - 6	# Buses:	5
Principal:	Scott Johnston	#Bus Riders:	73

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 9, 2014
Location:	Bertha Kennedy School	Time:	2:30 – 4:30 PM
Attendance:	13	Weather:	Sunny, 17 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.

NOTE: ALL SIDEWALKS ARE ON BOTH SIDES OF STREETS UNLESS OTHERWISE SHOWN.

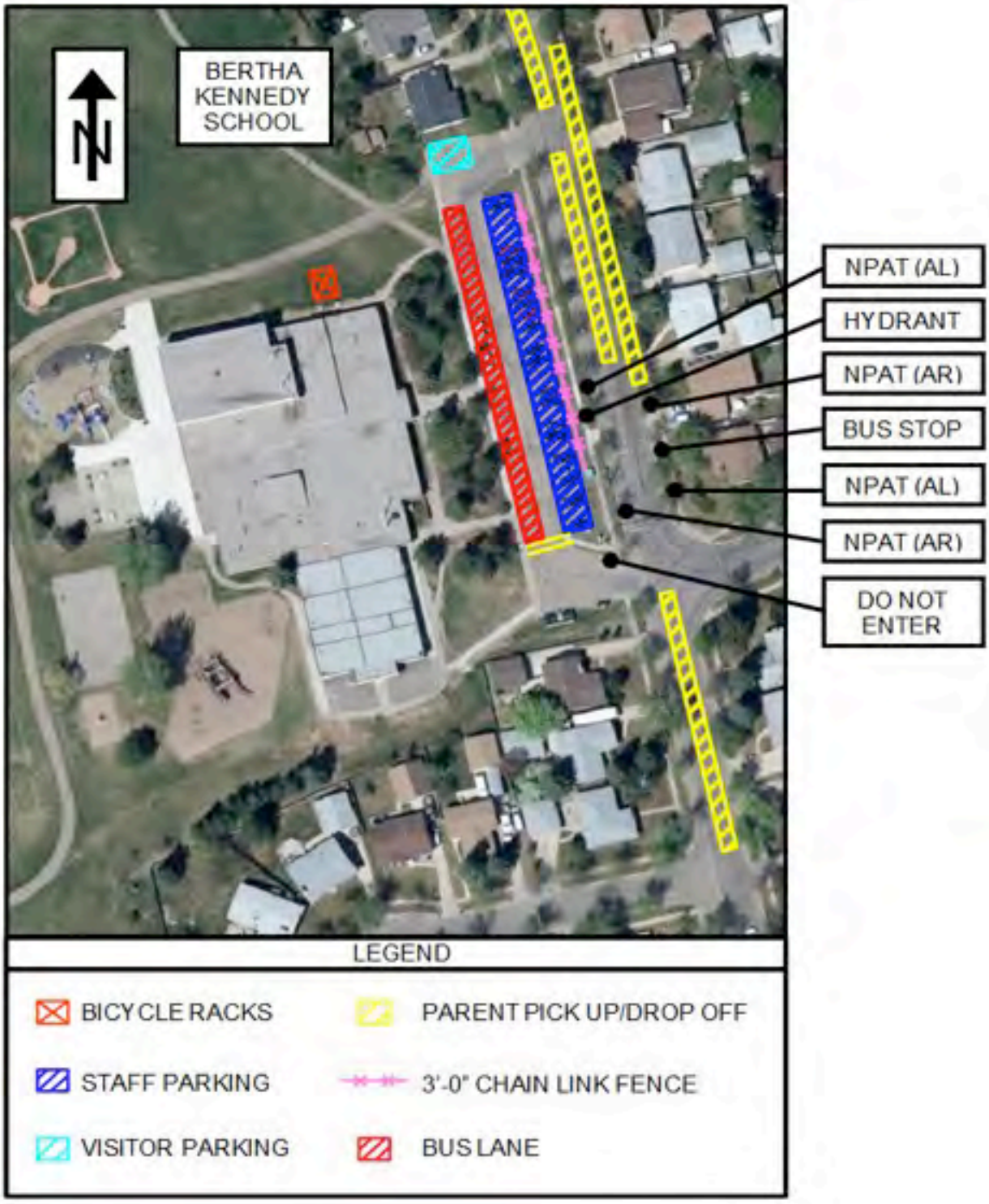


LEGEND

- MARKED CROSSWALK
- FLUORESCENT CROSSWALK SIGNS
- PEDESTRIAN ACTIVATED LIGHTS
- B/W CROSSWALK SIGNS
- SCHOOL ZONE SIGNS
- SCHOOL ZONE FLASHERS
- PLAYGROUND
- NO SIDEWALK
- CROSSWALK AHEAD
- TRAFFIC SIGNAL
- PATH

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 24, 2014

Issues related to parking were a key concern for workshop participants. This included illegal parking on and near crosswalks, parking in no parking spots, poor visibility in the parking lot, and double parking. Poor driver behaviour was also a concern; some issues noted included speeding through parking lots and rolling through stop signs. Crossing the street to the school was also noted as a concern. Participants noted that jaywalking occurs at Larose Drive and Leddy Avenue and in particular at the south entrance of the parking lot.

Participants suggested that more proper parking or a drop off zone be made for parents, and that enforcement be increased concerning speed limits and parking zones. Improved crosswalks and visible crosswalk signs were also requested, along with an enlarged school zone. Providing better snow clearance, including the removal of windrows was also a suggestion brought forth.

PARENT ENGAGEMENT RESULTS

Total Survey Responses: 16

The majority of trips to Bertha Kennedy Catholic Community School were listed by the survey respondents as falling between 1 km to 2.5 km or less. A smaller number indicated that longer trips of 2.5 km to 5 km or over 5 km were taken. The vast majority of these trips were taken by car or on a school bus. A smaller percentage reported their children walking or biking to school. Respondents attributed those choices to their relative safeness, quickness and convenience. They stated that the length of the trip, unsafe vehicle traffic and extreme weather contributed to their children not walking or biking to the school.

Respondents noted that a regular concern around the school is cars parking too close to and blocking the view of crosswalks. Speeding through the school zone was also noted as a concern multiple times. In particular Larose Drive was cited as a problem street near the school. Concerns were also expressed with the current bussing system including bus stops in inconvenient locations, poor bus driver behaviour and the inability of the busses to use their stop sign and lights. Respondents suggested improvements such as more police enforcement, noticeable no-parking zones and signs, a clear drop-off zone with more parking, and better bus driver behaviour. Improving sight lines along the streets by adding more no-parking zones and clearing snow effectively was also stressed.

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.

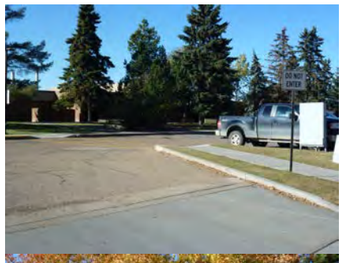
Where provided, details of the collisions shown were reviewed. Of the bicycle and pedestrian related collisions, most occurred well outside of school hours and do not appear to be related to school journeys. The school bus collisions were minor in nature and involved no injuries.



Legend

- Pedestrian Crash
- Bicycle Crash
- School Bus Crash

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Larose Drive – parking restrictions** Parked vehicles blocking visibility of pedestrian activated crosswalk signal activities. 		<u>1.Change "no parking" near crosswalks and bus stop on Larose to "no stopping"</u> NPAT – No Parking Anytime NSAT – No Stopping Anytime AR – Arrow Right AL – Arrow Left DA – Double Arrow 1a. On the west side of Larose Drive, revise the NPAT (AR) just north of the pedestrian activated signal to NSAT (DA). Cars should never stop in this zone as they block visibility of pedestrians crossing at all times of day. 1b. On the east side of Larose Drive, existing NPAT (AL) sign between Leddy and the bus stop, add a NSAT (AR) to same post as no cars should stop between the bus stop and the crosswalk. 1c. Due to the danger of blocking visibility of pedestrians, police should conduct targeted parking enforcement once signs are changed.	Engineering Engineering Enforcement	1st Priority 1st Priority Short	City City City
2	**On-Site Circulation** On site loop is reserved for staff parking access and school buses from 08:00-16:00. No violations were observed at time of visit. Comments indicate that parents are driving through loop, sometimes in wrong direction. Principal indicates new signing has helped.	 	<u>2. Replace, relocate or unhide one-way and do not enter signs</u> 2a. The One Way sign at north end of parking lot is completely obscured by tree branches. The sign should be relocated closer to the entrance or the tree pruned well back.  2b. The Do Not Enter sign in the south driveway should be replaced with MUTCDC standard signs. An additional sign should be added at south side of driveway as existing sign is not visible to southbound drivers. 	Engineering Engineering	Short Short	School District School District

