

Final Report

Spruce Grove Roadway Speed Limit Study Spruce Grove, AB

Presented to:

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1. INTRODUCTION

1.1 Background

The City of Spruce Grove is located 11 km west of Edmonton, Alberta. The City has approximately 242 kilometers of roads with local roadways making up the largest portion of the City's road network. According to The City's Traffic Safety Plan (2019-2022)¹, Spruce Grove aims to achieve a speed reduction as one of the primary strategies towards Vision Zero and Safe System goals to minimize traffic collisions, especially those that end up in fatal and seriously injured (KSI) incidents.

The Alberta Traffic Safety Act (TSA)² currently allows municipalities across Alberta to change speed limits on their roadways to promote road safety. Several municipalities across Canada and across Alberta (i.e., Edmonton, Calgary, Airdrie, Okotoks, Beaumont, Fort Saskatchewan, Banff, Canmore, Leduc) have endeavored to review de facto speed limits in light of an abundance body of research and best practices that shown that vehicle speed increases both the likelihood of a crash, as well as the severity of the crash, as it diminishes drivers' ability to recognize and avoid potential conflicts.

As per the TSA, unless signage is posted, the de facto speed limits in Alberta are:

- School and playground zones: 30 km/h;
- Roadways inside urban areas: 50 km/h;
- Roadways outside urban areas: 80 km/h;
- Provincial highways inside urban areas: 80 km/h;
- Provincial highways outside urban areas: 100 km/h.

For residential areas, for instance, St. Albert decreased the speed limit to 40 km/h in two neighbourhoods and their downtown core in January 2019. The City of Edmonton have also implemented a speed reduction program from 50 km/h to 40 km/h on most residential and downtown streets as part of the City's Vision Zero Plan⁴. Considering the influence and proximity to Edmonton, it is advisable for Spruce Grove to align with Edmonton's speed management principles, policies and practices, yet sensitive to the unique context of Spruce Grove.

1.2 Study Objectives

The study aims to evaluate the City's main road network in support of reducing current de-facto speed limits of 50 km/hr to a potential speed limit of 40 km/hr where justifiable and applicable considering emerging industry best practices. Key study objectives include:

Review the City's posted speed limits of all arterial and collector roads. Identify road segments
with inappropriate posted speed limits and provide recommendations to modify the posted
speed limits.



¹ Traffic Safety Plan 2019-2022 (sprucegrove.org)

² Traffic Safety Act - Open Government (alberta.ca)

⁴ Vision Zero | City of Edmonton

- Review the appropriateness of the current speed limits on sample local roads and provide speed limit modification recommendations.
- Review City's current setting of school and playground zones, analyze the appropriateness and provide recommendations. Provide a general guideline of posted speed limit for school/playground zones to follow for new development and additional safety measures.
- Provide a high-level cost estimation for updating the City's recommended posted speed limit.
- Provide the preliminary traffic speed control signage recommendations for future city developments.

1.3 Study Approach

The study considers several approaches for setting speed limits while aiming for a balanced approach between traditional methods for setting speed limits on major roads and safe speed methodologies for neighborhood roads. The approaches for setting speed limits considered in the study included:

- Canadian Guidelines for Establishing Posted Speed Limits (CGEPSL): Applies to setting speed limits for arterial and major collector roadways (not including school zones and playground zones).
- NACTO City Limits, Setting Safe Speed Limits on Urban Streets: Applied to neighborhood (area) local roads.
- Alberta Transportation Guidelines to Playground and School Area and Zones: Applies to setting speed limits (zones and areas) for playground and schools.
- Alberta Transportation Community Speed limit Information Sign Recommended Practice

The approach aim for the integration of Engineering and Safe Systems approaches for establishing posted speed limits applying appropriate methods in the 'right' context according to research and best practices. As such, the latest Transportation Association of Canada (TAC) Canadian Guidelines for Establishing Posted Speed Limits (CGEPSL) is applied on major collector and arterial roadways whereas the NACTO guidelines mostly applied to neighborhood local roadways.

The TAC-CGEPSL methodology is the most data-intensive, requiring appropriate road segmentation and inputs on various criteria including but not limited to geometric and non-geometric parameters, operational and functional information, safety, and other context-sensitive considerations for each road segment.

On the other hand, the National Association of City Transportation Official (NACTO)'s recommended best practice for setting speed limits is applied to a batch of characteristic local streets with the view to potentially lower speed limits on local street of similar characteristics. The safe speed study methodology is a context-sensitive tool that analyzes conflict density and activity level, among other contextual factors, to determine the speed limit that will best minimize the risk of a person being killed or seriously injured. Generally, high conflict, high activity streets will require lower speed limits since the risk of a crash is high, while somewhat higher speed limits can be considered on low conflict, low activity street.

For School Zones and Playgrounds, the study follows The Alberta Transportation (AT) Guidelines for School and Playground Zones and Areas. The guidelines provide a systematic, objective, and quantitative procedure for assessing the need for a school and playground zone or area.



2. Analysis of Arterial & Major Collector Roadways

2.1 Road Network Segmentation

The road segmentation is based on the rationale that a speed zone should be applied to a homogeneous roadway section. A homogeneous section of roadway is where land use, road function, horizontal and vertical geometry, cross-section, traffic volumes, access controls and pedestrian and cyclist volumes are generally consistent from a driver's perspective. Generally, principles and considerations for road segmentation were followed (some exceptions applied depending on the contexts):

- Posted speed limit is not a criterion for selecting roadway segments. If there are two speed limits for a segment, the speed limit that is the larger portion within the segment will be used for reference only.
- The CGEPSL guide indicates that the minimum length of a speed zone should be 500m for posted speeds of 70km/h or less, and 1,000 m for speeds posted higher than 70 km/h. The road segmentation practice for Spruce Grove will generally follow this standard.
- Segments in the proximity of signalized intersection (intersection functional area) generally exhibit different operational and geometric parameters (i.e., controlled traffic, additional turning lanes, etc.). Therefore, only the main characteristics of the corridor were included in the review.

Based on the CGEPSL guide, the main roadway network (Arterial and main collectors) was segmented into 76 homogenous road segments, as shown in Figure 1 and described in Table 1.

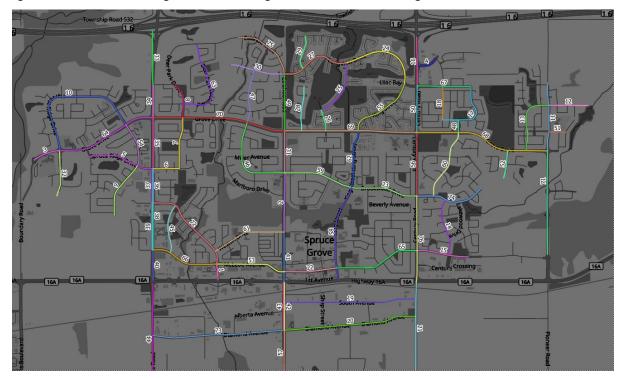


FIGURE 1. SPRUCE GROVE COLLECTOR AND ARTERIAL ROAD SEGMENTATION



TABLE 1. DETAILS OF SPRUCE GROVE COLLECTOR AND ARTERIAL ROAD SEGMENTATION

ID	Roadway	FROM	то	Lane Number	Class	Surface	Length (m)
1	Nelson Drive	Mcleod Avenue	Hwy 16a E	3	Collector	Asphalt	413
2	Calahoo Road	Millgrove Drive	Weston Drive	2	Major Arterial	Asphalt	731
3	Grove Drive W	Unnamed Drive	Copperhaven Drive	2	Major Arterial	Asphalt	334
4	Westwind Drive	Century Road	Kenton Way	2	Collector	Asphalt	265
5	Spruce Ridge Drive	Spring Gate	Jennifer Heil Way	2	Collector	Asphalt	808
6	Hawthorne Gate	Jennifer Hail Way	Heatherglen Drive	2	Collector	Asphalt	323
7	Heatherglen Drive	Grove Drive	Hawthome Gate	2	Collector	Asphalt	636
8	Deer Park Drive	Dalton Link	Grove Drive	2	Collector	Asphalt	443
9	Spruce Ridge Road	Sprinwood Way	Spruce Ridge Drive	2	Collector	Asphalt	709
10	Harvest Ridge Drive ⁵	Grove Drive West	Grove Drive West	2	Collector	Asphalt	1756
11	Pioneer Road	Garneau Link	Grove Drive	2	Collector	Asphalt	819
12	Prescott Boulevard	Range Road 271	Penn Place	2	Collector	Asphalt	484
13	Greenbury Boulevard	Grove Drive	Pioneer Road	1	Collector	Asphalt	780
14	Lakeland Drive	Grove Meadow Drive	Mcleod Avenue	2	Collector	Asphalt	715
15	McLeod Avenue	Century Road	Lawson Boulevard	2	Collector	Asphalt	642
16	Century Road	Yellowhead Hwy	Vanderbilt Common	2	Major Arterial	Asphalt	600
17	Victoria Avenue	Spruce Village Drive W	Vanderbilt Common	2	Collector	Asphalt	807
18	Spruce Village Drive W	Vanderbilt Common	Victoria Avenue	2	Collector	Asphalt	412
19	South Avenue	Golden Spike Road	Century Road	2	Collector	Asphalt	1632
20	Diamond Avenue	Oswald Drive	Century Road	2	Collector	Asphalt	1643
21	Century Road	Hwy 16a E	Twr 524	2	Major Arterial	Asphalt	3239
22	McLeod Avenue	Calahoo Road	King Street	4	Collector	Asphalt	653
23	Brookwood Drive	King Street	Century Road	2	Collector	Asphalt	826
24	Longview Drive	Fairway Drive	Kings Link	2	Collector	Asphalt	1033
25	Fairway Drive	Longview Drive	Links Road	2	Collector	Asphalt	718
26	Links Road	Fairway Drive	Grove Drive	2	Collector	Asphalt	263
27	Longview Drive	Calahoo Road	Fairway Drive	2	Collector	Asphalt	848

⁵ It is worth noting that the Harvest Ridge Drive's section east of Heron Link is a major collector. The roadway width reduces west of Heron Link. Based on the CGEPSL analysis for Harvest Ridge Drive, the entire section is recommended a posted speed limit of 50 km/h.



ID	Roadway	FROM	то	Lane Number	Class	Surface	Length (m)
28	Fieldstone Drive	Fieldstone Crescent	Grove Drive	Grove Drive 2 Collector		Asphalt	549
29	Linkside Boulevard	Linksview Drive	Long View Drive	2	Collector	Asphalt	419
30	Avonlea Way	Arthur Way	Calahoo Road	2	Collector	Asphalt	655
31	Calahoo Road	Grove Drive	Woodhaven Drive	2	Major Arterial	Asphalt	520
32	Copperhaven Drive	Grove Drive West	Spring Link	2	Collector	Asphalt	564
33	Jennifer Heil Way	Yellowhead Hwy	Dalton Link	1	Major Arterial	Asphalt	668
34	Jennifer Heil Way	Dalton Link	Grove Drive	2	Major Arterial	Asphalt	403
35	Jennifer Heil Way	Grove Drive	Hawthome Gate	2	Major Arterial	Asphalt	633
36	Jennifer Heil Way (NB)	Spruce Ridge Drive	Nelson Drive	2	Major Arterial	Asphalt	422
37	Jennifer Heil Way (SB)	Spruce Ridge Drive	Nelson Drive	2	Major Arterial	Asphalt	424
38	Jennifer Heil Way (NB)	Nelson Drive	Mcleod Avenue	2	Major Arterial	Asphalt	581
39	Jennifer Heil Way (SB)	Nelson Drive	Mcleod Avenue	3	Major Arterial	Asphalt	580
40	Jennifer Heil Way	Mcleod Avenue	Hwy 16a E	4	Major Arterial	Asphalt	368
41	Calahoo Road	Weston Drive	Hwy 16a E	2	Major Arterial	Asphalt	613
42	Golden Spike Road (NB)	Hwy 16a E	Diamond Avenue	2	Major Arterial	Asphalt	586
43	Golden Spike Road (SB)	Hwy 16a E	Diamond Avenue	2	Major Arterial	Asphalt	587
44	Campsite Road	Hwy 16a E	Twr 524	2	Major Arterial	Asphalt	3217
45	McLaughlin Drive	Nelson Drive	Mcleod Avenue	2	Collector	Asphalt	610
46	Millgrove Drive	Grove Drive	Calahoo Road	2	Collector	Asphalt	1095
47	Aspenglen Drive	Avonlea Way	Grove Drive	2	Collector	Asphalt	665
48	Spruce Village Way	Victoria Avenue	Grove Drive	2	Collector	Asphalt	155
49	Calahoo Road	Avonlea Way	Grove Drive	2	Major Arterial	Asphalt	690
50	Century Road	Vanderbilt Common	Grove Drive	2	Major Arterial	Asphalt	573
51	Prospect Way	Range Road 271	Prospect Place	2	Collector	Asphalt	210
52	Tonewood Boulevard	Grove Drive	Timber Way	2	Collector	Asphalt	343
53	McLeod Avenue	Nelson Drive	Calahoo Road	4	Collector	Asphalt	859
54	Spruce Ridge Road	Grove Drive West	Spruce Ridge Drive	2	Collector	Asphalt	551
55	King Street	Kings Link	Grove Drive	2	Collector	Asphalt	869
56	Century Road	Grove Drive	Grove Meadow Drive	2	Major Arterial	Asphalt	787



ID	Roadway	FROM	то	Lane Number	Class	Surface	Length (m)
57	Golden Spike Road	Diamond Avenue	Twr 524	2	Major Arterial	Asphalt	2648
58	King Street	Woodhaven Drive	Hwy 16a	4	Collector	Asphalt	1183
59	Woodhaven Drive	Calahoo Road	King Street	2	Collector	Asphalt	863
60	Greystone Drive	Grove Drive	Grove Meadow Drive	2	Collector	Asphalt	875
61	Weston Drive	Nelson Drive	Calahoo Road	2	Collector	Asphalt	918
62	King Street	Grove Drive	Woodhaven Drive	2	Collector	Asphalt	713
63	Deer Park Boulevard	Deer Park Drive	Deer Park Drive	2	Collector	Asphalt	1075
64	Grove Drive W	Harvest Ridge Drive	Jennifer Heil Way	2	Major Arterial	Asphalt	1266
65	McLeod Avenue	King Street	Century Road	2	Collector	Asphalt	1267
66	McLeod Avenue	Jennifer Heil Way	Nelson Drive	4	Collector	Asphalt	839
67	Vanderbilt Common	Century Road	Spruce Village Drive E	2	Collector	Asphalt	665
68	Grove Drive	Century Road	Pioneer Road	2	Major Arterial	Asphalt	1674
69	Grove Drive	Calahoo Road	Century Road	2	Major Arterial	Asphalt	1636
70	Grove Drive	Jennifer Hail Way	Calahoo Road	2	Major Arterial	Asphalt	1649
71	Pioneer Road	Grove Drive	Mcleod Avenue	2	Major Arterial	Asphalt	1276
72	Nelson Drive	Jennifer Heil Way	Mcleod Avenue	2	Collector	Asphalt	1203
73	Diamond Avenue	Campsite Road	Golden Spike Road	2	Collector	Asphalt	1621
74	Grove Meadow Drive	Century Road	Landry Court	2	Collector	Asphalt	867
75	Calahoo Road	Adelaide Court	Longview Drive	2	Collector	Asphalt	789
76	Century Road	Brookwood Dr/Grove Meadow Dr	Hwy 16a E	3	Major Arterial	Asphalt	1060

2.2 Road Segment Data Inputs

According to CGEPSL, the data needed for assessing and recommending the posted speed limit can be classified into road segment basic information and risk factors.

The road basic information includes the name of corridor and location of segment, geographic region/road agency, road classification, land use context (i.e., urban or rural), divided or undivided, major or minor, number of through lanes per direction, length of corridor, design speed, current posted speed limit, prevailing speed (i.e., 85th percentile speed) and any policy of the maximum posted speed limit.

The risk factor information concerns horizontal geometry, vertical geometry, average lane width, roadside hazards, pedestrian exposure, cyclist exposure, pavement surface, number of intersections with public roads (i.e., stop-controlled intersection, signalized intersection,



roundabout/traffic circle, crosswalk, active and at-grade railroad crossing, side street, stop-controlled or lane, number of intersections with private access driveways (i.e., left turn movements permitted, right-in/right-out only), number of interchanges along corridor and on-street parking. In addition:

- Based on the existing conditions, the CGEPSL guide assigns the risk levels ranging from lower, medium to higher to horizontal geometry, vertical geometry, average lane width, roadside hazards, pedestrian exposure, cyclist exposure, pavement surface, number of interchanges and on-street parking, separately. The scores are then assigned to each indicator based on the risk level and weight factor.
- Regarding the number of intersections with public roads, points are assigned based on the traffic control type(s) and number of each traffic control type along the segment multiplied by assigned weighting factors. The intersections at either end of the segment should be included when applicable.
- Regarding the number of intersections with private access driveways points are assigned based on whether left turn movement is allowed at a driveway providing access to active properties and the number of driveways multiplied by assigned weighting factors. The accesses at either end of the segment should be included when applicable.
- Appendix A lists the weighting and scoring details of the above-mentioned risk criteria.

