

The philosophy of traffic control devices is to create safe and efficient traffic flow and includes the movement of people. Appropriate usage creates areas of safety. Effective enforcement enhances this safety and validates the speed zones. For this reason the zones must be meaningful and properly regulated.

The speed zones were reviewed due to a number of issues noted around the Town of Olds. Issues that initiated this are:

- Appropriateness of zones
- Signage is inappropriate
- Changes in facilities
- Lack of understanding the difference between a “zone and an area”

Specifically we noted there are a number of school areas that are nowhere near schools, playground areas that were fenced to keep kids from running out, and facilities that have been closed but the zone is still in place.

The review was conducted by looking at the existing zones, in Olds and applying the principles of the Alberta Infrastructure and Transportation Guidelines for School Zones and Areas, Version 2. This document awards points on a scale considering a variety of conditions which include children’s ages, access to the street, road classification, and access to the property.

The attached document speaks specifically to the findings. A copy of the Guidelines is available at our office and I believe 1 has been provided to the Town. If requested I can scan it and forward it to everyone.

In the last 2 years I have heard the conversations about child safety and speed zones, but we need to keep this in perspective. The road around the schools is a busy area, the route to school requires the pedestrians to take responsibility for their safety to and respect the rules of the road. We have lots of children crossing Hwy 27 and 50<sup>th</sup> Ave everyday that have no speed zone protection. The closer to the school you get should not change anything. The reason zones exist around the playgrounds and schools themselves is to build in an extra layer of protection for kids distracted in play, not traveling.

Currently there are no enforceable school zones in Olds. This is due to the fact that the signage is for “areas not zones”.

Area – a location where awareness is generated by signage to a playground or school. It is posted in yellow and the speed in yellow is a recommendation only.

Zone – a location where compliance is required to a posted speed, for a variety of reasons. There may be a warning sign in colors that vary, but the speed must be clearly posted in white and end must be posted as well.

This document has been updated 2011/11/14 for the Olds Town Council Meeting.

The report previously forwarded and the discussions have centered around a report done by Sheriff Carr for the Olds Detachment and the Town of Olds. Some of the scoring used to determine zone or area, is interpretive and needs to be reviewed by decision makers based on some the intention of the road usage. For example is 54<sup>th</sup> St a local road, collector , or an artery.

Fencing of the properties secures the property from kids running out, so should the area be a concern and or does the nature of the fence have a bearing? Craig's corner and the playground on 50<sup>th</sup> St at 56<sup>th</sup> Ave are examples.

Some areas were reviewed and scored as they are currently posted as areas however the reality is that adjacency is an issue and those locations likely never should have been considered at all. Pieces of 54<sup>th</sup> St and 57<sup>th</sup> Ave are examples.

My recommendations are as follows:

Playgrounds as marked on the map:

- | Location                                      | Recommendation    | Rationale  |
|---|-------------------|--|
| 1. Imperial Way                               | - Area or nothing | - given the nature of the area, traffic volume and amount of use   |
| 2. 54 <sup>th</sup> Ave                       | - Zone            | - scores as playground zone, no fencing and adjacent to road   |
| 3. Shannon Drive                              | - Zone            | - scores as a zone, could be discussion regarding berm as a barrier and then it could be viewed as an area. Shannon Drive would also be looked at as a collector in this case.   |
| 4. Beech                                      | - Zone            | - clearly scores as a zone, but is only marked on the south side, needs markings on the north  |
| 5. 50 <sup>th</sup> St at 56Ave               | - Area            | - this area scores as an area. Fully fenced may make an discussion for nothing, would leave as an area.  |
| 6. Richard Cres, along 54 <sup>th</sup> St    | - Area            | - this piece currently scores as a Zone by the Sheriff report, but by clearly outlining the nature of 54 <sup>th</sup> St traffic as arterial and the distance of the playground equipment from the road and the number of users it is designed for it would score as an Area. Given 54 <sup>th</sup> St is a major East West artery, as few restrictions on speed as possible should exist. Possibly fencing along 54 <sup>th</sup> should be considered. |
| 6.a) Richard Cres, along 48 <sup>th</sup> Ave | - Zone            | - adjacency to road  |
| 7. 53 <sup>rd</sup> St and Centennial Park    | - nothing         | - Centennial Park is not speed controlled anywhere else. This zone originally existed for the old pool I suspect and should have been taken down when it was closed.   |

Not marked on map:

8. Craig's Corner - Area - fencing and a major road, this scores as an area
9. 2A and 57<sup>th</sup> St - Area – soccer field off industrial area. Traffic will be slow as approaching or departing the intersection.
10. 57<sup>th</sup> Ave and Imperial - Area - ball diamonds next to both roads no fences

Schools:

Items A and B 2) have potential to raise other issues in the community. If a special zone is considered here, then why not one for 50<sup>th</sup> St or 46<sup>th</sup> St, and if so where on these streets. The difference being 57<sup>th</sup> is closer to the school does not hold that they have a higher pedestrian crossing volume along them and arguably 46<sup>th</sup> St is the most dangerous crossing in Town.

A. 54<sup>th</sup> St East of 57<sup>th</sup> Ave - Nothing - not adjacent to a school in anyway. It is connected to the playground, maybe if you consider the walk way. Walkways should not be considered based on where they end up.

B. 1) 53<sup>rd</sup> St by OES - Zone - no question this is in front of the school

2) 57<sup>th</sup> Ave and 53<sup>rd</sup> St - Neither - this area lacks adjacency to the school and therefore does not meet the base requirement for consideration.

C. 55<sup>th</sup> St and 61 Ave - Zone - this area including Balsam Cres is appropriate, given curves, school adjacency etc. While it has playgrounds, they are not adjacent to the road so school zone is most appropriate.

Olds High School – this school is clearly not adjacent to Hwy 2 in a manner that makes its consideration for a speed zone or area necessary. It is recognized that this area is also managed by Alberta Transportation.