3	**Pedestrian connection from Kindergarten side to crosswalk at Leddy Ave.** Sidewalk from kindergarten leads pedestrians into driving lane with no protection.		<u>3. Paint crosswalk across lot to signalized crossing at Leddy Ave.</u> Paint crosswalk to guide pedestrians to the signalized crossing at Leddy Ave. Could also be combined with existing crosswalk just to the north to form a single pedestrian crossing zone.  	Engineering / Encouragement	Short	School District
4	**Speeding on Larose Drive**	School zone is combined with William D. Cuts School creating a zone almost 600 metres in length. 	<u>4a. Install reminders of school zone speed limit</u> Length of the school zone may lead to driver frustration and impatience. Some drivers may increase speed after having passed one school not realizing there is another school around the curve. Recommend installation of mid-zone reminder signs indicating zone is still in effect. An alternative is to break the two school zones up and install begin and end zone signs for each school. (back-to-back zones). <u>4b. Install speed reader boards on Larose Drive and enforce</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.	Engineering Education / Encouragement	Short Short	City City / Police

5	**Larose Drive between Longview Crescent and Laydon Drive – midblock crossing** Shared use pathway crosses Larose Drive midblock on a curve.		Existing crosswalk can be difficult to see and would benefit from enhancement. <u>5a. Repaint crosswalk on Larose between Longview and Laydon</u> Initially repaint crosswalk with ladder style markings, install advance pedestrian crossing signs and a NSAT sign 15 m ahead on the northbound approach (park side). <u>5b. Provide curb extensions at Larose Crosswalk</u> Ideally, curb extensions should be constructed and a raised crosswalk installed. This will shorten the crossing distance for pedestrians and cyclists and increase visibility for both pedestrians and drivers. The raised crosswalk would also act as a traffic calming device for the neighbourhood.  This also provides protection for the bus stop immediately north of the crosswalk.	Engineering Engineering	1st Priority Medium	City City
6	**Pedestrian activated signal at Larose Drive and Leddy Avenue** Visibility of crosswalk lines.	Crosswalk lines are narrow and would benefit from increased visual target value. Eastbound and westbound drivers may not easily see signal display when turning at intersection. 	<u>6a. Paint ladder markings at Larose Dr /Leddy Ave intersection</u> Recommend ladder style markings to enhance visibility of crossing from all directions. 	Engineering	1st Priority	City

Appendix A
Open House Comments

The complete workshop summary is as follows:

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

    - Speed in parking lots is a problem
    - Visibility of kids in parking lot is poor
    - Parking in no parking zones
    - Crossing here is a problem (south parking entrance)
    - Illegal parking (south entrance in front of garbage bins)
    - Major congestion area (Larose Drive and Leddy Ave)
    - Illegal parking on or near crosswalks is too common
    - Parking too close to corners (Lloyd Place & Leddy Ave)
    - The school zone does not end at the crosswalks (Leddy Ave)
    - Daycare staff park on road + windrows = congestion (Larose Drive and Lorraine Crescent)
    - Too much congestion (Larose Drive and Lockhart Drive)
    - Poor driving behaviour habits
    - Rolling thru stop signs is a major issue (Leddy Ave and Larose Drive, northeast corner)
    - Crossing issues ((1) parking lot south entrance island jut out (2) Larose Drive, Leddy Ave southwest corner)
    - Parking issues (Lawrence Crescent)
    - Jaywalking – crosswalk signs facing towards school (Larose Drive and Leddy Ave)
    - Double parking – U-Turns – Distracted Driving (Larose Drive east side just before north parking entrance)
    - Where are the police when you need them?

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

    - Parents going wrong way (north entrance Larose Drive)
    - No Parking (corner, north entrance Larose Drive)

- Should haul away snow. No windrows (Larose Drive west sidewalk)
- More parking for parents
- Enlarge school zone with proper signage
- Lines + Lights are working well (Larose Drive and Leddy Ave)
- Enlarge school zone. Start here. (Lamoureux Place and Leddy Ave)
- Visible crosswalk signs or better enforcement (Longview Crescent)
- Major crossing here (Approx. 300 ft. west of Larson Ave on Larose Drive)
- Need a parent drop and go zone/facility e.g. with William D Cuts (inside corner northeast Larose Drive)
- Leave speed limit at 50 (Dawson Rd)
- Good light here (Dawson Rd and Leddy Ave)
- Need a crosswalk here (Larose Drive and south entrance to Lawrence Crescent coming from the park's trail)

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 a RCMP liaison to talk to parents!

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?**

- Staff enforcement of parking lot usage has been the biggest fix
- Walking +/or bicycling, school bus
- Enforcement of speed limits is also needed here (east direction from Lorraine Crescent on Larose Drive for 400 ft)
- Speeding to slowing before cop stop by BKCSS (Leddy Ave)
- Free bussing would increase ridership

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

- Crosswalk is working here (Larose Drive, south of Longview Cr, north of Laydon Dr)
- Crosswalk is working here (Larose Drive and Larson Ave eastbound)

Appendix B
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?	X	
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 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	

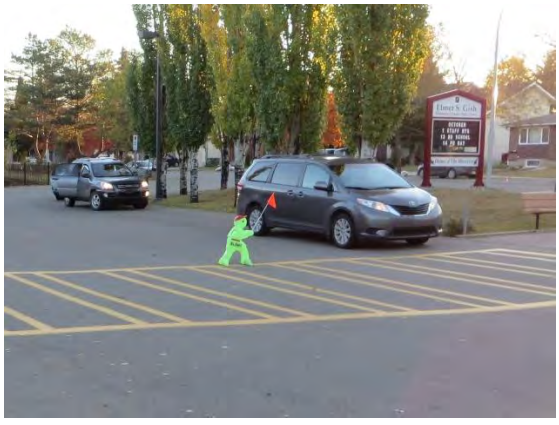
APPENDIX KK

ELMER S. GISH SAFE JOURNEY TO SCHOOL PLAN

St. Albert Safe Journey to School Plan

Elmer S. Gish School

City of St. Albert
March 2, 2015





Elmer S. Gish School
Safe Journeys to School Plan

Address:	75 Akins Drive	# Staff:	70
School District:	Public School District	# Students:	860
Grades:	K to 9	# Buses:	15
Principal:	Erin Steele	#Bus Riders:	278

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.

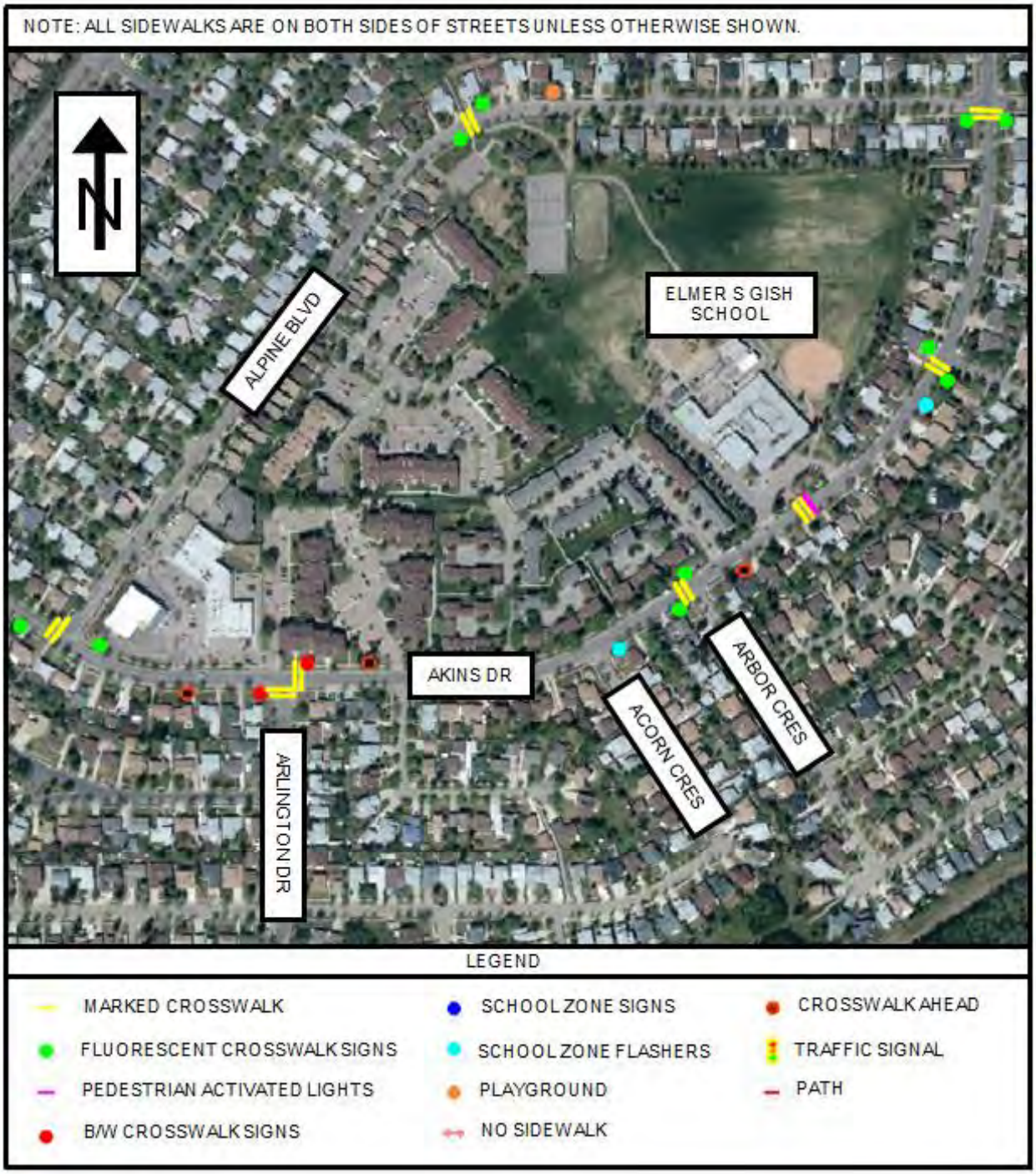
Enhancement opportunities have been identified for each of the schools reviewed, and it is not reasonable that all measures can be implemented at once. The initiative has identified a variety of short to long-term improvements for each responsible organization to consider as resources are available. 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 25, 2014	Date:	October 10, 2014
Location:	Elmer S. Gish Elementary	Time:	AM Drop-off
Attendance:	13 participants	Weather:	Clear