In general, a higher calculated total risk score represents a lower appropriate posted speed limit recommended. Appendix B lists the detailed inputs of all the factors and the speed limit assessment and recommendation results for each road segment. It should be noted that a few road segments have a very limited length and is not included in this procedure. In this case, the original posted speed limit is remained.

2.3 Pedestrian and Cyclist Exposure

Pedestrian and cyclist exposure assessment in the road environments is also a key consideration in the CGEPLS methodology. The following sections describe and illustrate how pedestrian and cyclist exposure risk was evaluated.

2.3.1 Pedestrian Exposure Assessment

Together, the likelihood of pedestrians using a roadway and the availability and type of facilities provided for their use, are used as an indicator of the risk associated with pedestrians. A roadway known or expected to be used by pedestrians but with limited facilities (i.e., sidewalks, pathways, trails, etc.) for their use may justify a lower speed limit as the lack of facilities may increase the risk of pedestrian collisions.

For pedestrian activity, main pedestrian generators (i.e., schools, churches, community centers, parks, municipal buildings) as well as medium-to-high-density residential areas have been identified in geographic context to arterial and collector segments. Proximity measures from each road segment to all nearest pedestrian generators was assessed as an indication of the likelihood of a pedestrian using the roadway. The higher the number of nearby pedestrian generators and the proximity of the road to them, the higher the likelihood of pedestrian activity expected in the vicinity of the road segment (see the following figure).



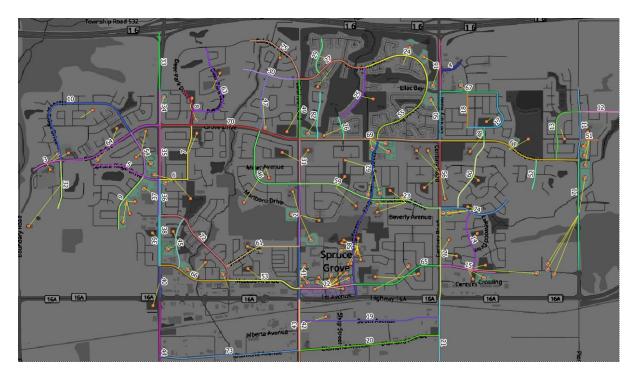


FIGURE 2. PROXIMITY OF PEDESTRIAN GENERATORS TO COLLECTOR AND ARTERIAL ROADWAYS

On the other hand, the availability of pedestrian facilities around arterial and collector roads such as sidewalks and trails were assessed for each road segment. A facility availability index was developed to indicate the ratio of sidewalks and trails available per linear metre of roadway for each road segment. The higher the ratio, the higher the availability of facilities for pedestrian use and therefore the lower the risk for them (see the figure below).



FIGURE 3. AVAILABILITY OF PEDESTRIAN FACILITIES ACROSS SPRUCE GROVE



2.3.2 Cyclist Exposure Assessment

Cyclists are at a higher risk when there is known cyclist activity on a roadway with no cycling facilities. The risk for cyclist may be mitigated by the provision of designated bike lanes, wide curb lanes or off-road facilities. A lower posted speed may be justified for roads where cyclists are present, but no designated road space is allocated to them. Similar to pedestrian exposure, it is important to consider both levels of cycling activity and the availability of cycling facilities along (or in the proximity) of road segments to assess potential risk.

To understand levels of cycling activity in Spruce Grove, Strava's activity heat-map data was reviewed. Strava heatmaps shows 'heat' made by historic aggregated, public cycling and pedestrian reported activities. The heatmap is updated monthly. See Strava's heatmap of Spruce Grove cycling activity below.

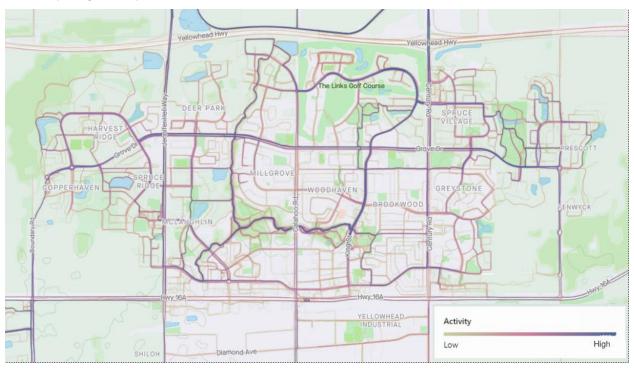


FIGURE 4. STRAVA HEAT MAP OF SPRUCE GROVE CYCLING ACTIVITY

In terms of cycling facilities available along (or nearby) arterial and collector roadway, it is understood that cycling in Spruce Grove is mainly intended to be accommodated on the more than 40 kilometers of all-weather trails network City-wide. Yet some cycling activity is also accommodated on-road as the data shows.

For the study, the availability of dedicated cycling facilities along road segments was considered as the availability of dedicated trails along a particular roadway. A facility availability index was developed to estimate the ratio of trails available per linear metre of roadway for each road segment. Thus, the higher the ratio the higher the availability of dedicated facilities for cyclists and therefore the lower the risk for them. For instance, road segments with trails on both sides were generally categorized as 'high' in terms of availability, while those with on-one sided or none at all were categorized 'medium' or 'low' availability respectively. See the figure below for illustration of trail availability in relation to arterial and collector road segments.





FIGURE 5. AVAILABILITY OF CYCLING FACILITIES ACROSS SPRUCE GROVE



3. Neighborhood Local Roadways Review

Local roadways make up the largest portion of the City's network (their total linear length of 170 km is more than the combined length of arterials and collectors).

There are two primary types of roadways within Neighbourhoods. Residential streets are typical streets that provide access to homes. Collector streets provide access to some homes, but also serve a circulation function within the area, support transit service, provide access for school sites, local shops and parks, and connect to the larger network of roadways that run between communities.

Local roadways also often share mobility with vulnerable road uses and sometimes serve as recreational spaces for local activities such as street hockey games. During the COVID-19 pandemic, there was a high demand on the active transportation network as trips and activity increased in local areas.

In accordance with the Alberta TSA, unless signage is posted, the de facto speed limits for roadways inside urban areas is 50 km/h. Most municipalities have a current default speed of 50 km/h on local roadways and local roadway speed reviews are generally conducted due to public request, safety concern, or the construction of a new playground or school.

Studies have shown that a reduction in vehicle operating speeds from 50 km/h to 40 km/h increases the chance of survival from 15% to 70% for a vulnerable road user struck by a vehicle. This rate is further increased to 90% for operating speeds of 30 km/h⁶.

In addition, reducing residential speeds make streets calmer, quieter, and safer for people walking, biking, driving and enjoying their neighbourhood. Slowing down gives drivers more time to react to the unexpected, reduces killed and seriously injures (KSI) incidents, and has very little impact on travel times.

Since local roads tend to have either very low volumes or operate at the speed of the most cautious driver, it is common practice on many jurisdictions to apply a category speed limit to minor streets without detailed review of street characteristics.⁷

Cities across Canada and the US are reducing de facto speed limits on residential roads to increase safety and livability in their communities. This includes the City of St. Albert, the City of Calgary, City of Edmonton, Airdrie, Okotoks and Beaumont who have already reduced speed limits across residential areas.

3.1 Local Roads Assessments

For the evaluation of speed limit settings on neighborhood local streets. NACTO's recommended methodology for setting speed limits in urban streets was generally followed. The NACTO's



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⁶ City of Toronto. Toronto Complete Streets Guidelines (<u>Toronto Complete Streets Guideline</u>). 2016. Figure 8-5. Transportation Association of Canada, 2011. Geometric Design Guide for Canadian Roads Part 1. 1.2.5.2 - 1.2.5.4.).

⁷ https://nacto.org/wp-content/uploads/2020/07/NACTO_CityLimits_Spreads.pdf

approach⁸ recommends evaluating a batch of similar streets with the view to lower speed limits on many streets of one type all at once (local streets in this case).

NACTO's Safe The Speed Study methodology is a context-sensitive tool that analysis conflict density and activity level, among other contextual factors, determine the speed limit that will best minimize the risk of a person being killed or seriously injured (See Figure 6. Generally, high conflict, high activity streets will require lower speed limits since the risk of a crash is high, while somewhat higher speed limits can be considered on low conflict, low activity street.

For neighborhood roads, it is recommended to be used in lieu of traditional percentile-based speed methodologies. Required data includes typical street conditions and collision history (five-year history of all crashed that resulted in a fatality or serious injury including the location, crash-type,

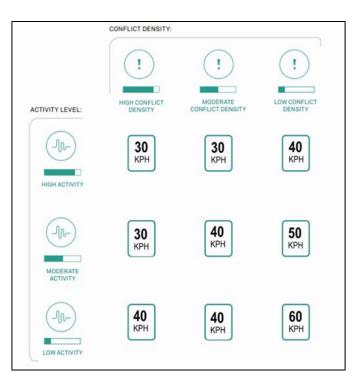


FIGURE 6 RISK MATRIX: CONFLICT DENSITY AND ACTIVITY LEVEL.

(ADAPTED FROM 2020 NACTO CITY LIMITS, SETTING SAFE
SPEEDS LIMITS ON URBAN STREETS)

etc.). Other context-sensitive parameters for estimation of conflict density and activity levels will be obtained from a combination of methods including GIS municipal data (i.e., availability of sidewalks, crosswalk and intersection spacing, separation of modes, etc.) and site observations.

3.2 Local Roadway Selection

Ten representative local roadways are selected for evaluation in consultation with the City. The pre-screening criteria considered the following factors: existing safety considerations, the presence of mixed transportation modes, adjacent land use, traffic volume and existing speed limit, the design intent, and the primary use of the road. The roadways selected and their main attributes were collected from a desktop review and subsequent site visit conducted Nov 18, 2022, and are summarize below. Detailed site observations (checklist) are included in Appendix C. A general description of each sample corridor follows Table 2.



⁸ NACTO_CityLimits_Spreads.pdf

TABLE 2. GENERAL DESCRIPTION OF SAMPLE LOCAL ROAD SEGMENTS

Road	From	То	Predominant Land Use
Beverly Avenue	Beverly Avenue Blairmore St		Low density residential
Mathias Ave	Millgrove Dr	Mckean Way	Low density residential
Church Road	Queen St	King St	Mixed high-density residential/commercial
Mohr Ave	Spruce Glen	Queen St	Low/Medium density residential
Saskatchewan Ave	Commerce Rd	Canada Post	Industrial
Madison Crescent	Campsite Rd	At road bend	Industrial
McLeod Ave	Queen St	King St	Mixed Use Commercial Street
Virginia Ave			Medium Density Residential
Langley Crescent	Langley Crescent Lakeland Dr		Low density residential
Fifth Ave	King St	Oatway St	Mixed medium-density residential/commercial

3.2.1 Beverly Avenue between Blairmore Street and Benton Street

Located in the Brookwood residential (mostly single-family) neighborhood which is located just a short drive from the city center, and it is known for its spacious homes and estates and regarded as desirable location in the City. Beverly Avenue from Blairmore St. to Benton Street is a three-laned local neighborhood road (two curbside parking lanes plus a two-way middle lane). It is a straight and fairly long (520 m) road segment which is only segmented by a mid-point unsignalized intersection at Brookwood Crescent at approximately 250+m from either end. Its straight and long alignment may be prone for speeding. Traffic activity appears low during the day. Most adjacent residential properties appear to have at least one driveaway directly connected to the road. A narrow 1m mono-walk (sidewalk adjacent to road) is only available on the north side of the road. It appears to be winter maintained. On-street parking occupancy during most of the day appear to be low-to moderate, presumably picking up at evenings when residents come back from work. No traffic calming features (i.e., speed humps, corner bulges, speed signs, etc.) were observed. A number of large trees along the road segment which may affect sightlines especially at nearby intersections with Blairmore and Benton Streets.







Figure 7. Beverly Avenue between Blairmore Street and Benton Street

3.2.2 Mathias Avenue between Millgrove Drive and Mckean Way

Located in the Millgrove residential neighborhood, Millgrove is a well-established neighbourhood in central Spruce Grove. Mostly single-family homes, the majority of which are bungalows, bilevels and split-levels. The neighbourhood is bordered by Calahoo Road, Grove Drive, and the Heritage Grove Park with over 40km of all-weather trails. It is also known for its close proximity to local schools with both the Millgrove School and the Spruce Grove Composite High School just down the street.

Mathias Avenue between Millgrove Dr (collector road) and Mckean Way (local road) is a three-laned local neighborhood road (two curbside parking lanes plus a two-way middle lane). It is a straight and fairly long (420 m) road segment which is only intersected by a number of residential driveways to/from individual front home garages. It is a straight and long alignment that may be prone for speeding. Traffic activity appears low during the day. A narrow 1m mono-walk (sidewalk adjacent to road) is only available on the south side of the road. Sidewalk snow clearance appears to be random (presumably the responsibility of each homeowner). On-street parking occupancy during most of the day appear to be low, presumably picking up at evenings when most residents



return home. No traffic calming features (i.e., speed humps, corner bulges, speed signs, etc.) were observed. A number of large trees along the road segment were observed.



Figure 8. Mathias Avenue between Millgrove Drive and Mckean Way

3.2.3 Church Road between Queen Street and King Street

Located at City Centre, Church Road connects Calahoo Rd (arterial road) and King St. (collector road) thru the City Centre. The segment between King Street and Queen Street is 350 m long and has a variety of residential typologies from old single-family bungalows, to multi-family medium density (duplexes, triplexes) to medium-density 4 story walk-up apartments. It has also a few institutional and commercial uses (i.e. churches, small office space, daycare, strip mall, etc.) along the street and commercial activity nearby. The road has 4 lanes (2 curbside parking, 2 travel lanes). Road alignment is straight. The section of study has two relatively short segments (160 m) between the Queen Street and Main Street and Main Street and King St. Both intersections are stop controlled. Traffic activity and parking occupancy appears moderate due to variety of housing typologies, densities, and the proximity to the core commercial and institutional area. 1m sidewalk on either side of the street are available and appear winter maintained.





Figure 9. Church Road between Queen Street and King Street

3.2.4 Mohr Avenue between Spruce Glen and Queen Street

Mohr Ave. located on the northwest edge of the City Centre Area is a two-lane (approx. 6 m wide) local access road to multi-family medium density residential duplexes to the north of the street. Access to/from south of the street is fenced off from an adjacent high-density condominium complex (Windsor Estates). The road west end is closed to vehicular traffic to Callahoo Rd thus only pedestrians and cyclist are allowed. There are no sidewalks on either side of the road. Curbside parking is not allowed due to the narrow carriage way, presumably restricted to always allow emergency vehicles access. Traffic activity appears to be low. Anecdotally, there is a 15 kph posted speed limit sign right below a one-way sign at the entrance to the Spruce Glen roadway.





Figure 10. Mohr Avenue between Spruce Glen and Queen Street

3.2.5 Saskatchewan Ave between Commerce Road and Canada Post

Located within the Spruce Grove Industrial area, Saskatchewan Ave is a paved 2-lane (with side ditches for storm runoffs) industrial collector road, providing property access and vehicular connectivity to industrial uses in and around the area. It connects to Golden Spike Road (arterial) to the west and Diamond Ave (collector) to the north. It features two wide travel lanes, no curbs and gutters, no sidewalks or bicycle intended facilities or signage. Thus, the road is largely intended for commercial trucks and vehicle movement. Wide commercial driveways (9 m or more) connect directly to the road from each industrial property along the road on either side. Traffic activity appears moderate due to the variety of commercial/industrial uses, office space and other facilities including Canada Post, automotive services, resources industrial facilities, and more.





Figure 11. Saskatchewan Ave between Commerce Road and Canada Post

3.2.6 Madison Crescent between Campsite Road and east end road bend

Located within the Madison Industrial area, Madison Crescent is a relatively narrow 2-lane (with side ditches for storm runoffs) industrial road, likely an older standard than newer industrial roads (i.e., Saskatchewan Ave). Pavement surface appears aged and decayed (i.e., chipseal). The road provides property access and vehicular connectivity to mostly light industrial uses and storage facilities. It connects to Campsite Road (arterial) to the west and Diamond Ave (collector) to the south. It features two travel lanes, no curbs and gutters, no sidewalks or bicycle intended facilities or signage. Thus, the road is largely intended for commercial trucks and vehicle movement. Wide commercial driveways (9 m or more) connect directly to the road from each industrial property along the road. Traffic activity appears low as uses are mostly light industrial and storage facilities.





