



**COMMUNITY ROAD SAFETY ADVISORY COMMITTEE [CRSAC]  
JANUARY 13, 2021  
6:00 PM  
VIRTUAL**

**CALL TO ORDER**

**1. ADOPTION OF AGENDA**

**2. MINUTES**

- a. December 9, 2020 Regular Committee Meeting Minutes

**3. BUSINESS ITEMS**

- a. Community Road Safety Advisory Committee 2021 Draft Work Plan
- b. Automated Traffic Enforcement Presentation
- c. School and Playground Zones/Areas Presentation

**4. DELEGATIONS**

**5. INFORMATION ITEMS**

**6. CLOSED SESSION**

**ADJOURNMENT**



**COMMUNITY ROAD SAFETY ADVISORY COMMITTEE [CRSAC]  
JANUARY 13, 2021**

**REQUEST FOR DECISION**

**ITEM DESCRIPTION:**

1. ADOPTION OF AGENDA

**PROPOSED MOTION:**

That the agenda be approved as presented.

**BACKGROUND/ANALYSIS:**

**FINANCIAL IMPLICATIONS:**

**ATTACHMENTS:**



**ITEM DESCRIPTION:**

**2. MINUTES**

- a. Regular Committee Meeting Minutes of December 9, 2020**

**PROPOSED MOTION:**

That the minutes of the December 9, 2020 Regular Committee Meeting be approved as presented.

**BACKGROUND/ANALYSIS:**

**FINANCIAL IMPLICATIONS:**

**ATTACHMENTS:**

Regular Committee Meeting Minutes of December 9, 2020



## COMMUNITY ROAD SAFETY ADVISORY COMMITTEE

Minutes of the Regular Meeting  
held December 9, 2020  
Virtual

### Committee Members Present:

Councillor Michelle Gruhlke  
Councillor Erin Stevenson  
Melissa Johnson - Chair  
Lorne Corbett  
Nadia Geschke  
Amber Prue  
Denise Walker

### Committee Members Absent:

Ken Mark – Vice Chair

### Also In Attendance:

David Wolanski, General Manager, Community & Protective Services  
Celeste Kremzar, Recording Secretary

### CALL TO ORDER

Chairperson Johnson called the meeting to order at 6:03 pm

#### 1. ADOPTION OF AGENDA

No amendments, additions or deletions were made to the agenda.

2020-08 Moved by Lorne Corbett that the agenda be adopted as presented.

Unanimously Carried

#### 2. MINUTES

a. November 18, 2020 Organizational Committee Meeting Minutes

2020-09 Moved by Lorne Corbett to adopt the Organizational Committee Meeting minutes of November 18, 2020 as presented.

Unanimously Carried



**3. DELEGATIONS**

No Delegations came before the Community Road Safety Advisory Committee

**4. BUSINESS ITEMS**

a. Community Road Safety Advisory Committee 2021 Work Plan

2020-10 Moved by Lorne Corbett that Community Road Safety Advisory Committee 2021 Work Plan item be received as information.

Unanimously Carried

**5. INFORMATION ITEMS**

There were no Information Items on the agenda.

**6. CLOSED SESSION**

Community Road Safety Advisory Committee did not go into Closed Session.

**ADJOURNMENT**

2020-11 Moved by Denise Walker to adjourn the meeting at 7:25 pm

Unanimously Carried

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CHAIRPERSON – MELISSA JOHNSON

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RECORDING SECRETARY



**ITEM DESCRIPTION:**

**3. BUSINESS ITEMS**

**a. Community Road Safety Advisory Committee 2021 Draft Work Plan**

**PROPOSED MOTION:**

That the Community Road Safety Advisory Committee 2021 Draft Work Plan be accepted as presented.

AND

That that the approved Community Road Safety Advisory Committee 2021 Draft Work Plan be presented to Council for review.

**BACKGROUND/ANALYSIS:**

In accordance with the Community Road Safety Advisory Committee Bylaw C-1098-19, the Committee is required to develop an annual work plan that identifies key priorities and goals based on its mandate and this bylaw.

The Committee may provide reports which include recommendations on matters related to the Committee's mandate and annual work plan to Council, as appropriate.

At least once per year, the Committee will report to Council on the following:

- a. review of its work plan;
- b. update on progress and initiatives; and
- c. any information and recommendations on issues or opportunities within its mandate.

**FINANCIAL IMPLICATIONS:**

**ATTACHMENTS:**

Community Road Safety Advisory Committee 2021 Draft Work Plan

## Community Road Safety Advisory Committee 2021 Draft Work Plan

### Awareness and Understanding

As the Community Road Safety Advisory Committee (CRSAC) is new to the City it will be important for Committee members to spend a significant portion of their work in the first part of the year gaining an understanding of a wide array of issues and background information that will provide a strong foundation for recommendations to Council. Additionally, the Committee will also examine the terms of reference, that were obviously established prior to the formation and member appointments, and either confirm or suggest refinements.