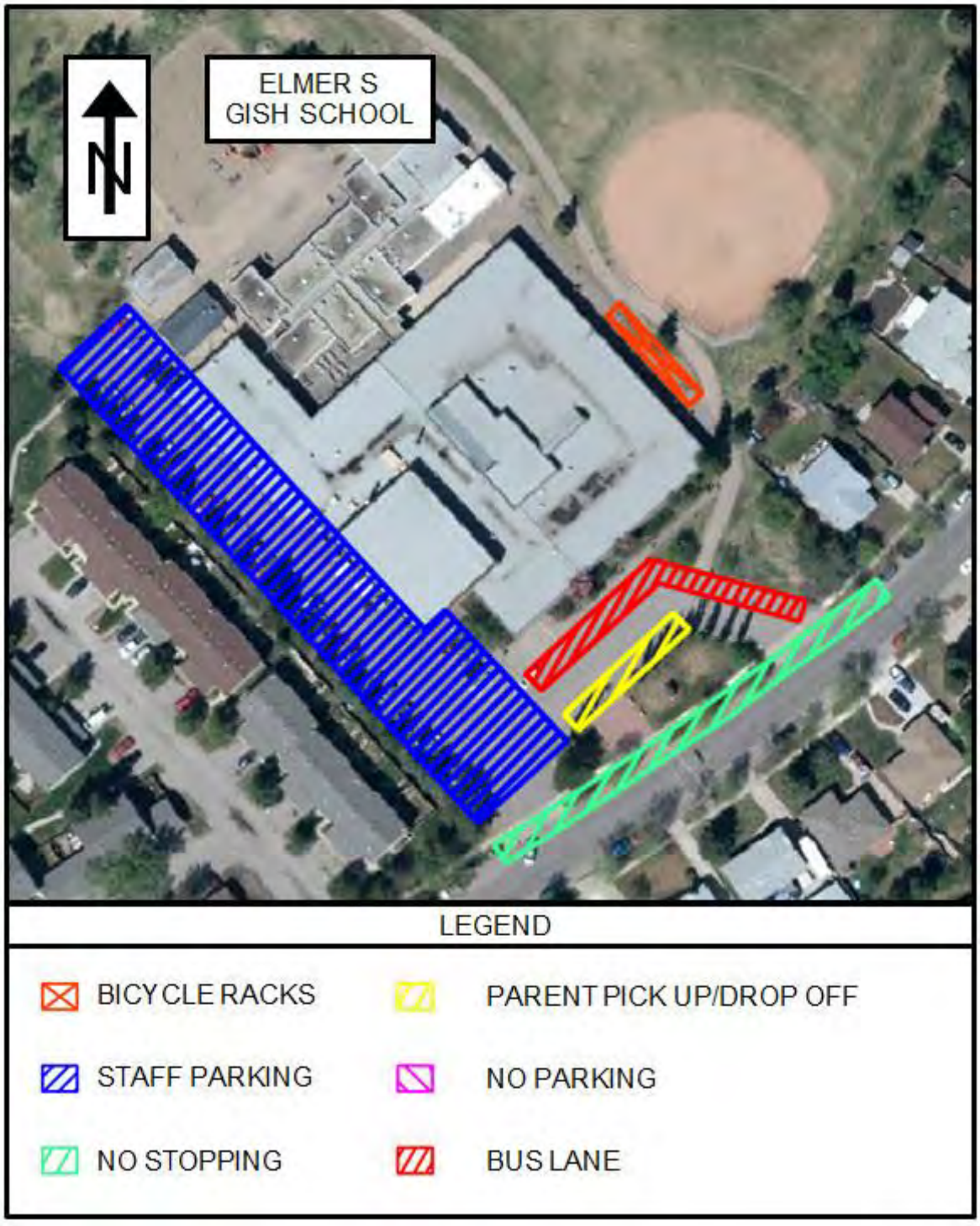
AREA PLAN

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

Arbour Crescent and Akins Drive was identified as a major problem area. Participants noted that close calls occur here every day due to poor visibility, cars parked too close to crosswalks and difficulties leaving in the AM and PM. They also noted that the crosswalk at the intersection of Akins Drive and Alpine Boulevard is not marked well, and cars often speed through, almost hitting a student in one instance. The general traffic around the school was a major concern, as participants noted that the traffic grows increasingly worse each year, students are often late due to traffic and that buses can often not pull in due to too many cars.

Participants acknowledged that the major reasons behind these problems was the sheer number of parents picking up kids in private vehicles. To combat this, participants suggested a number of improvements including an extended bus service to Edmonton and additional education for parents throughout the school year. Engineering improvements were also suggested including adding lights to the crosswalk at Akins Drive and Arbor Crescent and introducing more teacher parking either by creating an overflow lot nearby or utilizing the nearby clubhouse.

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 survey respondents for Elmer S. Gish Elementary/Junior High School reported that their children either travel more than 5 km to school or between 1 km and 2.5 km. The majority of these trips were noted as being made by private vehicle or school bus while a smaller number noted that their children walk to school. Each transportation mode was chosen due to its relevant convenience, safety and affordability. Those that chose not to have their children walk or bike to school cited the length of the trip, extreme weather and unsafe vehicular traffic.

Respondents noted multiple safety concerns including speeding, failure of drivers to stop at crosswalks, and illegal u-turns in front of the school. Driver behavior on Akins Drive in front of the school was noted as being particularly bad. Respondents also raised a concern over poor bus driver behavior and ice and snow not being properly cleared on sidewalks and street. Suggestions for improvement included increased enforcement and photo radar in the school zone, an improved drop off and pick-up area, and traffic calming measures such as speed bumps and a lowered speed limit. Flashing pedestrian lights and improved crosswalks were also suggested.

Student Questionnaire Summary

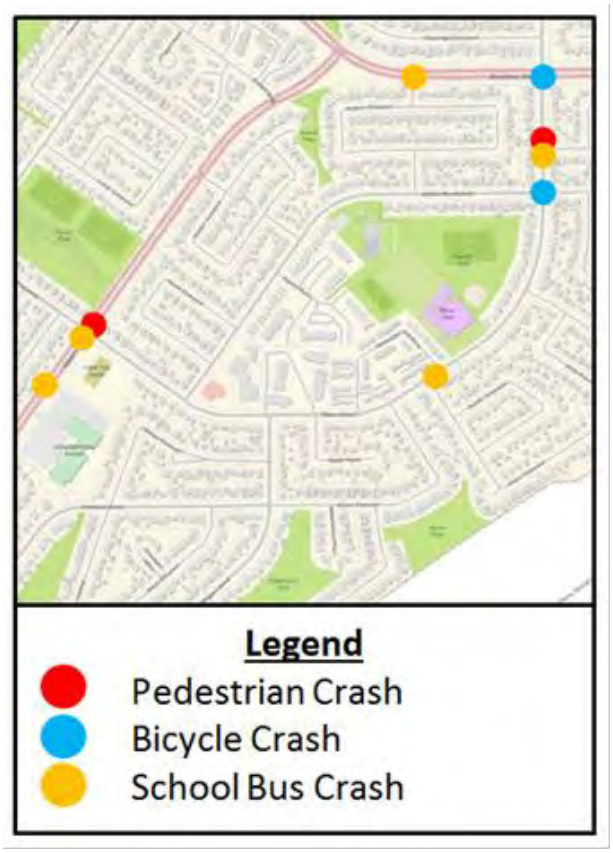
From a city-wide perspective, school bus and private vehicle were most often chosen as the primary transportation mode for students to and from school. Only about 17% of the respondents reported using active modes of transportation such as walking and biking. Convenience, length of trip, and safety were recorded as the primary variables used when decided student's mode of transportation. In all grade levels, the majority of students reported forgoing active modes of transportation for the school bus or a private vehicle. Similar but small proportions in each grade level conversely reported still walking or biking to school.

Crossing the street, bus or car accidents, and strangers were the top 3 dangers most commonly listed by the students surveyed. Concern over strangers dropped as they age of the students surveyed increased, while bus or car accidents was a major concern across all the age groups. Improved road safety was a common suggestion for the majority of all the students surveyed to encourage active transportation. Living closer and getting to and from school faster were also common suggestions by the two youngest age groups – Grades 4 to 6 and Grades 7 to 9. The addition of more lights, signs and supervision to improve overall safety was the most suggested solution across all the age groups. Adding more crosswalks and parking were also suggested often, with requests for more crosswalks declining with increasing age. By far, better drivers and less traffic was often cited as an improvement that could be made to each student's individual journeys to school. Avoiding ice and snow was a commonly suggested precaution by all age groups as well. The two youngest age groups also often suggested practicing better behavior on the school bus.