Figure 12. Madison Crescent between Campsite Road and east end road bend

3.2.7 McLeod Avenue between Queen Street and King Street

McLeod Ave runs thru the heart of City Centre. The segment between King Street and Queen Street is approximately 350 m long, serving adjacent mixed-use commercial, retail sales, service centers and restaurants. Land uses are organized in small blocks within a grid road system. The intersection at Queen St. and at Main St. are unsignalized (all-way stop) while the intersection at King St. is signalized. There is drive-in angle parking on both sides of the streets all along the corridor as well as small private parking lots at some commercial properties. Parking occupancy and traffic activity are moderate. A few institutional uses are also present (i.e., churches, public park, daycare, public services, etc.). The road has 2 travel lanes and angle parking lanes on either side. Road alignment is straight. Narrow sidewalks exist on both sides of the street. The road is intersected by numerous driveways connecting directly. Half or the carriageway (north side) was closed during site visit due to ongoing construction. The construction on this street involves the median down the middle, parallel parking on both sides, protected crossings with road bump outs and a widened sidewalk.





Figure 13. McLeod Avenue between Queen Street and King Street

3.2.8 Virginia Avenue between Ventura Street and Vernon Street

Located in the Spruce Village residential neighborhood. The neighborhood offers a combination of low density (detached single family) and medium density (townhouses, duplexes) residential options. Virginia Ave. is a local neighborhood road with two-way travel middle lane and parking lanes on either side. Single-family homes on the north side have direct driveway access to parking garages onto the street. Medium density residential properties on the south side do not have driveway access onto the street but via back alleys. 1.5m sidewalk is provided on the south side of the street all long the roadway and connected further west to the regional trail along Century Road. The segment has four unsignalized intersection. Traffic and parking activity is low due mostly to the residential nature of the street. Sightlines restricted at intersection with Spruce Village Drive due to street parking close to intersection. Vehicles along Spruce Village Drive appear to be travelling at or near 50km/hr (winter observation). Pedestrian crossing signs are installed at the Virginia Loop crossing near the park.





Figure 14. Virginia Avenue between Ventura Street and Vernon Street

3.2.9 Langley Crescent between Lakeland Drive and Lakeland Drive

Located in the Lakewood residential neighborhood in the southeast end of the City adjacent to Century Crossing large commercial district nearby to the south. The street is located in the residential neighborhood connected to a main collector road (Lakeland Dr.). It is a looping road connected to either end to Lakeland Dr. The street is also adjacent to the Lansdowne Park with sport fields and playground. As with most local roads in the City, the cross section includes one two-way travel middle lane and parking lanes on either side. Roller curbs and gutter on both sides and a mono-walk on one side of the street. Most houses have direct driveway road access to front garages. Road widens at street bends and corners. Parking and traffic activity is low due to the residential nature of the street and limited connectivity to other roadways.







Figure 15. Langley Crescent between Lakeland Drive and Lakeland Drive

3.2.10 Fifth Ave between King Street and Oatway Street

Fifth Ave. has two distinctive segments, one segment within the Centre Centre in the proximity to King Street; and a second segment within the Broxton Park residential neighborhood. On the City Centre segment, the road is has two travel lanes and parking is not allowed except for an offset row of angle parking adjacent to the public library on the south side of the road across the firehall. Sidewalks on both sides of the streets. On the Broxton Park residential segment, the road transitions to a standard local residential road with one travel middle lane and curbside parking lanes on either side. 1m mono-walk adjacent to the street on the north side of the road. All single-family houses have direct driveways to their front garages. Due to the proximity to schools and parks in the area, there are two marked pedestrian crosswalks, one near the Broxton Park and one near Eccles Crescent leading to a public walkway that connect to the schools to the south. This is likely a frequent walking route to from the schools nearby for most students within the Broxton Park neighborhood. Traffic and parking activity appear moderate on the City Centre segment while low in the residential segment.







Figure 16. Fifth Ave between King Street and Oatway Street

3.3 Local Roads Risk Assessment

According to NACTO guidelines, two primary factors determine how frequently potential conflicts between motor vehicles and people walking or bicycling arise on the street: Modal Mixing and Crossing Point Density. The degree of Modal Mixing (level of separation between modes) indicates how much physical separation the street offers people walking, biking, and rolling along the street. The Crossing Point Density is a proxy indicator of how closely spaced intersections and other crossing (i.e., driveways) locations are. The guide provides sample street illustrations under various urban environments to contextualize what is categorized as low, moderate and high-density conflict streets/areas.

Activity levels influence the rate at which potential conflicts occur at any given site on the street. Activity can be measured directly where data is available, or through site observations, land use and transportation network proxies. The guide also provides sample street illustrations under various contexts to contextualize what is low, moderate, and high activity levels.

Conflict Density and Activity Level checklists are included in Appendix D. Checklists are a starting point for analyzing how dense conflicts are on a given street and how active that street is, in order to determine a safe speed limit for a street. The table below summarizes the results of the review for each sample street, highlighting the recommended maximum safe speed under the subject conditions.



TABLE 3. RECOMMENDED MAXIMUM SAFE SPEEDS FOR THE REVIEWED LOCAL ROAD SEGMENTS

Road	From	То	Conflict Density	Activity Level	Recommended Max. Safe Speed
Beverly Avenue	Blairmore St	Benton Street	Moderate	Low	40 kph
Mathias Ave	Millgrove Dr	Mckean Way	Moderate	Low	40 kph
Church Road	Queen St	King St	Moderate	Moderate	40 kph
Mohr Ave	Spruce Glen	Queen St	High/Moderate	Low	40 kph
Saskatchewan Ave	Commerce Rd	Canada Post	High	Low	40 kph
Madison Crescent	Campsite Rd	At road bend	High	Low	40 kph
McLeod Ave	Queen St	King St	Moderate	Moderate	40 kph
Virginia Ave	Ventura St	Vernon St	Moderate	Low	40 kph
Langley Crescent	Lakeland Dr	Lakeland Dr	Moderate	Low	40 kph
Fifth Ave	King St	Oatway St	High/Moderate	Moderate	30 kph*

^{* 30} kph recommended due to the proximity to schools, lack of sidewalks on both sides, public library, and retail nearby, cyclist on the road (Strava), and likely being part of a walking school routes for catchment students in and around the neighborhood. Also, King Street concentrates several schools, and institutional uses and parks plus being relatively close to downtown.

The analysis show that under a wide variety of operational conditions, physical characteristics and land use contexts, all local roads examined can be recommended for a lowered 40 kph speed limit. A 40 kph speed limit on local streets supports safe movement and contextually appropriate design on the majority of local city streets. Since minor streets tend to have either very low volumes or operate at the speed of the most cautious driver, the city of Spruce Grove is advised to apply a 40 kph blanket speed limit to all local streets as a default, and if required, apply exceptions on a case-by-case basis.



4. School Zones and Playground Zones Review

The Alberta Infrastructure and Transportation Guidelines for School and Playground Zones and Areas (hereafter the guidelines) was created to promote uniformity in the establishment, signage, and marking of Alberta school and playground zones and areas. The guidelines provide a systematic, objective, and quantitative procedure for assessing the need for a school and playground zone or area.

Once a playground zone or area is established, it should be signed and marked in a way consistent with the desired objectives and the roadway context. The differences between playground areas and zones should be noted: playground areas are generally equipped with warning signs near the roadway where there is a possibility of children entering the roadway, while playground zones should be more comprehensively equipped with warning signs and speed limit signs, e.g., 30 km/h. The signing and marking of playground areas/zones should be consistent with the principles of the Manual of Uniform Traffic Control Devices for Canada (MUTCDC). The layout of the playground areas/zones signages can be as follows:

- The WC-3 sign of MUTCDC should be placed at the start of playground areas;
- Playground zones should also contain an RB-1 (full-size speed limit sign) below the WC-3 sign, displaying the speed limit at the start of the zone; the other RB-1 sign at the end of the zone, reinstating the original speed limit (or for local roads only, the END PLAYGROUND ZONE sign, yellow in colour); the hours of effectiveness (mandatory if different from the Bylaw requirement and optional if same as the Bylaw requirement). The hours can be displayed on a tab below the speed limit sign.



FIGURE 17. SAMPLE SIGNAGES FOR SCHOOL AND PLAYGROUND AREAS/ZONES



The purpose of this section is to summarize the review process and findings on the City's existing School and Playground Zones/Areas using the Guidelines and providing recommendations for the City's consideration.

4.1 School Zone/Area Warrant Analysis

The School Zone Input Worksheet of the Guidelines provides a quantitative assessment of the need for a school zone or area. A total score of 100 points is available to mark based on six weighted categories for school type, school fencing, adjacent roadway classification, property line separation, school entrance features and presence of sidewalks. The school zone scoring matrix is provided in the table below.

TABLE 4. SCHOOL ZONE WARRANT ANALYSIS RESULTS MATRIX

Total Score	School Area or Zone?
0 – 40	Nothing
41 – 64	School Area
65 – 80	School Area or School Zone*
81 – 100	School Zone

^{*} Local conditions must be considered in detail in order to determine the appropriate treatment. Wherever possible, mitigation measures should be explored that would reduce the score so that marginal school zones can be avoided. The reasons for the final decision should always be documented.

4.1.1 School Type

Children of Elementary school age, when without parental supervision, are typically considered to be the most vulnerable due to their limited abilities to understand and anticipate vehicular traffic movements and their tendency to accidentally enter the roadway. Children of high school age are typically better able to understand traffic and control their own movements. School Zones or Areas are unnecessary at post-secondary institutions.

4.1.2 Fencing

Fencing can significantly reduce the need for a School Zone, acting as a physical barrier that can prevent errant movements onto the roadway. The effectiveness of fencing depends on its traversability, i.e., how easily it can be bypassed or traversed. The traversability of fencing is governed by the extent of fencing between the roadway and the school, the effectiveness of the school's internal pathway system in guiding children to a safe opening in the fence, and the height and type of fencing. Fully traversable describes fencing that is absent or easily traversed. Partially traversable can describe fencing that is low-mounted or has several openings (or, for example, widely spaced trees). Non-traversable describes high-mounted fencing with limited openings at defined points.



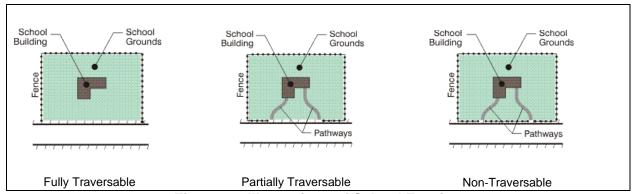


Figure 18. Illustrations of School Fencing

4.1.3 Road Classification

The design classification system used in the Geometric Design Guide for Canadian Roads (TAC 1999) separates roads on the basis of differences in land service and traffic service. The terms "rural" and "urban" refer to the predominant characteristics of the adjacent land use and not only to jurisdictional boundaries or features of typical cross sections. The road classification criteria for the evaluation procedure that follows are consistent with the design classification system described in the Geometric Design Guide for Canadian Roads.

Arterial roads and expressways/freeways are typically multi-lane roads that carry high volumes of traffic, including trucks, and have posted speed limits of 50 km/h or greater. Collector roads are usually narrower and lower in traffic volumes and provide direct frontage to developments, including schools. Local roads are often still narrower and are designed for lower speeds. School Zones should be avoided on expressways/freeways and arterial roads. They can appear to motorists as contradicting the roadway function and hence may be unexpected and disrespected. School Zones can sometimes appear to provide children and parents with a false sense of security on a potentially hazardous roadway.

4.1.4 Property Line Separation

A school typically abuts at least one roadway. If the school is located near an intersection, it may also be located close to an intersecting roadway. When the need for a school zone on the intersecting roadway is assessed, the separation between the property line of the school and the roadway should be considered. The separation influences the likelihood of children entering the roadway, particularly if it is unfenced. A roadway that is separated from the school grounds by only a sidewalk or fence abuts the roadway. A school that is separated from the intersecting roadway may or may not be within 50 metres. If it is located within 50 metres, there is a greater likelihood that children may enter the roadway. The school property line represents the most objective indicator of the point where school activity involving children begins. If it is known that the property line is located well before the activity begins, then the latter can be used.



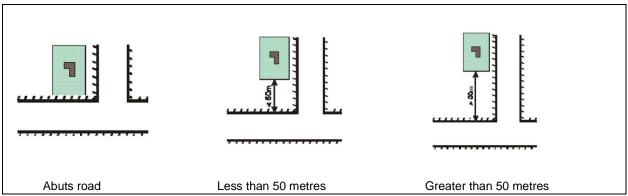


Figure 19. Illustrations of School Property Line Separation

4.1.5 School Entrance

A school entrance can be a driveway to the school, the closest point along the road to the school's main door, or a designated on-street pick-up and drop-off area. The school entrance becomes a focal point of congestion and pedestrian activity, including vehicle turning movements at the driveway, maneuvers within the parking lot, stoppages on the roadway and children crossing the road, particularly during pick-up and drop-off times. Where a school has multiple access points from the road, the activity is typically concentrated at one entrance, referred to as the main entrance. A secondary entrance, if it exists, typically has far less activity than the main entrance.

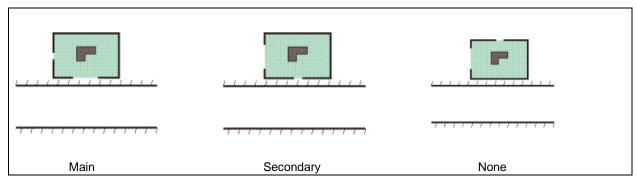


Figure 20. Illustrations of School Entrances

4.1.6 Sidewalks

The purpose of sidewalks is to provide safe conveyance of children between the school grounds or opening in the fence and a defined crossing point on the roadway or to provide a link to the surrounding sidewalk network further from the school grounds. If sidewalks are provided between the school and the roadway, children are less likely to walk in the roadway. In rural areas, while raised curb sidewalks are rarely provided, wide shoulders or unpaved pathways or walkways are assumed to serve the same function as a sidewalk (although shoulders are not provided for this purpose).



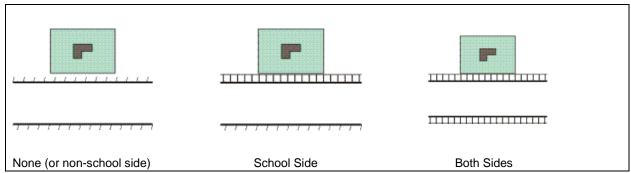


Figure 21. Illustrations of School Sidewalk Locations

4.1.7 School Zone Warrant Worksheet

A warrant worksheet is designed to systematically consider the above six criteria and assess the provided list of schools in Spruce Grove in order to establish the need for a School Zone or School Area. The procedure assigns a Maximum Point Value (MPV) to each criterion, reflecting its relative importance. It also assigns a weighting factor (WF) to each selection, with the higher values indicating a greater need for an Area or Zone. The result of the scoring is a total score out of 100.



TABLE 5. SAMPLE OF SCHOOL ZONE ANALYSIS WARRANT

nool Name					
thool Address					
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per AT Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial / Freeway	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00	1	
		School Side	0.60		
		Both Sides	0.00		
					5
				TOTAL SCORE	100
				RESULT	School Zon

Note: "1" is inputted into the specific cell of the calculation table for each criterion when the description best represents the subject school/road conditions.

4.1.8 School Zone Warrant Analysis and Result

The warrant analysis is applied to the list of schools provided by the City. The table below summarizes the school analysis results. The warrant worksheet of each specific school can be found in Appendix E.