The following list has been prioritized by the CRSAC as items to receive further documentation/information, presentations, discussion:

1. Automated Traffic Enforcement
  - Presentation by administration outlining program, authorities, stats, etc.
  - Previous reports
  - Statistics
2. School and playground zones/areas
3. Crosswalk standards and practices
4. Parking standards and practices
  - Including parking close to schools (i.e. overflow into residential), angle parking, recreational vehicles, etc.
5. City of Spruce Grove Traffic Safety Plan
6. Roundabouts
  - Including City of Spruce Grove traffic innovations/planning for future
7. Transportation Master Plan and applicable Bylaws
  - Include Hwy 16A Corridor
8. Information from others that would assist the CRSAC with making recommendations
  - City Centre Business Association (CCBA), Mothers Against Drunk Driving (MADD), Capital Region Intersection Safety Partnership (CRISP), etc.
9. Roles and responsibilities of various stakeholders
  - RCMP/CPO connection
  - RCMP integrated detachment model
  - Enforcement/Public Works/Engineering/Planning

## 10. CRSAC Terms of Reference

- Examination and possible enhancement/clarity of definitions (i.e. “road”, “vehicular”, etc.)
- Trail considerations
- Additional or refined scope considerations

### Review and Analysis

This section of the work plan lays out the items that will be reviewed and analyzed for possible recommendations and/or considerations. This was formulated with suggestions from administration (things they have heard from Council, the community, or desire input on themselves), Committee Council member(s), and the Committee members.

A significant topic of conversation has been the difference and need to understand and provide clarity related to the “perception vs. reality” on a number of topics. Instead of addressing this as a separate and distinct topic, the Committee felt that this would be a part of each of the various topics throughout the work plan and could possibly lead to recommendations for enhanced education and awareness for the community.

1. Automated Traffic Enforcement
  - Review and comment on annual report
  - Review/recommend education and awareness opportunities
  - Review Council policy
2. Speed Limits
  - Residential (i.e. 40 km?) and Hwy 16A review and recommendations
  - Review and analyze other “tools” (i.e. speed signs) and engineering controls
  - Impact of street parking on speed limit perceptions
3. Peace Officer Traffic Pilot
  - Review of the current initiative and recommend continuation and/or changes
4. High Load Corridor
  - Review the completed work as approved in the Corporate Plan
5. Distracted Driving
  - Review of current issue
  - Investigate additional measures and possible education
6. Other Ad Hoc Work

As issues arise, and where the Committee has time, there will be additional input and feedback sought where necessary as it relates to the mandate of the Committee. Items may include, but are not limited to:

- Snow and Ice Control policy changes
- Visibility as it relates to overall policy decisions (i.e. shrubs, trees)
- Noise study and possible measures (assuming connection to speed and safety)
- Other applicable bylaw changes (i.e. Traffic Bylaw)
- Other major projects (i.e. City Centre ARP work)



**ITEM DESCRIPTION:**

**3. BUSINESS ITEMS**

**b. Automated Traffic Enforcement Presentation**

**PROPOSED MOTION:**

That the Automated Traffic Enforcement Presentation be received as information.

**BACKGROUND/ANALYSIS:**

The City of Spruce Grove utilizes Automated Traffic Enforcement (ATE) to achieve its overarching goal related to traffic safety and reducing collisions and severity therein. This presentation provides an opportunity to detail a number of common misconceptions and clarify how they are addressed in the application of the City's program. It is also intended to provide statistics and clarification related to maintaining the goal of traffic safety and utilizing ATE as a key component in helping the City achieve continued success.

**FINANCIAL IMPLICATIONS:**

**ATTACHMENTS:**



**ITEM DESCRIPTION:**

**3. BUSINESS ITEMS**

**c. School and Playground Zones/Areas Presentation**

**PROPOSED MOTION:**

That the School and Playground Zones/Areas Presented be received as information.

**BACKGROUND/ANALYSIS:**

This presentation will provide clarification on the differences between school and playground zones/areas and how they are determined.

**FINANCIAL IMPLICATIONS:**

**ATTACHMENTS:**

School and Playground Zones/Areas Presentation



**CRSAC**

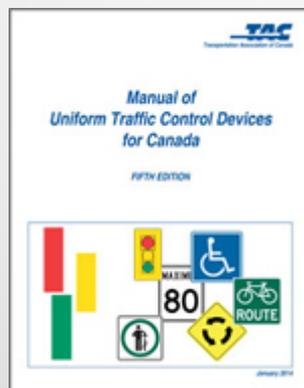
**January 2021**

# Agenda

- Introduction
- School Areas and Zones
- Playground Areas and Zones
- Questions

# Introduction

- The Alberta Traffic Safety Act states that the speed limit in School and Playgrounds Zones throughout the province is 30km/h.
- By Bylaw, a municipality may prescribe a lower max speed limit than that prescribed but the speed shall not be lower than 20 km/h .
- A municipality can also set the time periods in School Zones.
- A municipality cannot modify the effective periods established under the Act for playgrounds zones. .
- The Manual of Uniform Traffic Control Devices for Canada (MUTCDC) allows for the creation of school and playground areas without the reduced speed zones.