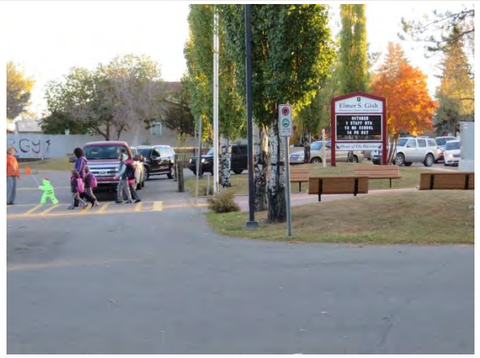
Collision History

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 Elmer S. Gish School there have been two collisions involving cyclists, one collision involving a pedestrian, and three collisions involving school buses. The only collision in the immediate vicinity of the school was a school bus collision to the west along Akins Drive.



SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**U-turns and pick-up/drop-off in-street** Undesirable vehicle movements occur on Akins Drive due to delays becoming too long for parents to wait for their turn in the pick-up/drop-off area on-site. Parking lot attendants are present to help with the unloading of students in the morning.		<u>1a. Discourage U-turns and in-street pick-up / drop-off</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	School
			<u>1b. Enforce U-turns</u> Engage with the Police and Bylaw Services to enforce proper behaviour in the area to ensure proper compliance.	Enforcement	Short	City
2	**Students crossing through parking lot at driveways** Students are required to cross through the parking lot to access the school from the Pedestrian Signal at Akins Drive and from the driveways to the east and west of the main entrance. In the afternoon, the parking lot activity is minimized due to exclusive bus parking; however, in the morning, this parking lot is used for parent and bus pick-up/drop-off activity and interaction between pedestrians and vehicles does occur.		<u>2. Install sidewalks from Akins Drive through parking lot to school</u> Install sidewalks along the pedestrian desire lines from Akins Drive to the school entrance. These sidewalks could be flush with the asphalt and use a different material, or could be raised in the vicinity of the staff parking. Currently there is a painted sidewalk along the school which would also be converted to a concrete sidewalk. 	Engineering	Medium (Short if paint is used in the interim)	School District
3	**Pick-up/drop-off in townhouse area** There is pick-up/drop-off activity that occurs in the adjacent townhouse complex. This activity is not appreciated by the residents in this area and confrontations have been reported.		<u>3. Discourage pick-up / drop-off in townhouse area</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 and courteous manner in the vicinity of the school and in the surrounding community.	Encouragement	Short	School

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
4	**Vehicle congestion in area** Vehicle congestion in the area, due to limited pick-up/drop-off opportunities and certain turning movements, was observed at the school. Frustration caused by delay related to congestion can cause motorists to act in unsafe and irrational manners.		<u>4a. 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>4b. Investigate of 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>4c. 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
			<u>4d. Restrict eastbound left turns into east entrance of pick-up / drop-off area</u> The eastbound left turn into the east entrance of the pick-up/drop-off area can take several minutes to be performed due to oncoming pick-up/drop-off vehicles. This results in the eastbound travel lanes being blocked by this single turning vehicle until it can enter the pick-up/drop-off area. There was a consideration made for a eastbound left turn lane within this area that would start after the Pedestrian crossing; however, if vehicle queuing does occur in this storage bay, sight distances to the pedestrian signal would be compromised for westbound motorists. As such, left turns into the parking lot from the eastbound travel lanes could be restricted during the pick-up/drop-off times.  	Engineering	Short	City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
5	**Visibility of crosswalks** There are five crosswalks near the school that have a high demand of students – one within the school parking lot and four on the surrounding streets. The visibility of each of the crossings is reduced by the existing signage and markings, and reports of non-compliance have been received in the open house and surveys. Specific issues with each crossing include: Hebert and Fraser – parallel lines and side-mounted signs on a multi-lane road. Akins and Arbor (N & S) – parallel lines and single sign. Akins at School – parallel lines and old standard flasher Parking lot – inconsistent crosswalk markings		5a. Upgrade crosswalk markings to zebra or ladder style markings The pavement markings for the crosswalks in each of the five identified locations should be replaced with white ladder or zebra crosswalk markings given their close proximity to the school and the added visibility that these types of crossing markings provide.  Ladder Example  Zebra Example	Engineering	Short – 1st Priority	City of St Albert (School District for parking lot crosswalk)
			5b. Upgrade Crosswalk and Special Crosswalk signs In order to raise awareness to the motorist of the crosswalk the existing signage for each of the crossings should be upgraded as follows: HERBERT AND FRASER – consider overhead signage for the multi-lane roadway as side-mounted signs are easily blocked by traffic in the adjacent lanes. AKINS AND ARBOR (N & S) – provide an additional crosswalk sign at each of the intersections so that each approaching motorist sees a sign on each side of the road. AKINS AT SCHOOL – upgrade the old standard '30 km/h When Flashing' to overhead pedestrian crossing signs with pedestrian activated flashing lights.	Engineering Engineering Engineering	Short Short Medium	City of St. Albert City of St. Albert City of St. Albert

Appendix A
Open House Comments

Public Workshop Summary

Elmer Gish

September 25, 2014

The complete workshop summary is as follows:

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

    - Students get out of car farther on street down the block because there's too much traffic
    - 90% of the problem are parents picking up kids
    - Each year traffic is getting worse
    - Junior High and younger kids need protection
    - Arbour Crescent and Akins Drive – near miss on this corner, car turning left almost hit a student
    - So busy, I come late to actually get a place to park to pick up kids
    - School entrance on Akins Drive – Buses can't get in because there are so many cars
    - Akins Drive and Arbor Crescent left of school – Close calls every day – corners of Arbor
    - Akins Drive and Arbor Crescent left of school – Difficult to get out in AM/PM
    - Akins Drive and Arbor Crescent left of school – poor visibility – people park to close to crosswalks, you can't see pedestrians
    - Akins Drive and Arbor Crescent right of school – no parking zone
    - Akins Drive and Alpine Blvd. – Crosswalk isn't well marked
    - Akins Drive and Alpine Blvd. – Cars speeding, almost hit a student crossing street
    - Campbell Road on to Boudreau Road – line-up for turning left is backed up
    - Sometimes students are late because of traffic, get lower grade because of being late

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

    - Buses going to Edmonton to reduce traffic and parking
    - No parking zone in residential area during school hours
    - Teacher parking at the clubhouse
    - Lights at crosswalks
    - There should be a bus driving students to Edmonton
    - There should be bus service to/from Edmonton
    - Right of Amber Crescent and on Alpine Blvd. – make this parking lot an overflow teacher parking lot
    - Akins Drive and Acorn Crescent left of school – Suggest no parking zone on side of Akins drive
    - Akins Drive and Arbor Crescent left of school – crosswalks need lights

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?**

    - There's a lot of kids who go here because this is a good school
    - We car pool from Edmonton
    - Parents got instructions in Friday envelope
    - Envelope education doesn't work well
    - Additional Education for parents on parking and traffic systems for the school throughout the year

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 police to give tickets
    - Police enforcement

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?	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?	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?	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

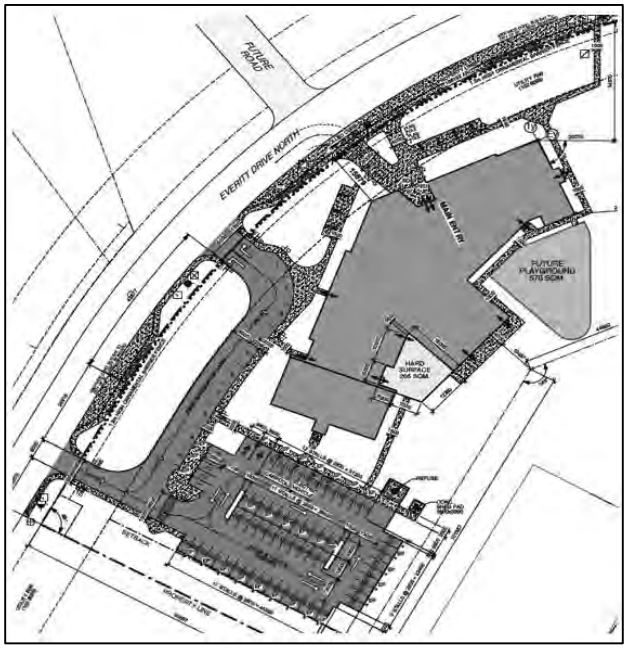
APPENDIX LL

LOIS HOLE ELEMENTARY SAFE JOURNEY TO SCHOOL PLAN (NEW)

St. Albert Safe Journey to School Plan

Lois E. Hole Elementary School
Erin Ridge Neighbourhood Site

City of St. Albert
March 2, 2015



Lois E. Hole Elementary School
Safe Journeys to School Plan

Address:	Everitt Drive North	# Staff:	45 (approximate)
School District:	St Albert Public Schools	# Students:	600 (at capacity)
Grades:	ECS to Grade 6	# Buses:	unknown
Principal:	Not assigned	#Bus Riders:	unknown

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.