TABLE 6. SUMMARY OF SCHOOL ZONE WARRANT ANALYSIS RESULT

#	School Name	Grade	Address	Current School Area/Zone (Google Street View)	Warrant Score	Warrant Result	Note
1	Brookwood School	K-grade 4	460 King Street	School Zone	65	School Area or School Zone	Brookwood School and Woodhaven Middle School are adjacent. The current
2	Woodhaven Middle School	Grade 5-9	475 King Street	School Zone	51	School Area	School Zone setting is appropriate
3	Copperhaven School	K-grade 9	151 Grove Drive West	School Zone	83	School Zone	
4	Greystone Centennial Middle School	Grade 5-9	130 Greystone Drive	School Zone	43	School Area	School Zone is suggested to be remained considering speed reduction benefits
5	Prescott Learning Centre	K-grade 9	340 Pioneer Road	School Zone	65	School Area or School Zone	
6	Ecole Broxton Park School	K-grade 9	505 McLeod Avenue	School Area	73	School Area or School Zone	
7	Millgrove School	K-grade 4	851 Calahoo Road	School Area	67	School Area or School Zone	
8	Spruce Grove Composite High School	Grade 10-12	1000 Calahoo Road	School Area	43	School Area	
9	St. Joseph Catholic School	K-grade 4	195 Weston Dr	School Area	70	School Area or School Zone	
10	St. Peter the Apostle Catholic High School	Grade 9-12	10 Harvest Ridge Dr	School Area	53	School Area	
11	St. Thomas Aquinas Catholic School	Grade 5-8	381 Grove Dr W	School Area	51	School Area	St. Thomas Aquinas Catholic School and St. Marguerites Catholic School are
12	St. Marguerites Catholic School	K-grade 4	395 Grove Dr W	School Area	57	School Area	adjacent
13	Living Waters Christian Academy	K-grade 12	5 Grove Drive W	School Area	57	School Area	

It can be found that the existing setting of School Zone or Area in Spruce Grove is generally aligned with the warrant analysis. It is worth noting that the Warrant recommends Greystone Centennial Middle School (see Figure 22) as a School Area instead of a School Zone. However, for the considerations of speed reduction and safety improvement, the current school zone is suggested to be remained.



Figure 22. Street View of Greystone Centennial Middle School (June 2022)

4.2 Playground Zone/Area Warrant Analysis

The Playground Zone Input Worksheet of the Guidelines provides a quantitative assessment of the need for a playground zone or area. Similar to the school zone, a total score of 100 points is possible based on six weighted categories, including playground type, road classifications, fencing, property line separation, playground entrance and presence of sidewalks.

TABLE 7. PLAYGROUND ZONE WARRANT ANALYSIS RESULTS MATRIX

Total Score	Area or Zone?
0 – 40	Nothing
41 – 80	Playground Area
81 – 100	Playground Zone

4.2.1 Playground Type

The Playground Type reflects the likely level of utilization of the playground facility and its exposure to the roadway. Playgrounds that have more equipment (higher capacity), that are part



of a field and that are not enclosed are more likely to warrant a reduced speed zone. Outdoor facilities include play areas with play equipment, sports fields, ball diamonds, basketball courts, tot lots and sandboxes. Enclosed indoor facilities can include lacrosse boxes, skating rinks and swimming pools. The need for playground areas or zones increases with the likely exposure of children to traffic, which in turn is a function of the capacity of the playground. This can be estimated according to the capacity of the playground equipment provided in the playground. Single-unit equipment is defined as a standalone piece, not connected to other equipment. Several single-unit pieces of equipment are often combined into one custom playground equipment. Commercial playground equipment manufacturers typically specify the number of play activities, suitable age range and capacity (number of children) for custom equipment. Where it is not specified, the capacity of the playground equipment should be judged based on the content, safety, and likely maximum usage during normal use. Where specific and special local conditions apply, there may be a need to provide a playground area or zone in the absence of playground equipment. The need should be evaluated on a case-by-case basis, such as by conducting a survey of the number of children using the open space or playing field. The road jurisdiction should document the specific reasons so as not to allow all local grass fields to become candidates for playground areas or zones.

4.2.2 Road Classifications

Playground Zones should be avoided on higher roadway classifications. They can appear to motorists as contradicting the roadway function and may be unexpected and disrespected. They can sometimes provide children and parents with a false sense of security on a potentially hazardous roadway.

4.2.3 Fencing

The presence of fencing can significantly reduce the need for a Playground Zone. Fencing acts as a physical barrier that prevents errant movements of children onto the roadway. For the purpose of this evaluation, fencing can be defined as any type of physical barrier between the play facility and the roadway. If a play area with equipment is the focal point of activity within a much larger field, it may also be appropriate to consider the presence of fencing around the play area itself, particularly if fencing is not provided along the roadside.

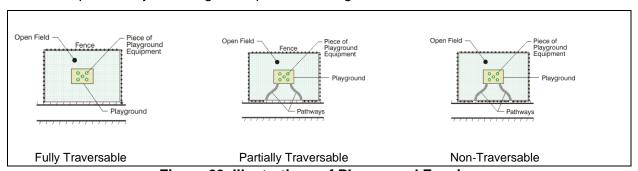


Figure 23. Illustrations of Playground Fencing

4.2.4 Property Line Separation

A playground often abuts at least one roadway. It may also be close to an intersecting roadway. The separation between the property line of the playground and the intersecting roadway influences the likelihood of children entering the roadway, particularly in the absence of fencing. For a playground with play equipment, the distance between the play equipment and the roadway



should also be considered. A roadway that is separated from the playground by only a sidewalk or fence is said to be about the roadway. A playground that is separated from the roadway by other land use may or may not be located within 50 metres. If a play area with equipment is the focal point of activity within a much larger field, it may also be appropriate to consider the separation between the roadway and the play area itself. While the property line represents the most objective indicator of the point where activity involving children begins, if it is known that the property line is located well before the activity begins, the distance between the intersecting roadway and the point where playground activity involving children begins may be considered for the evaluation procedure.

4.2.5 Playground Entrance

A playground entrance can be a driveway to the playground, the closest point along the road to an indoor facility's main door, or a designated on-street pick-up and drop-off area. The playground entrance can become a focal point of congestion and pedestrian activity, particularly during special events. Where a playground has multiple access points from the road, the activity is typically concentrated at the main entrance than the secondary entrance(s). For a playground that is situated behind a school and can only be accessed from the front of the school, the playground can be said to have no entrance from any of the surrounding roadways. For playgrounds that are unfenced between the play area and the roadway, it can be said to have a main entrance along the subject roadway.

4.2.6 Sidewalks

The purpose of sidewalks is to provide safe conveyance of children between the playground or opening in the fence to a defined crossing point on the roadway or a link to the surrounding sidewalk network further from the playground. If sidewalks are provided between the playground and the roadway, children are less likely to walk in the roadway.

4.2.7 Playground Zone Warrant Worksheet

Similar to the school zone analysis, a warrant worksheet is designed for playground zones to systematically consider the above six criteria. The list of the playground zones in Spruce Grove is provided by the City.



TABLE 8. SAMPLE OF PLAYGROUND ZONE ANALYSIS WARRANT

ground Name					
ground Address INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00	1	
		Playground Side	0.40		
		Both Sides	0.00		
					5
				TOTAL SCORE	100
				RESULT	Playground 2

Note: "1" is inputted into the specific cell of the calculation table for each criterion when the description best represents the subject school/road conditions.

4.2.8 Playground Zone Warrant Analysis and Result

The warrant analysis is applied to the City's playground zone list. The table below summarizes the playground zone analysis results. The warrant worksheet of each specific playground zone can be found in Appendix F



TABLE 9. SUMMARY OF PLAYGROUND ZONE WARRANT ANALYSIS RESULT

#	Playground Name	Address	Туре	Age Group	Capacity	Current School Area/Zone	Warrant Score	Warrant Result	Note
1	Westbend Park - WestBend St	25 Westbend St	Play Equipment			Playground Zone	97	Playground Zone	
	Westbend Park - Westcove St	25 Westbend St	Play Equipment	5-12 years old	30-35	Playground Zone	95	Playground Zone	
2	Heatherglen Cres	Heatherglen Cres	Play Equipment	5-12 years old	30-35	Playground Zone	93	Playground Zone	
3	McKean Park	43 McKean Way	Play Equipment	5-12 years old	30-35	Playground Zone	100	Playground Zone	
4	Woodside Park - Wascana St	4 Wascana St	Sports Field			Playground Zone	53	Playground Area	The Warrant suggests Playground Area instead of Playground Zone. For the considerations of
	Woodside Park - Westview Cres	4 Wascana St	Sports Field			Playground Zone	58	Playground Area	safety and speed reduction, the current
	Woodside Park - Woodside Cres	4 Wascana St	Play Equipment	'		Playground Zone	77	Playground Area	Playground Zones of Woodside Park is suggested to be remained
5	Windermere Park	Windermere Dr	Play Equipment			Playground Zone	97	Playground Zone	
6	Kenton Way Park	33 Kenton Way	Play Equipment			Playground Zone	97	Playground Zone	
7	Beechmont Park	21 Beechmont Ave	Play Equipment	5-12 years old	30-35	Playground Zone	100	Playground Zone	
8	Harvest Ridge Park	Harvest Ridge Drive	Play Equipment	2-12 years old	30	Not Marked	75	Playground Area	A Playground Area is suggested for Harvest Ridge Park
9	Henderson Park	201 Harvest Ridge Drive	Play Equipment	2-12 years old	30	Playground Zone	85	Playground Zone	
10	Spruce Ridge Dr Park	311 Spruce Ridge Rd	Play Equipment	2-12 years old	30	Playground Zone	85	Playground Zone	
11	McLaughlin Park	145 McLaughlin Dr	Play Equipment	2-5 years old	15	Playground Zone	85	Playground Zone	
12	Jesperdale Park	1205 Calahoo Rd	Play Equipment	2-12 years old	30	Playground Area	43	Playground Area	
13	Dillon Park	120 Deer Park Blvd	Play Equipment	2-12 years old	30	Playground Zone	85	Playground Zone	
14	Longview Park	Longview Dr	Play Equipment / Sports Field	2-12 years old	30	Playground Zone	67	Playground Area	The Warrant suggests Playground Area instead of Playground Zone. For the considerations of safety and speed reduction, the current Playground Zone of Longview Park is suggested to be remained
15	Hilldowns' Park	Longview Dr / King St	Play Equipment	2-12 years old	30	Playground Area	67	Playground Area	
16	Spruce Village Park	Victoria Ave / Spruce Village Dr E	Play Equipment	2-12 years old	30	Playground Zone	62	Playground Area	The Warrant suggests Playground Area instead of Playground Zone. For the considerations of safety and speed reduction, the current Playground Zone of Spruce Village Park is suggested to be remained
17	Greystone Park	77 Greystone Dr	Play Equipment	2-12 years old	30	Playground Zone	85	Playground Zone	
18	Brookside Park	28 Brookside Cres	Play Equipment	2-12 years old	30	Playground Area	79	Playground Area	
19	McLeod Avenue Park	McLeod Ave	Play Equipment	2-12 years old	30	Playground Area	67	Playground Area	
20	Lakewood Park	Lawson Blvd / McLeod Ave	Sports Field			Playground Area	58	Playground Area	
21	Grove Meadows Basketball Court	20 Grove Meadow Dr	Basketball Court & Open Field			Playground Area	53	Playground Area	

It can be found that the playground settings in Spruce Grove are generally aligned with the warrant analysis. It is worth noting that Woodside Park (Wascana St, Westview Cres and Woodside Cres roadside), Longview Park, and Spruce Village Park are warranted as Playground Area instead of Playground Zone. However, in considerations of enhanced safety and speed reduction, the current Playground Zone settings are recommended to remain in place. In addition, Harvest Ridge Park - currently not marked with any playground sign- is warranted and therefore recommended for a playground area treatment.



Figure 24. Street View of Woodside Park (Wascana St, Westview Cres and Woodside Cres)





Figure 25. Street View of Longview Park (Longview Dr)



Figure 26. Street View of Spruce Village Park (Victoria Ave / Spruce Village Dr E)



Figure 27. Street View of Harvest Ridge Park (Harvest Ridge Dr)



5. Findings and Recommendations

5.1 Identification of Road Segments with Inappropriate Posted Speed Limits and Speed Limit Recommendations

The CGEPSL analysis for collectors and arterials has identified 14 collector roadway segments and 1 arterial roadway segment that are recommended for lower speed limits than the current posted speed limit, as summarized in Table 10. It is worth noting that the CGEPSL's analysis approach has also identified some roadway segments (mostly arterials) where higher posted speed limit could technically be applied. In consideration of Vision Zero principles, and City's goal to apply safe speed limits in light of best practices, such speed limit increases are not recommended and thus have been excluded. Appendix G lists the detailed speed limit analysis results and recommendations for all the collector and arterial roadway segments across Spruce Grove.

TABLE 10. LIST OF COLLECTOR/ARTERIAL ROADWAY SEGMENTS WITH INAPPROPRIATE POSTED SPEED LIMITS (CGEPSL ANALYSIS)

ID 🔻	Roadway	FROM	TO ▼	Posted Speed Limit ▼	Recommended Speed Limi -
5	Spruce Ridge Drive	SPRING GATE	JENNIFER HEIL WAY	50	40
7	Heatherglen Drive	GROVE DRIVE	HAWTHOME GATE	50	40
21*	Century Road	HWY 16A E	TWR 524	80	70
22	McLeod Avenue	CALAHOO ROAD	KING STREET	50	40
23	Brookwood Drive	KING STREET	CENTURY ROAD	50	40
25	Fairway Drive	LONGVIEW DRIVE	LINKS ROAD	50	40
28	Fieldstone Drive	FIELDSTONE CRESCENT	GROVE DRIVE	50	40
29	Linkside Boulevard	LINKSVIEW DRIVE	LONG VIEW DRIVE	50	40
30	Avonlea Way	ARTHUR WAY	CALAHOO ROAD	50	40
45	McLaughlin Drive	NELSON DRIVE	MCLEOD AVENUE	50	40
47	Aspenglen Drive	AVONLEA WAY	GROVE DRIVE	50	40
61	Weston Drive	Weston Drive NELSON DRIVE CALAHOO ROAD		50	40
62	King Street	GROVE DRIVE	WOODHAVEN DRIVE	50	40
65	McLeod Avenue	KING STREET	CENTURY ROAD	50	40
75	Calahoo Road	ADELAIDE COURT	LONGVIEW DRIVE	50	40

^{*} This arterial segment has two posted speed limits – 80 km/h for the southern part of the segment and 60 km/h for the northern part of the segment. The segment with the posted speed limit of 80 km/h is recommended to be adjusted to 70 km/h, while the segment with the posted speed limit of 60 km/h is to be remained.

As for local roads, a batch of 10 sample representative local roadways were selected for evaluation in consultation with the City. The local road analysis followed NACTO's Safe Speed Study Approach which revealed that the current 50 km/h speed limit on all sample local roads are inappropriately high. All sample road segments were found eligible for a speed limit reduction as summarized in Table 11.



TABLE 11. SAMPLE LOCAL ROADWAY SEGMENTS WITH INADEQUATE POSTED SPEED LIMITS (NACTO'S SAFE SPEED STUDY APPROACH)

Local Road	From	То	Current Speed Limit	Recommended Posted Speed Limit
Beverly Avenue	Blairmore St	Benton Street	50 kph	40 kph
Mathias Ave	Millgrove Dr	Mckean Way	50 kph	40 kph
Church Road	Queen St	King St	50 kph	40 kph
Mohr Ave	Spruce Glen	Queen St	50 kph	40 kph
Saskatchewan Ave	Commerce Rd	Canada Post	50 kph	40 kph
Madison Crescent	Campsite Rd	At road bend	50 kph	40 kph
McLeod Ave	Queen St	King St	50 kph	40 kph
Virginia Ave	Ventura St	Vernon St	50 kph	40 kph
Langley Crescent	Lakeland Dr	Lakeland Dr	50 kph	40 kph
Fifth Ave	King St	Oatway St	50 kph	30 kph

5.2 Current School/Playground Zone Review

School Zone Review. According to the school zone review and warrant analysis result, in general, Spruce Grove's schools are appropriately set with school zone/area treatments as per Provincial guidelines with one exception. The analysis results for Greystone Centennial Middle School suggests a downgrade from the current school zone to a school area, which would involve the removal of the current 30 km/h speed limit. In light of best practices and vision zero goals, such replacement is not recommended and so the current school zone treatment for Greystone Centennial Middle School should be maintained.

Playground Zone Review. In general, Spruce Grove's playgrounds are appropriately treated under applicable provincial playground settings. The warrant analysis results for Woodside Park, Longview Park, and Spruce Village Park suggest a downgrade to playground area from the current playground zone treatment which would involve the removal of the current 30 km/h speed limit. In light of best practices and vision zero goals, the current playground zone treatment in these parks is recommended to remain. Conversely, the warrant analysis for Harvest Ridge Park -currently unmarked/untreated - recommends implementing playground area treatment signs.

5.3 General Guideline for Posted Speed Limits in School/Playground Zones to Follow for New Development

It is recommended to set the speed limit at 30 km/h for all the school and playground zones. School zone restriction period is recommended to follow the Spruce Grove Traffic Bylaw⁹, which regulates that school zone is in effect during the period commencing at 7:30 a.m. and ending at 4:30 p.m. on any day school is held. Regarding playground zones, it is recommended to follow the Traffic Bylaw's regulation that playground zone is in effect during the period commencing at 8:30 a.m. and ending one (1) hour after sunset seven (7) days a week. Outside of the above mentioned effective times for school and playground zones, vehicles must follow applicable posted speed limits.