- MUTCDC sets uniform guidelines for the signage's and markings of school and playground zones and areas in both rural and urban areas.

# School Areas and Zones

- School Areas can be considered for roadways near Elementary and Middle schools.
- School Areas are discouraged for High Schools, post-secondary schools and pre-schools.
- School Zones are discouraged in the following circumstances:
  - Walk to school routes;
  - Schools located on an arterial road or expressway/freeway;
  - School grounds are fully fenced;
  - School is located an appreciated distance from the roadway;
  - Roadway does not have a school entrance;
  - Length of school frontage is minimal (less than 50m).

# School Areas and Zones



School Zone  
Signage



School Area  
Signage

**TABLE 2.1 SCHOOL ZONE INPUT WORKSHEET**

INSTALLATION CRITERION	MAXIMUM POINT VALUE (MPV)	DESCRIPTION		WEIGHTING FACTOR (WF)	SCORE (MPV * WF)
School <u>T</u> ype	40	Elementary		1.0	T =
		Middle / Junior High		0.4	
		High School		0.2	
		Post Secondary / College / University		0.0	
<u>F</u> encing	20	Fully Traversable		1.0	F =
		Partially Traversable		0.5	
		Non-Traversable		0.1	
Road <u>C</u> lassification	20	Urban Land Use	Rural Land Use		C =
		Local		1.0	
		Minor Collector Collector	Local Collector	0.75 0.5	
		Major Collector / Minor Arterial	Arterial	0.25	
		Major Arterial / Expressway	Freeway*	0.0	
Property <u>L</u> ine Separation	10	Abuts Roadway		1.0	L =
		Within 50 metres		0.5	
		Further than 50 metres		0.0	
School <u>E</u> ntrance	5	Main Entrance / Multiple Secondary Entrances		1.0	E =
		Secondary Entrance		0.6	
		None		0.0	
<u>S</u> idewalks	5	None or non-school side		1.0	S =
		School side		0.6	
		Both sides		0.0	
TOTAL SCORE (sum of T,F,C,L,E and S)					

**TABLE 2.2 SCHOOL ZONE RESULTS MATRIX**

TOTAL SCORE	AREA OR ZONE?
0 - 40	Nothing
41 - 64	SCHOOL AREA
65 - 80	SCHOOL AREA or SCHOOL ZONE*
81 - 100	SCHOOL ZONE

# Playground Areas and Zones

- Can be considered for play facilities used by children where there is a possibility of them entering the roadway.
- Includes the following:
  - Lots with play equipment;
  - Indoor and outdoor athletic facilities such as sports fields, ball diamonds, tot lots and skating rinks.
- Playground Zones – (reduced speed limits near playgrounds) are generally discouraged along roadways where the following conditions exist:
  - Playground is located on an arterial roadway or expressway/freeway;
  - Playground field is fully fenced;
  - Playground is located an appreciable distance from the roadway;
  - Playground entrance is not located along the subject roadway.

# Playground Areas and Zones



Playground Zone Signage



Playground Area

INSTALLATION CRITERION	MAX. POINT VALUE (MPV)	DESCRIPTION		WEIGHTING FACTOR (WF)	SCORE (MPV * WF)
Playground <u>T</u> ype	40	Frontage	Playground Capacity (number of children)	N/A	T =
		≥ 50 m	16 or more	1.0	
			5 to 15	0.75	
			1 to 4	0.4	
			No play equipment: sports field or open field only	0.2	
< 50 m	Any facilities	0.2			
<u>F</u> encing	20	Fully Traversable		1.0	F =
		Partially Traversable		0.5	
		Non-Traversable/Indoor Facility		0.1	
Road <u>C</u> lassification	20	Urban Land Use	Rural Land Use		C =
		Local		1.0	
		Minor Collector	Local	0.75	
		Collector	Collector	0.5	
		Major Collector / Minor Arterial	Arterial	0.25	
		Major Arterial / Expressway	Freeway*	0.0	
Property <u>L</u> ine Separation	10	Abuts Roadway		1.0	L =
		Within 50 metres		0.5	
		Further than 50 metres		0.0	
Playground <u>E</u> ntrance	5	Main Entrance / Multiple Secondary Entrances		1.0	E =
		Secondary Entrance		0.6	
		None		0.0	
<u>S</u> idewalks	5	None (or non-playground side)		1.0	S =
		Playground side		0.4	
		Both sides		0.0	
TOTAL SCORE (sum of T,F,C,L,E and S)					

\* All major provincial highways shall be treated as "Freeway" for the purpose of assignment of the weighting factor for the "Road Classification" under "Rural Land Use".

TOTAL SCORE	AREA OR ZONE?
0 – 40	Nothing
41 – 80	PLAYGROUND AREA
81 – 100	PLAYGROUND ZONE

# Questions