As part of the Safe Journeys to School Initiative, a safety review of site plans for two schools proposed for the Erin Ridge area currently under design have been conducted. The two reviews considered the results of the planning undertaken to date, including the proposed site plans and improvements identified for the adjacent street system. Issues affecting the safety of students traveling to/from the schools have been identified and suggestions have been made to consider incorporating into the design process

Review Documents

The latest plans (undated) was provided to the review team on November 19, 2014 by St. Albert Public Schools, and consisted of a site plan and building layout.

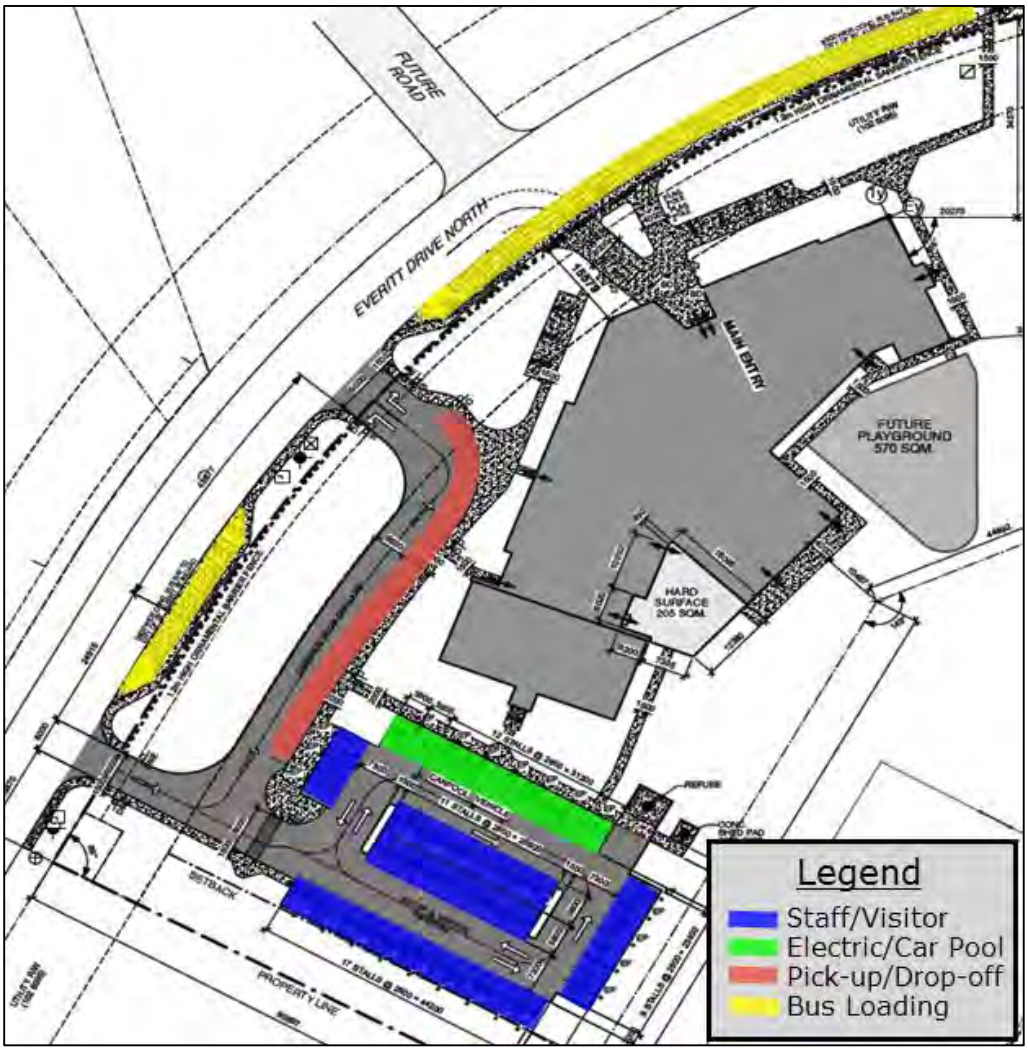
Area and Site Plan

The following figure shows the relatively new infrastructure on the streets surrounding the school. All roadways within the Lois E Hole Elementary School are being built to current urban standards including curb, gutter and separated sidewalk on both sides of the road. The road fronting the school is Everitt Drive N and is a 12m wide two-lane roadway with parking on both sides. Also shown is the latest site plan developed for the Lois E. Hole Elementary School and includes building footprint, parking, pick-up / drop-off facility, and a bus loading area on Everitt Drive N.

Area Plan



Site Plan



Proposed Neighbourhood Initiatives

A traffic impact study of the new Erin Ridge North development nor the proposed school has not been identified or included in the safety review. It is understood that intersection control along the Everitt Drive N road will be two-way stop control on the streets connecting to Everitt Drive. Observing the proposed land use of the area, this type of stop control should be appropriate for the traffic generated by the development, with the possible exception of the intersection of Everitt Drive N with Element Drive N. The commuter volumes of the residential Erin Ridge North together with the traffic generated from the commercial developments on Element Drive could necessitate either a 3-way stop control or modern roundabout control. A roundabout at this intersection would have the added benefit of highlighting the changing function of Everitt Drive N as one drives off of the major arterial of St Albert Trail into the predominantly residential neighbourhood.

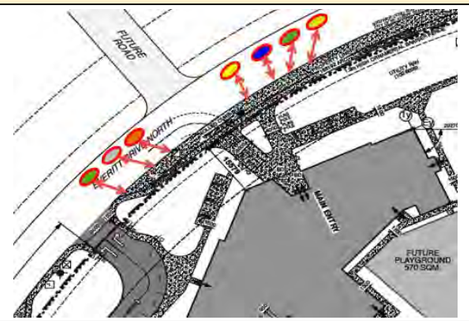
Collision History

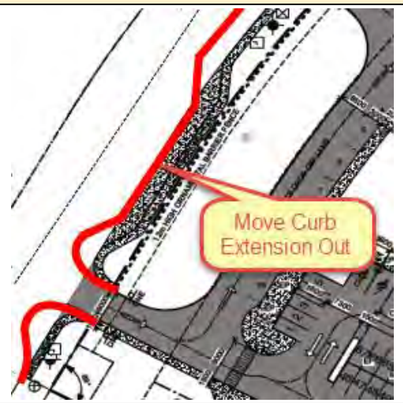
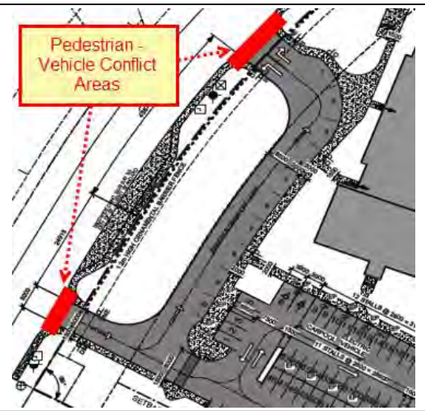
The Erin Ridge North neighbourhood is at the beginning of its development and therefore does not have a collision history that can be reviewed for areas of concern.