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⁹ Traffic Bylaw (sprucegrove.org)

6. Speed Management Implementation Strategy

6.1 Speed Limit Recommendation for Road Segments in the City

The recommended speed limits for arterial and collector roads in Spruce Grove can be found in Appendix G. Figures 28 and 29 below illustrate the current and future recommended posted speed limit for all arterial and collector roadway segments analyzed. Of note, speed limits shown may differ within segments adjacent to schools/playground areas. Applicable existing and future recommended speed limit adjacent to schools and playground should apply.



Figure 28. Current Posted Speed Limit of Spruce Grove Collector/Arterial Roadway Segments



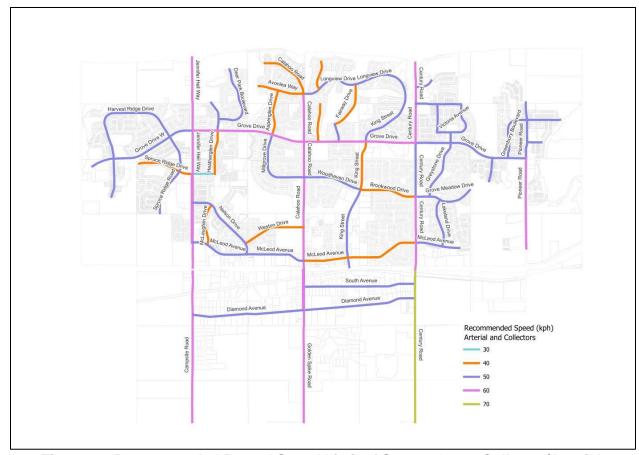


Figure 29. Recommended Posted Speed Limit of Spruce Grove Collector/Arterial Roadway Segments

The speed limit recommendations for the 10 sample of local roads can be referred to Table 11. The analysis shows that under a wide variety of operational conditions, physical characteristics and land use contexts, all local roads examined can be recommended for a lowered 40 kph speed limit.

Therefore, a blanket 40 kph speed limit implementation -unless otherwise posted- on all roadways within the municipality should be applied in support of Vision Zero and Safe Systems goals. As shown in Figure 29, some arterial and collectors roads could still be posted at higher speed limits on a case-by-case basis.

As previously noted, similar speed blanket reduction approached have been recently implemented in Edmonton and various other municipalities in the Province.¹⁰

https://open.alberta.ca/dataset/faeafa6d-6a8e-4fac-b6dd-fc5ead9be17a/resource/f5a41c92-4ddf-4eaa-a0a5-6f0d3833d952/download/trans-community-speed-limit-information-sign-2015-12.pdf Edmonton and several towns and villages have passed bylaws to lower the statutory standard maximum 50 km/h speed limit for their roadways within an urban area to a maximum 40 km/h or 30 km/h as a blanket speed reduction for the community



Cost Estimation for Updating the Recommended Speed Limits 6.2

As discussed, a blanket 40 kph speed limit implementation -unless otherwise posted- on all roadways within the municipality is recommended.

Alberta Transportation stipulates that where a municipality prescribed a speed limit that is different from the statutory standard maximum 50 km/h speed limit in an urban area, the municipality must erect signs along those roadways indicating the speed limit as prescribed. 11

It is recommended to update the current posted speed limit and apply the recommended speed limits to the road segmentations with inappropriate posted speed limit identified. For efficiency and economy considerations, existing poles will be used wherever possible. Although signage changes will be encouraged to be designed and mounted on existing sign supports and infrastructure, where possible, but new signposts will still be needed in some spots.

It is assumed that for the speed limit sign change of the 15 collector/arterial road segments (see Table 10), the original posts carrying the previous speed limit signs will be retained and reused. The main cost will be from purchasing the new speed limit signs. According to the MUTCD standard, the standard speed limit sign size for normal road is 600 mm * 750 mm (24 in * 30 in)¹². The typical cost of this kind of sign is around \$107 CAD (\$ 80 USD¹³) per sign. Assuming each road segment requires at least two speed limit signs at the start of both directions, a total number of 30 speed limit signs will be required. Therefore, the cost for updating the speed limit signs for collectors will be around \$3,200 CAD.

A blanket speed limit approach of 40 kph is recommended. In addition to the signs changes noted above, it is recommended that the municipality have Community Speed Limit Information signs as per Provincial recommended standards 14 installed highways at the corporate limits for informing motorists as they are entering the community. The municipality must obtain permission from Alberta Transportation for the installation of this sign assembly. The standard size of the sign assembly is 1830 mm x 1680 mm. Refer to the AT guidelines for additional information on use and placement.

According to the MUTCD standard, the mounting height of the sign should be at least 1.5 m (5 ft)¹⁵. The cost of the post is around \$18 to \$27 CAD (\$13 to \$20 USD)¹⁶ per foot, with



FIGURE 30. ALBERTA RECOMMENDED COMMUNITY SPEED LIMIT INFORMATION SIGN



¹¹ https://open.alberta.ca/dataset/faeafa6d-6a8e-4fac-b6dd-fc5ead9be17a/resource/f5a41c92-4ddf-4eaa-a0a5-6f0d3833d952/download/trans-community-speed-limit-information-sign-2015-12.pdf

FHWA - MUTCD - 2003 Edition Revision 1 Chapter 2B (dot.gov)

¹³ Speed Limit Signs (ricesigns.com)

¹⁴ Community Speed limit Information Sign https://open.alberta.ca/dataset/faeafa6d-6a8e-4fac-b6dd- fc5ead9be17a/resource/f5a41c92-4ddf-4eaa-a0a5-6f0d3833d952/download/trans-community-speed-limit-information-sign-2015-12.pdf

¹⁵ FHWA - MUTCD - 2003 Edition Revision 1 Chapter 2A (dot.gov)

¹⁶ Manual of Traffic Signs - Costs of Traffic Signs

an average of approximately \$23 CAD per foot (normal square tube post). Therefore, the estimated cost of per 1.5 m height post could be 115 CAD each. Together with the new speed limit sign, the cost per set could be around \$220 CAD (the cost of speed limit sign - \$107 plus the cost of a 1.5 m post - \$115).

The reader should be aware that the above is a high-level cost estimation. The installation and maintenance costs are not included. The unit cost of the speed limit signs, post, materials, etc. may have changed substantially since the time of writing.

6.3 **Preliminary Traffic Speed Control Signage Recommendations** for Future City Developments

The speed review results in this study could provide useful reference to future city developments. It is recommended to continue applying the CGEPSL guideline to assess and select the suitable speed limit for arterial/collector roadway context and apply the NACTO's Safe Speed Study Approach for local/neighborhood road contexts.

Speed Limit signs must be correctly posted to ensure a speed limit is enforceable and to encourage compliance. The selected signage will be regulatory style signs in accordance with Alberta Transportation and MUTCD standards, with black text on white background, since they will be alerting motorists to the upcoming legal change in speed limits by law.

The latest Alberta Transportation Alberta Infrastructure and Transportation Highway Guide And Information Sign Manual 17 should be followed. Alternatively, The MUTCD 18 standard is also recommended for guidance and options for speed limit signing. According to MUTCD, the Speed Limit sign shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency. The speed limits shown shall be in multiples of 10 km/h. Regarding the location of speed limit signs, it is recommended to follow the principles of:

- Speed Limit signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.
- At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.
- Speed Limit signs indicating the statutory speed limits shall be installed at entrances at jurisdictional boundaries. It should be noted that the statutory speed limits are maximum speed limits applicable to a particular class of road and is not to be altered based on this study.





http://www.transportation.alberta.ca/Content/docType233/Production/Guide_info.pdf
 FHWA - MUTCD - 2003 Edition Revision 1 Chapter 2B (dot.gov)

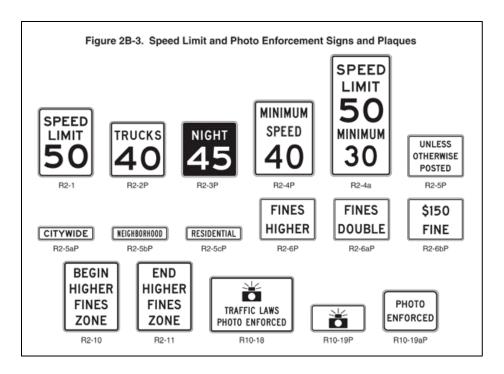


Figure 31. MUTCD 2B-1 Signs Collection for Consideration: STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement Signs¹⁹

In addition, A Reduced Speed Limit Ahead sign could be used as a guidance to inform road users of a reduced speed zone where the speed limit is being reduced.



Figure 32. Example of Reduced Speed Limit Ahead sign²⁰

It should be noted that this recommendation should be flexible to adjust in the future when appropriate, e.g., following traffic calming or observed change in motorist behavior.



¹⁹ Figure 2B-3 Long Description - MUTCD 2009 Edition - FHWA (dot.gov)

²⁰ Figure 2C-7 Long Description - MUTCD 2009 Edition - FHWA (dot.gov)

6.4 Additional Measures for School/Playground Zones

Besides the school/playground zone and speed limit signage, it is recommended to further reduce incidents and curb unsafe traffic-related behaviors at school and playground zones to protect vulnerable road users through engineering countermeasures.

6.4.1 Traffic Calming Measures

Traffic calming measures could include horizontal deflections e.g., chicane, lateral shift, curb bulge, traffic circle, mini-roundabout, road diet, on-street parking, etc., and vertical deflections e.g., speed hump, speed table and raised crosswalk.

- A chicane (also known as a deviation, serpentine, reversing curve, or twist) is a series of
 alternating curves or lane shifts that are in a position to force a motorist to steer back and
 forth out of a straight travel path. The curvilinear path is intended to reduce the speed at
 which a motorist is comfortable travelling through the feature. The lower speed could, in
 turn, result in a traffic volume reduction. The chicane curves can be created with a curb
 extension that alternates from one side of the street to the other.
- A lateral shift is a realignment of an otherwise straight street that causes travel lanes to shift in one direction. The primary purpose of a lateral shift is to reduce motor vehicle speed along the street. A typical lateral shift separates opposing traffic through the shift with the aid of a median island. Without the island, a motorist could cross the centerline in order to drive the straightest path possible, thereby reducing the speed reduction effectiveness of the lateral shift. In addition, a median island reduces the likelihood a motorist will veer into the path of opposing traffic, further improving the safety of the roadway for motorists. To be noted, a chicane can be treated as a variation of a lateral shift that shifts alignment more than once.
- A curb bulge (choker) is the narrowing of a roadway through the use of curb extensions or roadside islands. It can be created by a pair of curb extensions at a midblock location that narrows the street by widening the sidewalk or planting strip at that location. This narrowing is intended to discourage motorist speeding and to reduce vehicle speeds in general. A choker can be located at any spacing desired for traffic calming. A choker is often combined with on-street parking to create a protected parking bay. Landscaping on a choker can make the traffic calming feature attractive and can make it more visible to the motorist. In addition, a choker may be a good location to place a midblock crosswalk (either level with the roadway or as a raised crosswalk) because it shortens the distance a pedestrian walks on the travel way.
- A traffic circle (sometimes called an intersection island) is a raised island, placed within an unsignalized intersection, around which traffic circulates. A circle forces a motorist to use reduced speed when entering and passing through an intersection, whether the vehicle path is straight through or involves a turn onto an intersecting street. A traffic circle can have stop signs or yield signs on the intersection approaches. The primary benefit of a traffic circle is an expected reduction in the number of angle and turning collisions. An additional benefit is that it can slow high-speed traffic at the intersection. A traffic circle can simply be a painted area, but it is most effective when it is defined by a raised curb and landscaped to further reduce the open feel of a street. A traffic circle can be landscaped with ground cover, flowers, and street trees.
- A roundabout is an intersection design that contrasts with designs that require traffic signal control or stop control. A mini-roundabout is appropriate at the intersection of lower classification streets, i.e., collector and local for traffic calming the speed management



purposes. A mini-roundabout is a raised island, placed within an unsignalized intersection, around which traffic circulates. The center island of mini-roundabout is usually fully traversable.

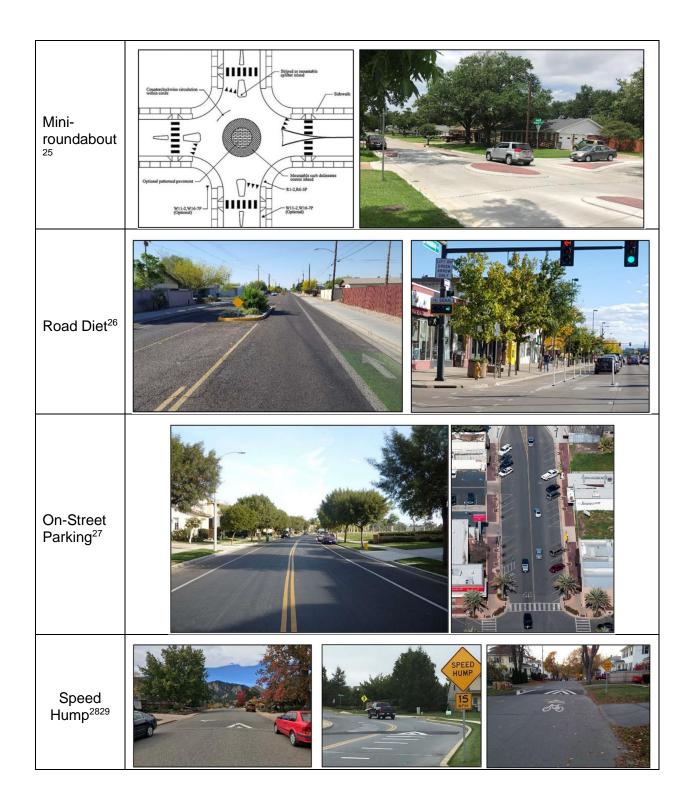
- A road diet is the conversion of an undivided roadway to a cross-section with fewer or narrower through motor vehicle travel lanes. The most common application is the conversion of an undivided four-lane roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane. The reduction in the number of lanes permits the inclusion of facilities for other road uses, such as bicycle lanes, sidewalks, pedestrian refuge islands, transit uses, and on-street parking.
- On-street parking can effectively narrow the roadway travel lanes by adding side friction to the traffic flow. On-street parking can be allowed on one or both sides of a roadway (parking zones can also be strategically located on alternate sides of a roadway to create a chicane effect). Whether on-street parking can be an appropriate traffic calming measure is a direct function of its actual or potential usage (i.e., parking demand). In order for the presence of on-street parking to be an effective and safe traffic calming measure, it must be occupied with parked vehicles during the time when traffic calming is desired. The different types of on-street parking (parallel and both front-in and back-in angled) have different horizontal width effects and operational effects. Both parallel and angle vehicle parking can be protected through the use of protected parking bays or the use of a complementary traffic calming measure such as a corner extension, midblock choker, or chicane.
- A speed hump is an elongated mound in the roadway pavement surface extending across
 the travel way at a right angle to the traffic flow. At typical travel speeds along a residential
 street or in a small commercial business district, a speed hump produces sufficient
 discomfort to a motorist driving above the speed hump design speed to discourage
 speeding. It encourages the motorist to travel at a slow speed both upstream and
 downstream of as well as over the speed hump.
- A speed table is a raised area placed across the roadway designed to physically limit the speed at which a vehicle can traverse it. Like a speed hump, it extends across the travel way. Unlike a speed hump, a speed table has a long enough flat top, typically 3 metres to accommodate the entire wheelbase of most passenger cars. The longer longitudinal depth in the direction of travel enables comfortable and safe vehicle operating speeds that are faster than for a speed hump. It is worth noting that when a speed table is designated as a crosswalk through the use of striping, it is known as a raised crosswalk.
- A raised crosswalk is a variation of a flat-topped speed table. A raised crosswalk is marked and signed as a pedestrian crossing. The height of a raised crosswalk is typically 7.5-15.0 cm above the street level and it is common for a raised crosswalk to be level with the street curb. This height increases the visibility of a pedestrian in a crosswalk to a motorist and it also improves the line of sight for a pedestrian toward an oncoming vehicle. The 3-metre flat top on a typical speed table conforms to a desired crosswalk width. A raised crosswalk improves pedestrian safety by decreasing motorist speed at the crossing.



Table 12. Application Sample of Traffic Calming Measures for School/Playground Zones						
Traffic Calming Measures	Sample Application Pictures					
Chicane ²¹	Brannan Bodievard					
Lateral Shift ²²						
Curb Bulge ²³	Sign Descriptions R4.7 Keep Right Optional processes markers along toper Optional processes markers along toper Optional processes processes 1.2 drainage channel Existing curb Varies 20 (typ.) Tager length per DEMUTCD OM1-3 Toper length per DEMUTCD					
Traffic Circle ²⁴						

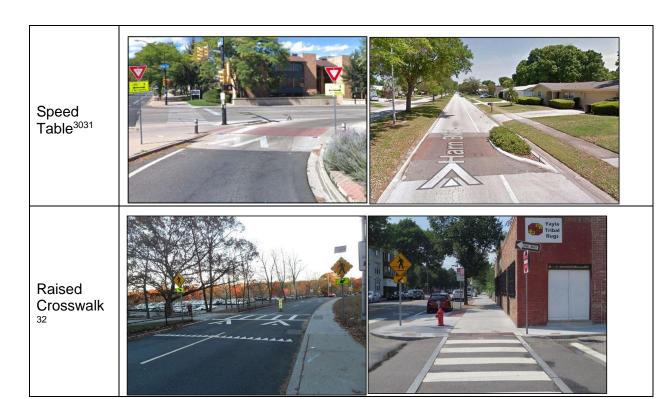


Traffic Calming Fact Sheets - Chicane (ite.org)
 Traffic Calming Fact Sheets - Lateral Shift (ite.org)
 Traffic Calming Fact Sheets - Choker (ite.org)
 Traffic Calming Fact Sheets - Traffic Circle (ite.org)



Traffic Calming Fact Sheets - Mini Roundabout / Small Modern Roundabout (ite.org)
 Traffic Calming Fact Sheets - Road Diet (ite.org)
 Module 3: Toolbox of Individual Traffic Calming Measures Part 3 | FHWA (dot.gov)
 Traffic Calming Fact Sheets - Speed Hump (ite.org)
 Module 3: Toolbox of Individual Traffic Calming Measures Part 2 | FHWA (dot.gov)





6.4.2 Pavement Marking

On-road pavement markings provide information that would typically be communicated to drivers through posted signage but are instead painted on the roadway to provide a larger image directly in the driver's line of sight. These markings may be used as a gateway to alert drivers they are entering a school zone, school crossing, or neighbourhood. The pavement markings can be in various forms, including:

• Transverse lane markings. Transverse pavement markings usually consist of transverse bars or chevrons. The transverse bars are typically spaced to give drivers the perception that they are speeding up. This perception encourages drivers to be aware of their speeds and to slow down. Lane markings can also be used as a way to alert drivers that they are entering a different area such as a community. Lane markings are a low-cost solution and have been used in work zones and along horizontal curves to slow speeds.









³⁰ Traffic Calming Fact Sheets - Speed Table/Raised Crosswalks (ite.org)

³¹ Module 3: Toolbox of Individual Traffic Calming Measures Part 2 | FHWA (dot.gov)

³² Module 3: Toolbox of Individual Traffic Calming Measures Part 2 | FHWA (dot.gov)

Figure 33. Sample Application of Transverse lane markings (Dragon Teeth – Left³³, Speed Bars³⁴ – Middle, Converging Chevrons³⁵ – Right)

Surface Treatments. Coloured surface dressings or textured surfaces are common
pavement treatments and are often used in conjunction with gateway or traffic-calming
measures to emphasize the presence of speed-reduction regulations. Surface treatments are
usually implemented on the full width of roadway and can be done with pavement markings
or textured pavement.



Figure 34. Sample Application of Surface Treatments³⁶³⁷

• Pavement marking legends. Some communities have painted the speed limit on the roadway to remind drivers of the speed limit or to indicate a transition zone. Examples include the set speed limit (e.g., 30 km/h), 'SLOW', or 'School Ahead'.



Figure 35. Sample Application of Pavement Marking Legends 3839

6.4.3 Speed Display Devices

A speed display device is a pole-mounted device equipped with radar speed detector and an LED display. The devices can detect the speed of an approaching vehicle and display it back to the driver. The objective of the speed display device is to improve road safety by making drivers

³⁹ Bringing Awareness To 30 km/hr Speed Limit With: SCHOOL ZONE SYMBOLS AND TEXTS - Sutton Road Marking



³³ File: Dragon's teeth (Road markings) on Lake Albert Road.jpg - Wikipedia

Pavement Markings: Transverse Lane Markings | Center for Transportation Research and Education (iastate.edu)

Ruidoso Traffic Calming Guide (bhinc.com)

³⁶ European-style traffic-calming treatment used in Dexter, Iowa | Download Scientific Diagram (researchgate.net)

³⁷ Traffic Calming Devices I Pavement Surface Coatings

³⁸ City of Peterborough Neighbourhood Traffic Calming Policy and Appendices - April 2021

aware of their speed, evoking voluntary speed compliance. Speed display devices are most effective on single lane roads and can be used upstream of staffed speed enforcement.



Figure 36. Sample Application of Speed Display Devices⁴⁰⁴¹

6.4.4 Crossings and Rapid Flashing Beacons

With regards to the pedestrian access points to a school or playground, pedestrians are expected and desired to cross at marked pedestrian crossings at nearby intersections and mid-block crossings. For school crossings, adult school crossing guards can help further improve the road safety of children. The pedestrian crossings to a school/playground walkway entrance could include the following:

- A pedestrian crosswalk is a marked path for people on foot crossing at a roadway intersection controlled by a traffic signal or a stop sign.
- A pedestrian crossover is a marked path, typically not at a traditional intersection, that connects sidewalks or walkways on opposite sides of the street with pavement markings, signages, and/or illumination (push button activated flashing beacons). Pedestrian crossovers are designated areas that allow pedestrians to safely cross a roadway where vehicles must yield to pedestrians when crossing. Crossovers are located at intersections, midblock, and roundabouts with low vehicle speed and low/medium vehicle volumes. A typical application at these crossovers is Rectangular Rapid-Flashing Beacon (RRFB), which are pedestrian-actuated conspicuity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks.



Figure 37. Sample Application of RRFB Equipped Crossovers

41 Smile for the speed board: New additions to calm traffic in Fernie - The Free Press



Page | 50

⁴⁰ Radar Speed Signs - Kalitec

Appendix A – ASSESSMENT AND SCORING STANDARD DETAILS OF CGEPSL SPEED LIMIT SETTING CRITERIA



A1. Geometry	A1. Geometry (norizontal alignment)				
Classification		Rural			
	Higher risk	3	More than 6 curves per kilometre		
All	Medium risk	2	3 to 6 curves per kilometre		
	Lower risk	1	Less than 3 curves per kilometre		

A1. Geometry (horizontal alignment)

Classificatio	n	Urban		
	Higher risk	3	More than 4 curves per kilometre	
All	Medium risk	2	2 to 4 curves per kilometre	
	Lower risk	1	Less than 2 curves per kilometre	

A2. Geometry (vertical alignment)

Classification	Rural		
	Higher risk	3	Frequent steep grades (6% or more on 50% of the section or more)
All	Medium risk	2	Some steep grades (4% or more on 50% of the section or more)
	Lower risk	1	Generally moderate grades or flat

An undulating road is considered to have medium risk.

A2. Geometry (vertical alignment)

Classification	Urban		
	Higher risk	3	Frequent steep grades (6% or more on 50% of the section or more)
	Medium risk	2	Some steep grades (4% or more on 50% of the section or more)
	Lower risk	1	Generally moderate grades or flat

An undulating road is considered to have medium risk.

A3. Average Lane Width

Classification	Rural		1 lane per direction	2+ lanes per direction
	Higher risk	3	Available width is narrow compared to typical roadways with the same road classification	Available width is narrow compared to typical roadways with the same road classification
All	Medium risk	2	Available width is similar to typical roadways with the same road classification	Available width is similar to typical roadways with the same road classification
	Lower risk		Available width is wide compared to typical roadways with the same road classification	Available width is wide compared to typical roadways with the same road classification

Average lane width = available paved surface width per direction, including shoulders and bicycle lanes, divided by the number of auto through lanes

A3. Average Lane Width

Classification	Urban		1 lane per direction	2+ lanes per direction
	Higher risk		Available width is narrow compared to typical roadways with the same road classification	Available width is narrow compared to typical roadways with the same road classification
All	Medium risk		Available width is similar to typical roadways with the same road classification	Available width is similar to typical roadways with the same road classification
	Lower risk		Available width is wide compared to typical roadways with the same road classification	Available width is wide compared to typical roadways with the same road classification

Average lane width = available paved surface width per direction, including shoulders and bicycle lanes, divided by the number of auto through lanes

B. Roadside Hazards

Classification	Rural				
	Higher risk		5or more hazards per kilometre, or continuous hazards on more than $50%$ of the segment length, on one or both sides		
All	Medium risk	2	$2\ \text{to}\ 5$ hazards per kilometre, or continuous hazards on $25\ \text{to}\ 50\%$ of the segment length, on one or both sides		
	Lower risk	1	Less than 2 hazards per kilometre		

"Hazards" refer to any non breakaway fixed object or continuous non recoverable risk located within the clear zone as defined by the Geometric Design Guide for Canadian Roads Table 3.1.3.1.

*A continuous roadside or median barrier along a roadway is considered to have medium risk

Examples of "continuous" hazards: non-recoverable side slopes, rock face, water hazards, row of unprotected trees or utility poles

Classification			Urban
	Higher risk		10 or more hazards per kilometre, or continuous hazards on more than 50% of the segment length, on one or both sides
All	Medium risk	2	5 to 9 hazards per kilometre, or continuous hazards on 25 to 50% of the segment length, on one or both sides
	Lower risk	1	Less than 5 hazards per kilometre, any continuous hazards extend for less than 25% of the segment length, or curb and gutter

*Hazards" refer to any non breakaway fixed object or continuous non recoverable risk located within the clear zone as defined by th Geometric Design Guide for Canadian Roads Table 3.1.3.1.

*A continuous roadside or median barrier along a roadway is considered to have medium risk

Examples of "continuous" hazards: non-recoverable side slopes, rock face, water hazards, row of unprotected trees or utility poles

C1. Pedestrian Exposure (along the side of the road)

Classification		Rural			
	Higher risk	3	Roadway is used by pedestrians and no pedestrian facilities are provided		
All	Medium risk		Roadway is used by pedestrians and a shoulder or trail adjacent to the roadway and at the same elevation as the roadway is provided		
All	Lower risk	1	Roadway is used by pedestrians and physically separated pedestrian facilities (sidewalks; trails away from the road) are available; or, roadway has negligible pedestrian demand		
Freeways, Expressways, Highways Only	N/A	0	Pedestrians are legally prohibited on the roadway		

 $For \ Freeways, Expressways, and \ Highways \ only, choose \ risk \ level \ "N/A" \ when \ pedestrians \ are \ legally \ prohibited \ on \ a \ roadway$

C1. Pedestrian Exposure (along the side of the road)

Classification	Urban		
	Higher risk	3	Roadway is used by pedestrians and no pedestrian facilities are provided
All	Medium risk	2	Roadway is used by pedestrians and a shoulder or trail adjacent to the roadway and at the same elevation as the roadway is provided
ΧII	Lower risk	1	Roadway is used by pedestrians and physically separated pedestrian facilities (sidewalks; trails away from the road) are available; or, roadway has negligible pedestrian demand
Freeways, Expressways, Highways Only	N/A	0	Pedestrians are legally prohibited on the roadway

 $For Freeways, Expressways, and \ Highways \ only, \ choose \ risk \ level \ "N/A" \ when \ pedestrians \ are \ legally \ prohibited \ on \ a \ roadways \ only.$

Classification			Rural
	Higher risk	3	Roadway is used by cyclists and no road space is allocated to bikes
	Medium risk	2	Roadway is used by cyclists and wide curb lane or shoulder is provided
All	Lower risk		Roadway is used by cyclists and a designated bike lane is provided; or, roadway is used by cyclist and no road space is allocated to bikes but roadway has very low traffic volumes; or, roadway has negligible cyclist demand
Freeways, Expressways, Highways Only	N/A	0	Cyclists are legally prohibited on the roadway

For Freeways, Expressways, and Highways only, choose risk level "N/A" when cyclists are legally prohibited on a roadway of the control of t

C2. Cyclist Exposure

Classification	Urban		
	Higher risk	3	Roadway is used by cyclists and no road space is allocated to bikes
	Medium risk	2	Roadway is used by cyclists and wide curb lane or shoulder is provided
All	Lower risk	1	Roadway is used by cyclists and a designated bike lane is provided; or, roadway is used by cyclist and no road space is allocated to bikes but roadway has very low traffic volumes; or, roadway has negligible cyclist demand
Freeways, Expressways, Highways Only	N/A	0	Cyclists are legally prohibited on the roadway

 $For \ Freeways, \ Expressways, \ and \ Highways \ only, \ choose \ risk \ level \ "N/A" \ when \ cyclists \ are \ legally \ prohibited \ on \ a \ roadways$

D. Pavement Surface

(Classification			Rural
Г		Higher risk	3	Poor or unpaved / gravel
All	Medium risk	2	Fair or rough (significant sections with pot holes, rutting, large cracks, etc)	
		Lower risk	1	Good or smooth

D. Pavement Surface

Classification	·		
	Higher risk	3	Poor or unpaved / gravel
All	Medium risk	2	Fair or rough (significant sections with pot holes, rutting, large cracks, etc)
	Lower risk	1	Good or smooth

E1. Number of Intersections with Public Roads

All Use the evaluation methodology in the TABLES worksheet.	Classification	Rural
	All	Use the evaluation methodology in the TABLES worksheet.

Evaluation methodology is presented in TABLE A.

E1. Intersection Density (Including midblock crosswalks)

Classification	Urban
All	Use the evaluation methodology in the TABLES worksheet.

Evaluation methodology is presented in TABLE A.

E2. Number of Intersections with Private Access Driveways

Classification	Rural				
All	Use the evaluation methodology in the TABLES worksheet.				
Evaluation methodology is presented in TARLER					

E2. Access Density (Including private driveways, and access to stores and businesses)

	Classification
All Use the evaluation methodology in the TABLES worksheet.	All

Evaluation methodology is presented in TABLE B.

E3. Number of Interchanges

Classification			Rural
	Higher risk	3	Interchanges are on average less than 1,000 metres apart
All	Medium risk	2	Interchanges are on average 1,000 to 2,000 metres apart
All	Lower risk	1	Interchanges are on average more than 2,000 metres apart
	N/A	0	No interchanges

E3. Interchange Density

Classification			Urban
	Higher risk	3	Interchanges are on average less than 1,000 metres apart
All	Medium risk	2	Interchanges are on average 1,000 to 2,000 metres apart
All	Lower risk	1	Interchanges are on average more than 2,000 metres apart
	N/A	0	No interchanges

F. On-Street Parking

Classification			Rural
	Higher risk	3	Parking permitted all day on one or both sides of the roadway
All	Medium risk	2	Parking permitted during part of the day on one or both sides of the roadway
All	Lower risk	1	No parking allowed; or parking is permitted but rarely if ever actually utilized
	N/A	0	Parking is legally prohibited

F. On-Street Parking

Classification			Urban
	Higher risk	3	Parking permitted all day on one or both sides of the roadway
All	Medium risk	2	Parking permitted during part of the day on one or both sides of the roadway
All	Lower risk	1	No parking allowed; or parking is permitted but rarely if ever actually utilized
	N/A	0	Parking is legally prohibited

TABLE A. EVALUATION METHODOLOGY FOR NUMBER OF INTERSECTIONS WITH PUBLIC ROADS

1) Points are assigned based on the traffic control type. Calculate total points based on the number and type oftraffic controls along the segment multiplied by assigned weighting factors. Include intersections at either end of the segment, if applicable.

Points Each / Weighting Factors

Traffic Control	# of Occurrences	Corridor Length	Points each	Points
STOP-controlled (All-Way STOP or Two-Way STOP along roadway being evaluated)		÷	x WF	=
Signalized intersection (full signal or pedestrian signal)		÷	x WF	П
Roundabout or traffic circle		÷	x WF	=
Midblock and intersection (where sidestreet STOP-controlled) signed and marked crosswalk that is well-utilized** or special crosswalk		÷	x WF	=
Active, at-grade railroad crossing		÷	x WF	II
Sidestreet STOP-controlled (uncontrolled along roadway being evaluated) or lane		÷	x WF	=

E1: NUMBER OF INTERSECTI	ONS WI	TH PUBLIC	ROADS									
			Rural						Urban			
Criteria	Freeway	Expresswa y	Highway	Arterial	Collector	Local	Freeway	Expresswa y	Highway	Arterial	Collector	Loca
	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF
STOP controlled intersection	4	4	4	4	4	0.25	4	4	4	4	4	0.25
Signalized intersection	5	5	5	6	3.5	0.75	5	5	5	5	3.5	0.75
Roundabout or traffic circle	2	2	2	2	2	0.75	2	2	2	2	2	0.75
Crosswalk	1	1	1	1	1	0.75	1	1	1	5	1	0.75
Active, at-grade railroad crossing	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Sidestreet STOP-controlled or lane	0.5	0.5	0.5	2	0.5	0.25	0.5	0.5	0.5	0.5	0.5	0.25

After being rounded to the nearest whole number, the total points is equivalent to the NUMBER OF INTERSECTIONS WITH PUBLIC ROADS risk score.