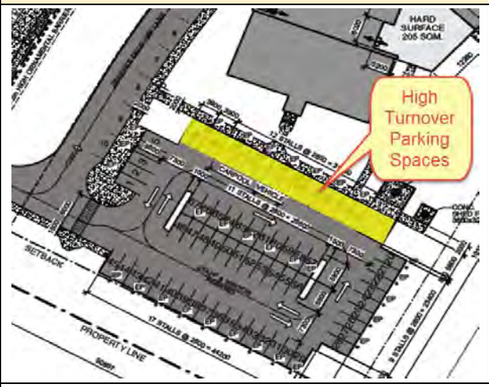
Safety Issues and Enhancements

A review of the site plan drawings completed to date in conjunction with a site visit to the proposed school site has yielded some safety issues. The study predominantly concentrates on the school site and the Everitt Drive N corridor adjacent the proposed school. The issues are summarized in the following table as well as suggested enhancements for the City and School District's consideration.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Pick-Up / Drop-off on the North Side of Everitt Drive N** Quite a few students will be arriving at the school from the north and east and if driven will approach the school westbound on Everitt Drive N. There may be the tendency to avoid the congestion of the pick-up / drop-off facility and utilize the parking on the north side of the street. This will encourage students to jaywalk across Everitt Drive to/from the school, creating the potential for pedestrian-vehicle conflicts.		<u>1. Implement No Stopping on North Side of Roadway</u> It is suggested that the north side of Everitt Drive N adjacent the school be signed as No Stopping – 8am to 5pm School Days. As this section of Everitt Drive N does not have residences fronting the roadway, the impact on reducing the available parking is minimal.	Engineering	Short Term – upon school opening	City of St Albert
2	**Pedestrian Crossing Demand from North and East Side of Everitt Drive N** With a large residential area within walking distance to the school being located north and east of the school, there will be a need for pedestrians to cross Everitt Drive N. As the Erin Ridge North neighbourhood becomes fully developed, the traffic volumes on Everitt Drive N could make pedestrian crossings difficult.		<u>2. Install Crosswalks on Everitt Drive N</u> Based on the neighbourhood layout it would appear that two crosswalks on Everitt Drive N would be appropriate for safe routes to school. It is suggested that crosswalks be placed on: • Everitt Drive N and Executive Way North • Everitt Drive N and Eastview Street North In order to physically prevent cars parking too close to the school crosswalks, to improve visibility of pedestrians, and to reduce the crossing width for the pedestrians it is suggested that curb extensions be placed at these crossing locations.	Engineering	Short Term	City of St Albert
3	**The Linear Park System May Encourage Mid-Block Crossings** There appears to be a north-south linear park and walkway that would connect the proposed school south to Boudreau Avenue. In addition, there is an east-west linear park located south of Executive Way that could tie into the north-south connection. These routes could be desirable routes to/from the school, and could encourage mid-block crossings on Eternity Crescent, Enchanted Way North, Erin Ridge Drive, and Eldorado Drive. Pedestrian crossings are typically not expected mid-block creating the potential for motorists not being aware of pedestrians crossing the roadway.		<u>3. Raise Awareness of Mid-Block Crossings</u> Assuming that pedestrian pathways are being constructed within the linear parkways south of the school, it is suggested that wherever the pathways cross a street that appropriate crossing treatments be considered. This would include raising the awareness of the mid-block crossings with curb extensions. Due to the pathways providing a dedicated route to the school, crosswalk signs and markings may be considered using engineering judgement prior to warrants being met.	Engineering	Short Term	City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
4	**Location of Bus Loading Bays Promotes Double Parking** The proposed design of the school bus pull-out bays have the benefit of allowing the vehicles exiting the pick-up / drop-off facilities to move forward and obtain better sight lines to vehicles on the street. However, the location of the bays are to the south of where the parking lane would be, thereby leaving approximately 3 metres from the travel lane. This space could be confused as 2 through lanes, or in peak times would likely be used for pick-up / drop-off – essentially double parking beside the school buses. This would create the high potential for pedestrian-vehicle-bus conflicts.		4, Place Curb Extensions Adjacent Travel Lane It is suggested that the curb extensions be designed that they extend out to the travel lane in order to introduce the bus pull-out area in the same location as where the curb side parking would be if the bus facilities were not present.	Engineering	Short Term – during site construction	School District
5	**Pedestrian-Vehicle Conflicts at Driveway Crossings** Students traveling on school buses and others wil walk on the sidewalk to the school's front entrance. The will cross the access and egress of the school parking lot and pick-up / drop-off facilities. Peak pedestrian crossings will occur at the same time as peak pick-up / drop-off activities, thereby creating the potential for a high frequency of pedestrian-vehicle conflicts.		5. Raise Awareness of Pedestrian Priority It is suggested that the sidewalk be extended across the driveways with either driveway letdowns (if barrier curb) or rollover curb. This will identify that the pedestrians have the right-of-way, encourage stopping of exiting cars prior to the crossing, and reduce speeds of entering vehicles. Stop signs and stop bars could also be placed at the exit locations prior to the sidewalk.	Engineering	Short Term – during site construction	School District
6	**Awareness of Reduced Speed School Zone** Side mounted school zone signs often can lose their conspicuity where on-street parking exists, on wide carriageways, and amongst the street trees. In addition, commuter motorists traveling the route each day often tune out signs and warnings on their daily commute. This all could lead to a lack of speed zone compliance in the school zone on Everitt Drive N.		6. Install School Zone Gateways Consider installing school zone gateways to increase the visibility of the start of the school zone. This could be done by installing curb extensions so the side mounted school signs are not blocked by parked vehicles and/or the installation of centre medians where an additional school zone sign can be mounted. 	Engineering	Short Term	City of St Albert

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
7	**Pedestrian-Vehicle Conflicts in Parking Lot** The proposed configuration of the parking lot has visitor parking located throughout. Visitor parking includes parents with students and typically has a high turnover rate. There would therefore be a number of students walking through the parking lot during certain times, creating the potential for pedestrian-vehicle conflicts.		<u>7. Reallocate Parking Lot Space</u> Consider reallocating the parking lot spaces to include a Visitor row on the northeast side of the parking lot. These spaces are adjacent a sidewalk that provides a positive connection to the school entrance without conflict with vehicles.	Engineering	Short Term – during site construction	School District
8	**Lack of Bicycle Facilities on Everitt Drive N** Students living in the Erin Ridge North neighbourhood may wish to ride their bikes to the new school, but may choose not to due to the lack of bicycle facilities. In particular, Everitt Drive N provides a positive connection to the school from a large area of the neighbourhood and with bike facilities could attract a lot of cyclists.		<u>8 & 9. Reallocate Street Space to Include Cycle Lanes</u> Consideration should be given to reallocating the cross-section on Everitt Drive N to accommodate bike lanes. This could be done by providing parking on one side, and marking bike lanes adjacent the curb on one side and the parking lane on the other. The added benefit to this will be visually narrowing the travel lanes and therefore encouraging slower speeds. 	Engineering	Short Term	City of St Albert
9	**Wide Carriageway Promotes Speed on Everitt Drive N** The cross-section of Everitt Drive N consists of 2 travel lanes and 2 parking lanes. In areas of relatively low parking demand, the relatively wide carriageway promotes higher speeds.	**Everitt Drive N**				

Appendix A
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 (based on site plan review)

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?		

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?		n/a
	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?	n/a	
	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?	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?	n/a	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?	n/a	
	Were pedestrian-vehicle conflicts observed?	n/a	
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?	n/a	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	n/a	
	Did pedestrians ignore pedestrian crossing facilities?	n/a	
Buses	Did conflicts between buses and waiting students occur?	n/a	
	Were conflicts between buses and pedestrians/cyclists observed?	n/a	
	Were inappropriate driving behaviours of buses observed?	n/a	

APPENDIX MM

ALEXANDRE TACHE ELEMENTARY SAFE JOURNEY TO SCHOOL PLAN (NEW)

St. Albert Safe Journey to School Plan

École Alexandre Taché
Erin Ridge Neighbourhood Site

City of St. Albert
March 2, 2015

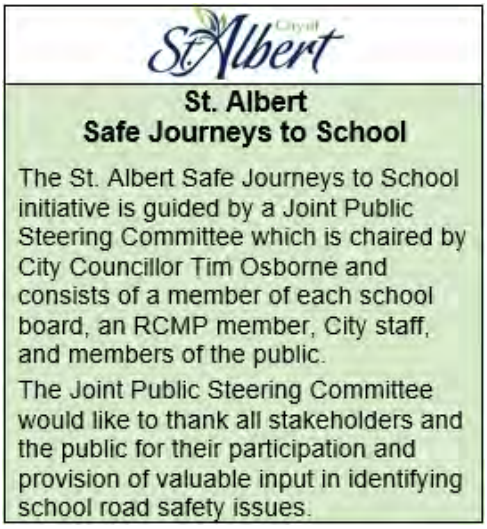


École Alexandre Taché
Safe Journeys to School Plan

Address:	Erin Ridge Drive	# Staff:	35 (at capacity)
School District:	Conseil Scolaire Centre-Nord	# Students:	450 (at capacity)
Grades:	7 To 12	# Buses:	15 (estimate)
Principal:	Marcel Ouellette	#Bus Riders:	85% (estimate)

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.



As part of the Safe Journeys to School Initiative, a safety review of site plans for two schools proposed for the Erin Ridge area currently under design have been conducted. The two reviews considered the results of the planning undertaken to date, including the proposed site plans and improvements identified for the adjacent street system. Issues affecting the safety of students traveling to/from the schools have been identified and suggestions have been made to consider incorporating into the design process