Points:

TABLE B. EVALUATION METHODOLOGY FOR NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS

1) Points are assigned based on whether left turn movement is allowed at a driveway providing access to active (currently occupied) properties. Calculate total points based on the number of driveways and whether left turn movement is permitted or not and multiplied by assigned weighting factors. Include accesses at either end of the segment, if applicable.

Left turn movement	# of Occurrences	Corridor Length	Points each	Points
Some or all left turn movements permitted		÷	x WF	=
Right-in-right-out OR right-in only OR right-out only		÷	x WF	=
			Total	

Points Each / Weighting Factors

E2: NUMBER OF INTERSECTI	ONS WI	TH PRIVAT	E ACCES	S DRIV	EWAYS	(cap a	at 15)							
	Rural							Urban						
Criteria	Freeway	Expresswa y	Highway	Arterial	Collector	Local	Freeway	Expresswa y	Highway	Arterial	Collector	Local		
	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF		
Left turn movements permitted	0.5	0.5	0.5	0.6	0.5	0.5	0.5	0.5	0.5	2	0.5	0.5		
Right-in / Right-out only	0.35	0.35	0.35	0.4	0.35	0.35	0.35	0.35	0.35	1	0.35	0.35		

After being rounded to the nearest whole number with a cap at 15, the total points is equivalent to the NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS risk score.

^{**} well-utilized = more than 10 equivalent adult units per peak hour in a rural area, and **Points:**

more than 20 equivalent adult units per peak hour in an urban area
Refer to TAC Pedestrian Crossing Control Manual for the calculation of equivalent adult units

Appendix B - SPEED LIMIT ASSESSMENT INPUTS AND RESULTS FOR EACH ROAD SEGMENT



Clear Sheet		7/15		Automatec M A - Automate							Vers i 10-Ap	
	Nam	ne of Corridor:	Calahoo Road									
	Seg	ment Evaluated:	MILLGROVE DRIVE			to	WEST	TON DRIVE				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Arterial		Length	of Corri	dor:		73	1	m	
	Urba	an / Rural:	Urban		Design Speed: (Required for Freeway,							km/h
	Divid	ded / Undivided:	Divided	Current	ay, Highwa Posted S	Speed:		60		***************************************	km/h	
		or / Minor:	Major	Prevailir	nation only ng Speed	i:					km/h	
		rough Lanes	2+ lanes	(85th Percentile - for information only) Policy:								
	Per l	Direction:	ZT Idiles	DICK	• •	Posted Sp	peed)					
More				RISK	Score							
More	A1	GEOMETR	Y (Horizontal)	Lower	2					Calculate		
More	A2	GEOMET	RY (Vertical)	Lower	2					Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Score:		
More	В	ROADSID	E HAZARDS	Higher	3					46		
More	C1	PEDESTRIA	N EXPOSURE	Medium	6							_
More	C2	CYCLIST	EXPOSURE	Lower	3							
More	D	PAVEMEN	IT SURFACE	Lower	1				ı	Recommended Speed Limit		
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	s dete	rmined by road		eristics
		STO	P controlled intersection							60		
More	l l		Signalized intersection	2						00		
	E1	Ro	undabout or traffic circle		21					As determined	by policy	_
			Crosswalk	1								
		Active, at-	-grade railroad crossing									
		Sidestreet	STOP-controlled or lane	1				The recomme	ended	posted speed limit	may be	
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				checked agai	inst the	prevailing speeds ad's safety perform	of the	
	E2	Left tur	rn movements permitted		4	Co	mments	s:				
			Right-in / Right-out only	3								
More	E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	0							
More		Number of inte	rchanges along corridor	0								
More	F	ON-STREE	ET PARKING	N/A	0							

Segment ID – 2

_	777					it Guidelines idelines Spreadsh		Version: 10-Apr-09
Nam	ne of Corridor:	Spruce Ridge Drive						
Seg	ment Evaluated:	SPRING GATE			to	JENNIFER HEIL W	AY	
Geo	graphic Region:	Spruce Grove			<u>-</u>			
Roa	d Agency:	Spruce Grove						
Roa	d Classification:	Collector		Length	of Corrid	or:	808	m
Urba	an / Rural:	Urban		Design Speed: (Required for Freeway, Expressway, Highway) Current Posted Speed: (For information only) Prevailing Speed:				
Divid	ded / Undivided:	Undivided					50	kr
Maid	or / Minor:	Minor					kr	
•	rough Lanes	1 lane		(85th Perc Policy:	entile - for in	formation only)		
Per	Direction:	T latte	RISK	-	Posted Spe	eed)		
	050455			Score 1				l
A1	GEOMETR	RY (Horizontal)	Lower	'			Calculate Total Risk	
A2	GEOMET	RY (Vertical)	Lower	1			Score	
А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk So	ore:
В	ROADSID	E HAZARDS	Higher	3			55	
C1	PEDESTRIA	AN EXPOSURE	Lower	3				
C2	CYCLIST	EXPOSURE	Medium	6				
D	PAVEMEN	IT SURFACE	Lower	1			Recommended Speed Limit (k	
		INTERSECTIONS BLIC ROADS	Number of Occurrences			As	determined by road	characteristi
	STO	P controlled intersection	1				40	
E1		Signalized intersection	1	12			40	
	Ro	undabout or traffic circle		. 12			As determined b	y policy
		Crosswalk						
		-grade railroad crossing						
		STOP-controlled or lane	4				ided posted speed limit m st the prevailing speeds o	
		CCESS DRIVEWAYS	Number of Occurrences				ne road's safety performar	
E2	Left tu	rn movements permitted	70	15	Com	ments:		
		Right-in / Right-out only				Many private	housing access driv	eways
E 3	NUMBER OF	INTERCHANGES	Number of Occurrences	0				
	Number of inte	rchanges along corridor	0					
F	ON-STRE	ET PARKING	Higher	9				

Segment ID - 5

Clear Sheet		775					it Guidelines		Version: 10-Apr-09	
	Nan	ne of Corridor:	Heatherglen Drive							
	Seg	ment Evaluated:	GROVE DRIVE			to	HAWTHOME GATE			
	Geo	ographic Region:	Spruce Grove							
	Roa	nd Agency:	Spruce Grove							
	Roa	d Classification:	Collector		Length of Corridor:			636	m	
	Urb	an / Rural:	Urban			Speed: (Fay, Highway)	Required for Freeway,		km/h	
	Divi	ded / Undivided:	Undivided		Current	Posted Sp		50	km/h	
	Maj	or / Minor:	Minor		Prevailir	g Speed:	nformation only)		km/h	
		rough Lanes Direction:	1 lane	Policy:	Posted Spe					
		Direction.		RISK	Score	T ooked ope				
More	A1	GEOMETR	Y (Horizontal)	Medium	2			Calculate		
More	A2	GEOMET	RY (Vertical)	Lower	1			Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Scor	re:	
More	В	ROADSID	E HAZARDS	Higher	3			54		
More	C1	PEDESTRIA	N EXPOSURE	Lower	3					
More	C2	CYCLIST	EXPOSURE	Medium	6					
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Po Speed Limit (km		
			NTERSECTIONS BLIC ROADS	Number of Occurrences			Δς	determined by road ch	aracteristics	
			P controlled intersection	0			7.6		<u>arabieriotios</u>	
More			Signalized intersection	1				40		
	E1	Ro	undabout or traffic circle		10			As determined by p	oolicy	
			Crosswalk	0						
			-grade railroad crossing							
			STOP-controlled or lane	6				nded posted speed limit may ast the prevailing speeds of th		
More	E2		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	15			ne road's safety performance		
	= 2	Left tu	rn movements permitted	23	15	Com	ments:			
More		NUMBER OF	Right-in / Right-out only	Number of			Many private	housing access drivew	ays	
	E3	NUMBER OF	NTERCHANGES	Occurrences	0					
More		Number of inte	rchanges along corridor	0						

Segment ID - 7

More...

Higher

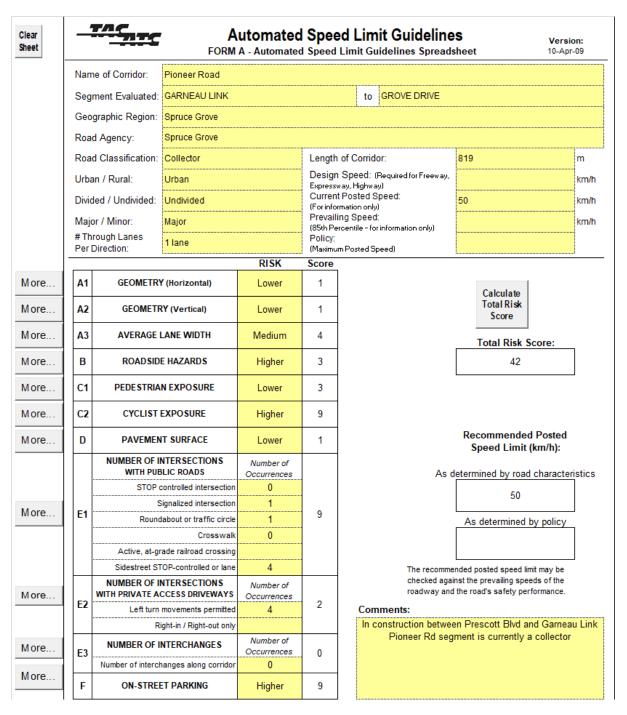
ON-STREET PARKING

Clear Sheet				Automated M A - Automate						Versio 10-Apr-	
	Nam	ne of Corridor:	Deer Park Drive								
	Seg	ment Evaluated:	DALTON LINK			to	GROVE DRIV	Æ			
	Geo	graphic Region:	Spruce Grove								
	Roa	d Agency:	Spruce Grove								
	Roa	d Classification:	Collector		Length	of Corrid	or:	500	500		
	Urba	an / Rural:	Urban			Speed: (F	Required for Freev	vay,			km/h
	Divid	ded / Undivided:	Undivided		Current	Posted Sp nation only)		50			km/h
	Majo	or / Minor:	Minor		Prevaili	ng Speed:	nformation only)				km/h
		rough Lanes Direction:	1 lane	Policy:	Posted Spe						
	Peri	Direction.		RISK	Score	i Posted Spe	eed)	<u> </u>			
ore	A1	GEOMETR	RY (Horizontal)	Medium	2						
lore	A2	GEOMET	RY (Vertical)	Lower	1				Calculate Total Risk Score		
lore	А3	AVERAGE	LANE WIDTH	Medium	4				Total Risk Sc	ore:	-
ore	В	ROADSID	E HAZARDS	Higher	3				41		
lore	C1	PEDESTRIA	AN EXPOSURE	Lower	3						_
lore	C2	CYCLIST	EXPOSURE	Medium	6						
ore	D	PAVEMEN	NT SURFACE	Lower	1			F	Recommended I Speed Limit (k		
			INTERSECTIONS BLIC ROADS	Number of Occurrences				As d <u>ete</u>	rmined by road of	•	istics
		STO	P controlled intersection						50		
lore	E1		Signalized intersection	1	10						
		Ro	undabout or traffic circle Crosswalk					<i>H</i>	As determined by	policy	1
		Active at	grade railroad crossing								
			STOP-controlled or lane	3			T 1				J
lore		NUMBER OF I	INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.				
	E2	Left tu	rn movements permitted	2	2	Com	ments:				
			Right-in / Right-out only		•	Length shorter than 500 m. Rounded up to 5					
flore	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	. 0						
Nore	_		rchanges along corridor	0		A-1111					
	F	ON-STRE	ET PARKING	Higher	9						

lear heet		7/17		Automated M A - Automate	-						t	Versi on 10-Apr		
	Nam	ne of Corridor:	Spruce Ridge Road											
	Seg	ment Evaluated:	SPRINWOOD WAY			to	0	SPRUC	E RIDGE	DRIVE	=			
	Geo	graphic Region:	Spruce Grove				b.							
	Roa	d Agency:	Spruce Grove											
	Roa	d Classification:	Collector		Length of Corridor:						709			
	Urba	an / Rural:	Urban		Design Speed: (Required for Freeway, Expressway, Highway)						km/h			
	Divid	ded / Undivided:	Undivided		Current (For inform	Posted	Spe	ed:		50			km/h	
	Majo	or / Minor:	Minor		Prevaili	g Spee	ed:						km/h	
		rough Lanes	1 lane	(85th Percentile - for information only) Policy:								_		
	Per	Direction:		RISK	(Maximun	Posted	Spee	ed)						
ore	A1	GEOMETR	RY (Horizontal)	Medium	2						Calculate			
Nore	A2	GEOMET	RY (Vertical)	Lower	1						Total Risk Score			
ore	А3	AVERAGE	LANE WIDTH	Medium	4						Total Risk Score:			
ore	В	ROADSID	E HAZARDS	Higher	3						47			
ore	C1	PEDESTRIA	AN EXPOSURE	Medium	6								_	
ore	C2	CYCLIST	EXPOSURE	Medium	6									
ore	D	PAVEMEN	NT SURFACE	Lower	1					ا	Recommended Posted Speed Limit (km/h):			
			INTERSECTIONS BLIC ROADS	Number of Occurrences					А	s dete	ermined by road	d characte	ristics	
		STO	P controlled intersection	1							50			
lore	E1		Signalized intersection		13									
		Ro	undabout or traffic circle		10						As determined	by policy	7	
		A -4:4	Crosswalk	1										
			grade railroad crossing STOP-controlled or lane	9				_	_	L				
lore		NUMBER OF I	INTERSECTIONS CCESS DRIVEWAYS	Number of				c	checked aga	ainst the	posted speed limit e prevailing speeds ad's safety perform	of the		
	E2		rn movements permitted	Occurrences 3	2	Co	omn	nents:						
			Right-in / Right-out only											
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0									
/lore		Number of inte	erchanges along corridor	0										
viole	F	ON-STRE	FT PARKING	Higher	9									

Clear Sheet		7,7						it Guidelines idelines Spreadsh		Version: 10-Apr-09		
	Nam	ne of Corridor:	Harvest Ridge Drive									
	Seg	ment Evaluated:	GROVE DRIVE WE	ST			to	GROVE DRIVE WE	ST			
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of C	orrido	or:	1,756	m	n	
	Urba	an / Rural:	Urban	Design Expressy			Required for Freeway,		kı	m/h		
	Divio	ded / Undivided:	Undivided	Current (For infor	Post	ed Sp		50	kı	m/h		
	Majo	or / Minor:	Minor	Prevaili	ng Sp	eed:	formation only)		kı	m/h		
		rough Lanes	1 lane	Policy: (Maximum								
	Per Direction: (Maximul RISK Score						eu ope	ecu)				
More	A1	GEOMETR	Y (Horizontal)	Lower	1				Calculate	1		
More	A2	GEOMET	'RY (Vertical)	Lower	1				Total Risk Score			
More	А3	AVERAGE	LANE WIDTH	Medium	4				Total Risk	Score:		
More	В	ROADSID	E HAZARDS	Higher	3				49			
More	C1	PEDESTRIA	N EXPOSURE	Lower	3							
More	C2	CYCLIST	EXPOSURE	Lower	3							
More	D	PAVEMEN	IT SURFACE	Lower	1				Recommende Speed Limit			
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	determined by roa	d characterist	tics	
		STO	P controlled intersection						50			
More	E1		Signalized intersection	1	9							
	- '	Ro	undabout or traffic circle	1	. 9				As determined	by policy		
			Crosswalk	5								
			-grade railroad crossing		-							
			STOP-controlled or lane	9					ded posted speed limit st the prevailing speeds			
More	E2	WITH PRIVATE A	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	15		•	roadway and th	st the prevailing speeds ne road's safety perform			
		Left tur	rn movements permitted	64		ı	Com	ments:	haraina ana			
More		NUMBER OF I	Right-in / Right-out only NTERCHANGES	Number of			Ir	n construction betw	housing access dr een Hamilton Ct a		W	
MOIG	E3			Occurrences	. 0							
More	_		rchanges along corridor	0 Higher	0							