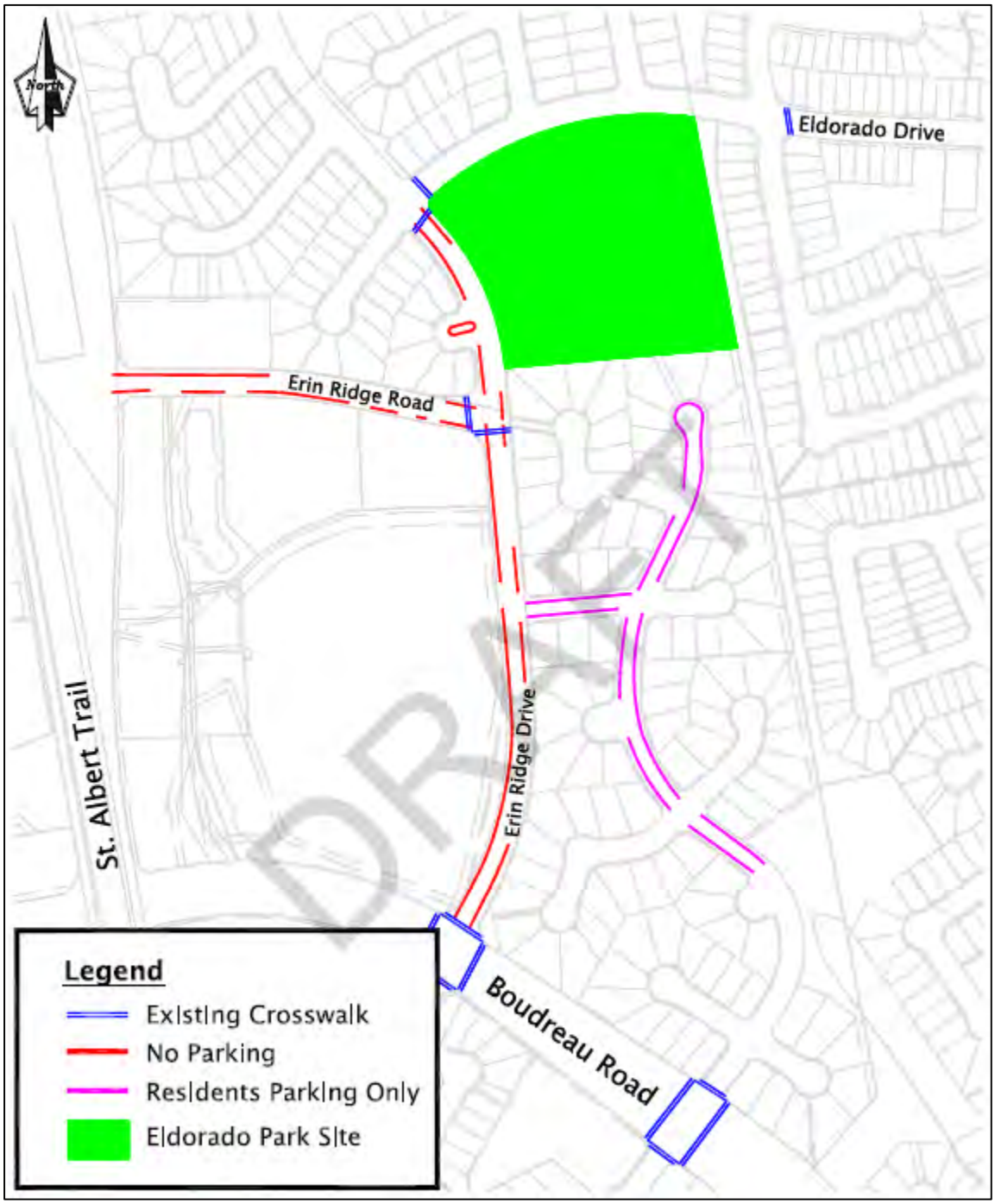
Review Documents

In reviewing the proposed plans for École Alexandre Taché a number of documents were used. These included:

- *Erin Ridge Neighbourhood: Future École Alexandre Taché School and Sturgeon Community Hospital Traffic and Parking Review Study*, Bunt & Associates, January 23, 2014
- *Erin Ridge Drive Traffic & Parking Mitigation: Implementation Strategy*, City of St Albert Planning & Engineering, July 2014
- *École Alexandre Taché Overall Site Plan,* The Workun Garrick Partnership, Architecture and Interior Design Inc., undated.

AREA PLAN

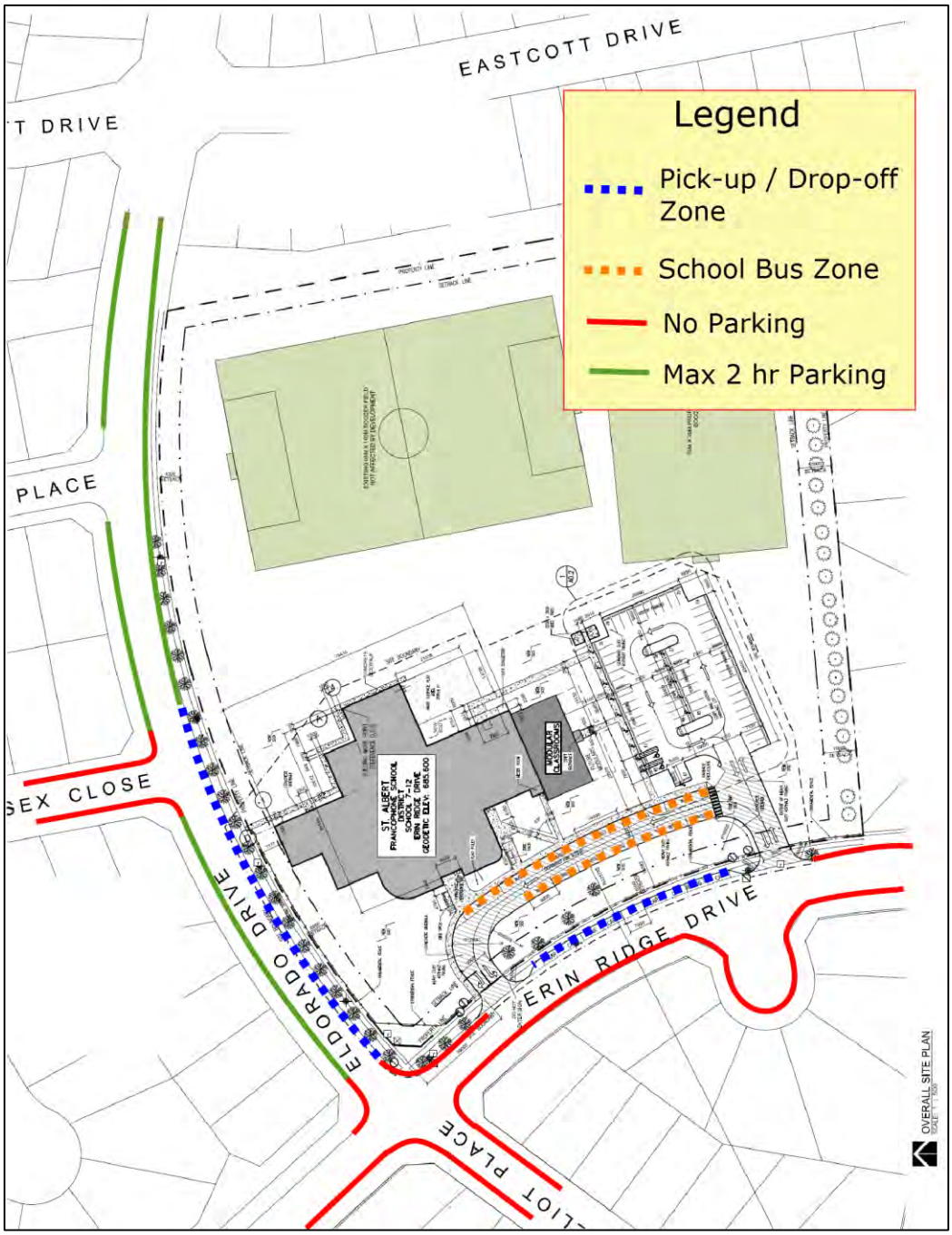
The following figure shows the relevant infrastructure on the streets surrounding the school. Note that all roadways within the École Alexandre Taché area have sidewalks on both sides of the street.



Source: Erin Ridge School Site, Bunt & Associates

SITE PLAN

The following is the latest site plan developed for the École Alexandre Taché and includes building footprint, parking, bus loading/unloading area, and a pick-up / drop-off facility on Erin Ridge Drive. Superimposed on the site plan are roadway curb and signing improvements that the City has planned to implement.



Proposed Traffic/Pedestrian Initiatives

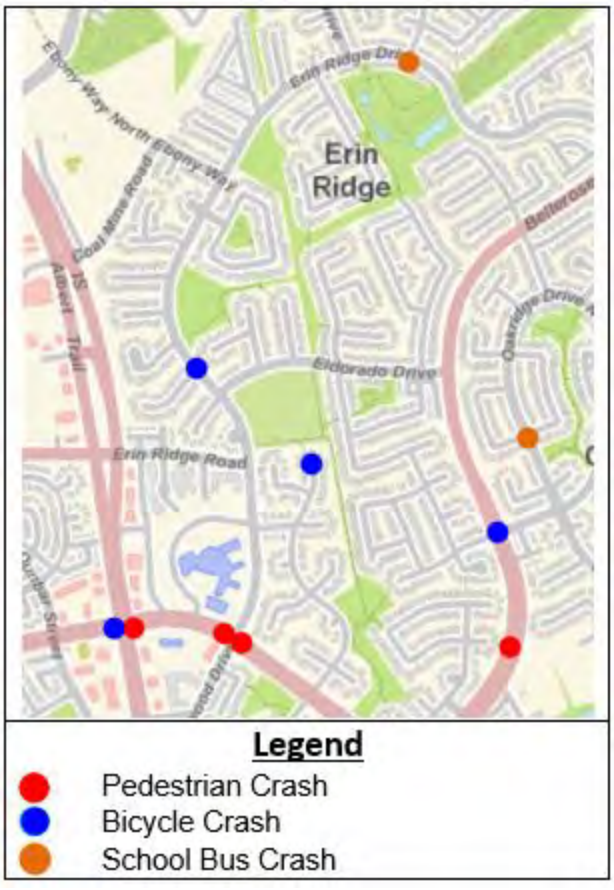
In addition to the curb space regulation identified in the site plan, the City of St Albert is also proposing the traffic and pedestrian safety initiatives in conjunction with the school development. These include:

- The implementation of a 3-way stop at the intersection of Erin Ridge Drive and Erin Ridge Road.
- The installation of bulb-outs at Erin Ridge Drive and Eldorado Drive.
- The installation of a pedestrian cross-walk on the north and east approach of the intersection of Erin Ridge Drive and Erin Ridge Road.
- The installation of a mid-block crossing and/or sidewalk extensions at Eldorado Drive at the pathway location east of Eldorado Park, including installing wider sidewalk areas and reduction to east and westbound travel lane width on Eldorado Drive.

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.

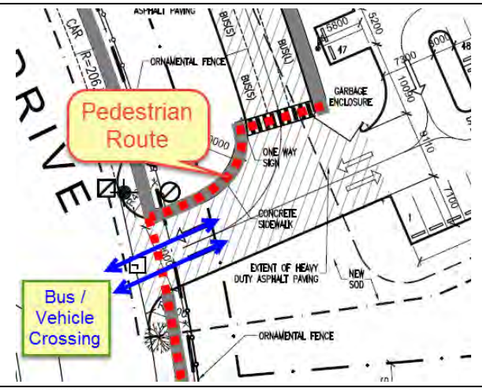
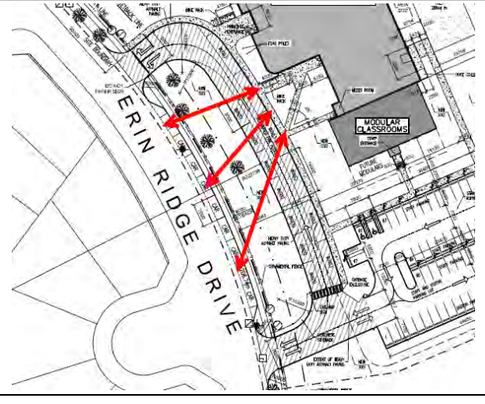
Few pedestrian, cyclists and school bus collisions have occurred within the vicinity of the Lorne Akins School in the past five years, thereby leaving no discernible pattern of collisions.

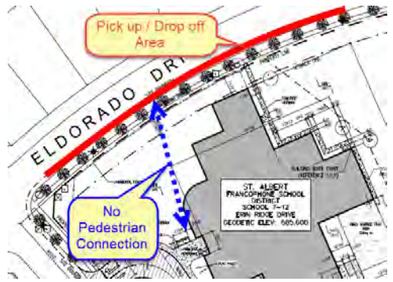
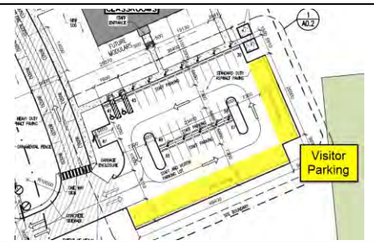


Safety Issues and Enhancements

A review of the site plan drawings completed to date in conjunction with a site visit to the proposed school site has yielded some safety issues. These are summarized in the following table as well as suggested enhancements for the City and School District's consideration.

SAFETY ISSUES / ENHANCEMENTS

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
1	**Pick-Up / Drop-off on the West Side of Erin Ridge Drive** No Parking signs are proposed for the west side of Erin Ridge Drive and within the cul-de-sac opposite the proposed school. This would allow for pick-up and drop-off activities as long as the drivers did not leave their vehicles. These activities would promote jaywalking across Erin Ridge Drive during the peak morning and afternoon periods, creating pedestrian-vehicle conflicts.		1. Change Proposed Signage It is suggested that No Stopping signs would be more appropriate signage along the west side of Erin Ridge Drive and within the cul-de-sac. Not only would this prohibit parking, but also prohibit pick-up and drop-off activities from occurring. If No Stopping is not accepted by the homeowners within the cul-de-sac, the option exists to limit the No Stopping to school hours (8am to 5pm).	Engineering	Short Term – upon school opening	City of St Albert
2	**Pedestrian-Vehicle Conflicts at the South Access** The proposed school sidewalk is located on the north side of the south access leading to the parking lot and bus lanes. Pedestrians coming to/from the south area will therefore walk across the access aisle into the school site. The frequency of bus and vehicles crossing is dependent on whether pick-up / drop-off is allowed in the parking lot. For those parents arriving from the north, the parking lot makes a convenient place to drop off the students and head back in the direction they came.		2a. Raise Awareness of Conflict Area The proposed design indicates curb returns and asphalt entry at both the north and south access. It is suggested that the sidewalk be extended across the accesses with typical driveway letdowns to the street. This will highlight that pedestrians have the right of way, and indicate where motorists need to stop before crossing. Stop signs and bars at the accesses would also encourage stopping to check for pedestrians before exiting. 2b. Prohibit Pick-up / Drop-off Activity in the Parking Lot The access prohibiting parents from using the parking lot for pick-up / drop-off activities.	Engineering Engineering	Short Term – during site construction Short Term	School District School District
3	**Pedestrian-Bus Conflicts at Bus Zone** Parent pick-up and drop-off facilities are proposed on Erin Ridge Drive in front of the school. The desire lines for students walking between the vehicles and the school cross through the bus loading area, creating conflicts between these pedestrians and the buses.		3a. Encourage Walking Around the Bus Area To avoid the conflict it is suggested that a physical barrier would need to be in place to discourage walking along the desire line. This could be a fence or large landscaping. 3b. Provide Pedestrian Route Near the Desire Line Alternatively, the strong desire line between the pick-up / drop-off area and the school could be recognized and a sidewalk be built to lead the students to a crosswalk of the bus lane. Buses would not be parked on the crosswalk, and physical barriers may be needed to corral the students to the sidewalk and crosswalk.	Engineering Engineering	Short Term – during site construction Short Term – during site construction	School District School District

Safety Issue		Observation	Possible Enhancement			
#	Description		Description	Type	Time Frame	Responsibility
4	**Pedestrian Connection from Eldorado Drive to School** Pick-up and drop-off facilities on the south side of Eldorado Drive will reduce the expected congestion in front of the school. However, unless easy connection is made to the school, the desire to choose the closer front area may result in congestion in front of the school without the side street being utilized. The design shows a pedestrian connection from Eldorado to the back of the school, but not to the front.		<u>4. Provide Pedestrian Connection</u> It is suggested that a pedestrian connection be made from the sidewalk on the south side of Eldorado Drive to the front of the school in order to encourage pick-up / drop-off activity on Eldorado Drive.	Engineering	Short Term – during site construction	School District
5	**Awareness of School Zones** Side mounted school zone signs often can lose their conspicuity where on-street parking exists, on wide carriageways, and amongst the street trees. In addition, commuter motorists traveling the route each day often tune out signs and warnings on their daily commute. This all could lead to a lack of speed zone compliance in the adjacent school zones.		<u>5. Install School Zone Gateways</u> Consider installing school zone gateways to increase the visibility of the start of the school zone. This could be done by installing curb extensions so the side mounted school zone signs are not blocked by parked vehicles and/or the installation of centre medians where an additional school zone sign can be installed. 	Engineering	Short Term – upon school opening	City of St Albert
6	**Pedestrian-Vehicle Conflicts in Parking Lot** With the proposed parking configuration, visitor parking is located on the south and east side of the parking lot. The turnover on these spaces will be greater than that of staff parking, and therefore a greater number of pedestrian-vehicle conflicts will occur with this layout.		<u>6. Change Visitor with Staff Parking</u> It is suggested that the visitor parking be located adjacent the school so that visitors/students have a sidewalk connection to the school and avoid pedestrian-vehicle conflicts. Staff typically arrive before and leave after the congested times, therefore have less potential for conflict.	Engineering	Short Term – during site construction	School District
7	**Lack of Bicycle Facilities on Erin Ridge Drive** Students living in the Erin Ridge neighbourhood may wish to ride their bikes to the new school, but may choose not to due to the lack of bicycle facilities. In particular, Erin Ridge Drive provides a positive connection to the school from a large area of the neighbourhood and with bike facilities could attract a lot of cyclists.	 **Erin Ridge Drive**	<u>7 & 8. Reallocate Street Space to Include Cycle Lanes</u> Consideration should be given to reallocating the cross-section on Erin Ridge Drive to accommodate bike lanes. This could be done by providing parking on one side, and marking bike lanes adjacent the curb on one side and the parking lane on the other. The added benefit to this will be visually narrowing the travel lanes and therefore encouraging slower speeds. 	Engineering	Short Term	City of St Albert
8	**Wide Carriageway Promotes Speed on Erin Ridge Drive** The cross-section of Erin Ridge Drive consists of 2 travel lanes and 2 parking lanes. In areas of relatively low parking demand, the relatively wide carriageway promotes higher speeds.					

Appendix A
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?		
	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?		

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?	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 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?	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?	n/a	
	Did motorists leave unattended vehicles in pick-up/drop-off areas?	n/a	
	Were pedestrian-vehicle conflicts observed?	n/a	
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?	n/a	
	Did pedestrians shortcut through pedestrian-vehicle conflict areas?	n/a	
	Did pedestrians ignore pedestrian crossing facilities?	n/a	
Buses	Did conflicts between buses and waiting students occur?	n/a	
	Were conflicts between buses and pedestrians/cyclists observed?	n/a	
	Were inappropriate driving behaviours of buses observed?	n/a	