Segment ID - 10



Segment ID - 11

Clear Sheet		7/5/7					nit Guidelines uidelines Spreads		Version: 10-Apr-09
	Nan	ne of Corridor:	Prescott Boulevard						
	Seg	ment Evaluated:	RANGE ROAD 271			to	PENN PLACE		
	Geo	graphic Region:	Spruce Grove						
	Roa	d Agency:	Spruce Grove						
	Roa	d Classification:	Collector		Length	of Corric	dor:	500	m
	Urba	an / Rural:	Urban				(Required for Freeway,		km/h
	Divi	ded / Undivided:	Undivided		Expressway, Highway) Current Posted Speed:		50	km/h	
		or / Minor:	Minor		1	nation only) ng Speed:			km/h
	-	rough Lanes	1 lane		(85th Per Policy:	entile - for i	information only)		
	Per	Direction:	1 laile	DICK	• •	Posted Sp	peed)		
Mara				RISK	Score				
More	A1	GEOMETR	RY (Horizontal)	Lower	1			Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	1			Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk So	core:
More	В	ROADSID	E HAZARDS	Higher	3			50	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Higher	9				
More	D	PAVEMEN	NT SURFACE	Lower	1			Recommended Speed Limit (I	
			INTERSECTIONS BLIC ROADS	Number of Occurrences			As	determined by road	-
		STO	P controlled intersection	0	•			50	
More			Signalized intersection	1				50	
	E1	Ro	undabout or traffic circle	0	14			As determined b	y policy_
			Crosswalk	0					
		Active, at	-grade railroad crossing						
		Sidestreet	STOP-controlled or lane	7				nded posted speed limit n	
More			INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				nst the prevailing speeds on the road's safety performan	
	E2	Left tu	rn movements permitted	5	5	Cor	nments:		
			Right-in / Right-out only				Length shorter that	an 500 m. Rounded u	ıp to 500 m.
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	. 0				
More		Number of inte	erchanges along corridor	0					
	F	ON-STRE	ET PARKING	Higher	9				

Segment ID - 12

Clear Sheet		7/2		Automated M A - Automate							Versio 10-Apr			
	Nam	ne of Corridor:	Greenbury Boulevar	⁻ d										
	Seg	ment Evaluated:	GROVE DRIVE			to	PIONE	ER ROAD						
	Geo	graphic Region:	Spruce Grove											
	Roa	d Agency:	Spruce Grove											
	Roa	d Classification:	Collector		Length	of Corrid	dor:		780			m		
	Urba	an / Rural:	Urban			Speed: (or Freeway,				km/h		
	Divio	ded / Undivided:	Divided		Current	Posted S	peed:		50			km/h		
	Majo	or / Minor:	Minor		(For information only) Prevailing Speed: (85th Percentile - for information only)							km/h		
		rough Lanes	1 lane		Policy:			only)						
	Peri	Direction:		RISK	Score	Posted Sp	peea)							
More	A1	GEOMETR	Y (Horizontal)	Medium	2					Calculate				
More	A2	GEOMET	RY (Vertical)	Lower	1					Total Risk Score				
More	А3	AVERAGE	LANE WIDTH	Medium	4					ore:				
More	В	ROADSID	E HAZARDS	Higher	3					37				
More	C1	PEDESTRIA	N EXPOSURE	Lower	3							_		
More	C2	CYCLIST	EXPOSURE	Medium	6									
More	D	PAVEMEN	IT SURFACE	Lower	1					commended l Speed Limit (k				
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	detern	nined by road o	character	istics		
		STO	P controlled intersection	0						60				
More	E1	Po	Signalized intersection undabout or traffic circle	0	8				L_					
		RO	Crosswalk	0					As	determined by	y policy	1		
		Active, at-	grade railroad crossing											
		Sidestreet	STOP-controlled or lane	6				The recommen	ded no	sted speed limit m	av he	_		
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				checked agains	st the p	revailing speeds of s safety performan	the			
	E2	Left tur	rn movements permitted	0	0	Con	nments:							
			Right-in / Right-out only											
More	E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	0									
More		Number of inte	rchanges along corridor	0										
More	F	ON-STREI	ET PARKING	Higher	9									

Clear Sheet		TAC						it Guideline idelines Spread			Versio 10-Apr	
	Nam	ne of Corridor:	Lakeland Drive									
	Seg	ment Evaluated:	GROVE MEADOW	DRIVE			to	MCLEOD AVENU	ΙE			
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of C	orrido	or:	715	715		
	Urba	an / Rural:	Urban		Design Speed: (Required for Freeway, Expressway, Highway)							km/h
	Divid	ded / Undivided:	Undivided	Current (For infor	Post	ed Sp		50			km/h	
	Majo	or / Minor:	Minor		Prevaili	ng Speed: centile - for information only)						km/h
		rough Lanes Direction:	1 lane		Policy: (Maximur							
				RISK	Score							
More	A1	GEOMETR	Y (Horizontal)	Medium	2					Calculate		
More	A2	GEOMET	'RY (Vertical)	Lower	1					Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Sc	ore:	
More	В	ROADSID	E HAZARDS	Higher	3					50		
More	C1	PEDESTRIA	N EXPOSURE	Lower	3							-
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1					ecommended Speed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences				А	s deter	mined by road	character	istics
		STO	P controlled intersection	0	1					50		
More	E1	Ro	Signalized intersection undabout or traffic circle		6							_
		110	Crosswalk						A	s determined by	y policy	1
		Active, at	-grade railroad crossing									
		Sidestreet	STOP-controlled or lane	8				av be	_			
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.					
	E2	Left tu	rn movements permitted	78	15		Com	ments:				
			Right-in / Right-out only					Many priva	te hous	ing access driv	eways	
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	0							
Mans		Number of inte	rchanges along corridor	0								
More	F	ON-STRE	ET PARKING	Higher	9							

Clear Sheet		TAC		Automated M A - Automate								Versio 10-Api	
	Nam	ne of Corridor:	McLeod Avenue										
	Seg	ment Evaluated:	CENTURY ROAD			t	to	LAWSON B	OULEVA	ARD			
	Geo	graphic Region:	Spruce Grove										
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Collector		Length of Corridor:								m
	Urban / Rural: Urban				Design Speed: (Required for Freeway, Expressway, Highway)								
	Divio	ided / Undivided: Undivided Undivided Undivided Undivided Undivided Undivided					50			km/h			
	Majo	or / Minor:	Minor		Prevaili	evailing Speed: h Percentile - for information only)							km/h
		rough Lanes Direction:	1 lane		Policy:								
				RISK Score				•					
More	A1	GEOMETR	Y (Horizontal)	Lower	1							1	
More	A2	GEOMET	RY (Vertical)	Lower	1						Calculate Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Т	otal Risk Sc	ore:	7
More	В	ROADSID	E HAZARDS	Higher	3					45			
More	C1	PEDESTRIA	N EXPOSURE	Medium	6								_
More	C2	CYCLIST	EXPOSURE	Medium	6								
More	D	PAVEMEN	IT SURFACE	Lower	1						ommended leed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences					As	determir	ned by road	character	ristics
		STO	P controlled intersection								50		
Mara			Signalized intersection	11	4.0								
More	E1	Ro	undabout or traffic circle		12					As d	etermined by	y policy	_
			Crosswalk	2									
		Active, at	-grade railroad crossing										
		Sidestreet	STOP-controlled or lane	4							d speed limit m		
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences							ailing speeds of afety performan		
	E2	Left tu	rn movements permitted	2	2	Co	omr	ments:					
			Right-in / Right-out only										
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	0								
		Number of inte	rchanges along corridor	0									
More	F	ON-STRE	ET PARKING	Higher	9								

							it Guideline idelines Spreads			Versio 10-Apr-		
Nan	ne of Corridor:	Century Road										
Seg	ment Evaluated:	YELLOWHEAD HW	ſΥ			to	VANDERBILT COI	MMON				
Geo	ographic Region:	Spruce Grove										
Roa	ad Agency:	Spruce Grove										
	ad Classification:	Arterial		Length of Corridor:					600			
	an / Rural:	Urban		Design Speed: (Required for Freeway,							m kn	
	ded / Undivided:	Divided		Expressway, Highway) Current Posted Speed:							kn	
				· ·	or information only) revailing Speed:							
•	or / Minor: nrough Lanes	Major					formation only)				kn	
	Direction:	2+ lanes		(Maximun	Posted	Spe	ed)					
	1		RISK	Score								
A1	GEOMETR	RY (Horizontal)	Lower	2					Calculate			
A2	GEOMET	「RY (Vertical)	Lower	2					Total Risk Score			
А3	AVERAGE	LANE WIDTH	Medium	4					e:			
В	ROADSID	E HAZARDS	Medium	2				Total Risk Score: 48				
C1	PEDESTRIA	AN EXPOSURE	Lower	3								
C2	CYCLIST	EXPOSURE	Medium	6								
D	PAVEMEN	NT SURFACE	Lower	1					ecommended Po Speed Limit (km/			
		INTERSECTIONS BLIC ROADS	Number of Occurrences				As	d <u>eter</u> i	mined by road cha	aracteri	sti	
	STO	P controlled intersection							60			
E1		Signalized intersection	3	25								
	Ro	oundabout or traffic circle Crosswalk						A	s determined by p	olicy	1	
	Active at	t-grade railroad crossing		-								
		STOP-controlled or lane					The recomme		noted appead limit may be	h.o.	J	
		INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.					
E2	Left tu	rn movements permitted	0	0	С	Comments:						
L		Right-in / Right-out only	0									
E3	NUMBER OF	INTERCHANGES	Number of Occurrences	. 3								
	Number of inte	erchanges along corridor	1									
F	ON-STRE	ET PARKING	N/A	0								

lear heet		777	1	Automated M A - Automate						t	Versi 10-Apr		
	Nam	ne of Corridor:	Victoria Avenue										
	Seg	ment Evaluated:	SPRUCE VILLAGE	DRIVE W			to	VANDERBILT (СОММС	N			
	Geo	graphic Region:	Spruce Grove										
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Collector		Length of Corridor:				80	807			
	Urba	an / Rural:	Urban		Design Speed: (Required for Freeway,							km/h	
	Divid	ded / Undivided:	Undivided	Expressw Current (For inforn	Poste	d Sp	eed:	50)		km/h		
	Majo	or / Minor:	Minor	Minor			ed:	·				km/h	
		rough Lanes	1 lane		Policy:	rcentile - for information only) m Posted Speed)							
	Per	Direction:		RISK	Score	Posted	d Spe	ed)					
ore	A1	GEOMETE	RY (Horizontal)	Medium	2						I		
		GEOMETI	(T (Horizontal)	Wediam						Calculate Total Risk			
ore	A2	GEOMET	RY (Vertical)	Lower	1					Score			
ore	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Score:			
ore	В	ROADSID	E HAZARDS	Higher	3					44			
ore	C1	PEDESTRIA	AN EXPOSURE	Lower	3							_	
ore	C2	CYCLIST	EXPOSURE	Medium	6								
ore	D	PAVEMEN	NT SURFACE	Lower	1					Recommended Speed Limit			
			INTERSECTIONS BLIC ROADS	Number of Occurrences					As det	ermined by road	d characte	istics	
		STO	P controlled intersection							50			
ore	E1		Signalized intersection		9								
	= 1	Ro	undabout or traffic circle		9				_	As determined	by policy	7	
			Crosswalk	2	-								
			-grade railroad crossing										
			STOP-controlled or lane	11		The recommended posted speed limit may be							
ore	F2		INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences		checked against the prevailing speeds of the roadway and the road's safety performance. Comments:							
	E2	Left tu	rn movements permitted	10	6								
			Right-in / Right-out only										
lore	E3		INTERCHANGES	Number of Occurrences	. 0								
lore		Number of inte	erchanges along corridor	0									
	F	ON-STRE	ET PARKING	Higher	9								

Clear Sheet				Automated M A - Automate					t	Version: 10-Apr-09
	Nam	ne of Corridor:	Spruce Village Drive	e W						
	Seg	ment Evaluated:	VANDERBILT COM	MON		to	VICTORIA AVE	NUE		
	Geo	graphic Region:	Spruce Grove							
	Roa	d Agency:	Spruce Grove							
	Roa	d Classification:	Collector		Length	of Corrid	lor:	50	00	m
	Urba	an / Rural:	Urban	Irban			(Required for Freeway	у,		km/h
	Divid	ded / Undivided:	Undivided		Expressway, Highway) Current Posted Speed: (For information only)			50)	km/h
	Majo	or / Minor:	Minor		Prevailir	g Speed:				km/h
		rough Lanes Direction:	1 lane		Policy:	Posted Sp				
	- Per	Direction.		RISK	Score	Posted Sp	eed)			
More	A1	GEOMETR	RY (Horizontal)	Lower	1				Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	1				Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4				Total Risk Sc	ore:
More	В	ROADSID	E HAZARDS	Higher	3				34	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3					
More	C2	CYCLIST	EXPOSURE	Medium	6					
More	D	PAVEMEN	NT SURFACE	Lower	1				Recommended I Speed Limit (k	
			INTERSECTIONS BLIC ROADS	Number of Occurrences				As dete	ermined by road o	characteristics
		STO	P controlled intersection						50	
More	E1		Signalized intersection		6					
	- '	Ro	undabout or traffic circle		. 6			_	As determined by	policy
			Crosswalk		-					
			-grade railroad crossing							
	-		STOP-controlled or lane	6					posted speed limit ma e prevailing speeds of	
More	E2		CCESS DRIVEWAYS	Number of Occurrences	0				ad's safety performan	
	EZ	Left tu	rn movements permitted	0	. "	Con	nments:			
			Right-in / Right-out only				Length shorter	than 5	00 m. Rounded u	o to 500 m.
More	E3		INTERCHANGES	Number of Occurrences	. 0					
More		Number of inte	erchanges along corridor	0						
	F	ON-STRE	ET PARKING	Higher	9					

Clear Sheet	_	TAC					it Guidelines idelines Spreadsh		Version: 10-Apr-09
	Nar	ne of Corridor:	South Avenue						
	Seg	ment Evaluated:	GOLDEN SPIKE RO	DAD		to	CENTURY ROAD		
	Ge	ographic Region:	Spruce Grove						
	Roa	ad Agency:	Spruce Grove						
	Roa	ad Classification:	Collector		Length	of Corrid	or:	1,632	m
	Urb	an / Rural:	Urban				Required for Freeway,		km/h
	Divi	ded / Undivided:	Undivided		Current	ay, Highway Posted Sp		50	km/h
		or / Minor:	Minor		1	nation only) ng Speed:			km/h
		nrough Lanes	1 lane		(85th Perc Policy:	centile - for in	nformation only)		KIIVII
	Per	Direction:	ı iane		a '	Posted Spe	eed)		
				RISK	Score			,	
More	A1	GEOMETR	RY (Horizontal)	Lower	1			Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	1			Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Score	:
More	В	ROADSID	E HAZARDS	Lower	1			33	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Lower	3				
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Pos Speed Limit (km/h	
			INTERSECTIONS BLIC ROADS	Number of Occurrences			As o	determined by road char	racteristics
		STO	P controlled intersection					60	
More			Signalized intersection					60	
More	E1	Ro	undabout or traffic circle		1			As determined by po	olicy
			Crosswalk						
		Active, at	-grade railroad crossing						
		Sidestreet	STOP-controlled or lane	2			The recommen	ded posted speed limit may be	e
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			checked agains	st the prevailing speeds of the road's safety performance.	
	E2	Left tu	rn movements permitted	57	15	Con	nments:		
			Right-in / Right-out only						
More	F3	NUMBER OF	INTERCHANGES	Number of Occurrences	0				

More...

Number of interchanges along corridor

ON-STREET PARKING

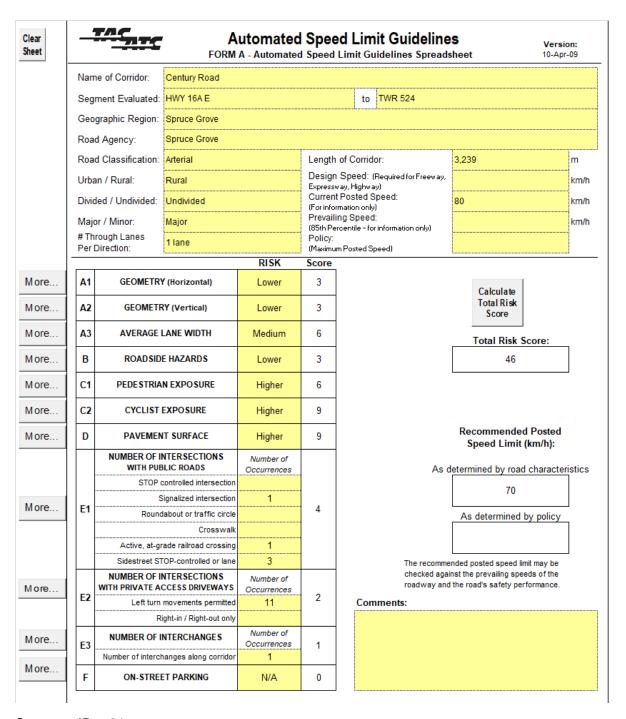
0

Lower

Clear Sheet	_	TAC					it Guidelines aidelines Spreadsh		Version : 10-Apr-09
	Nai	me of Corridor:	Diamond Avenue						
	Se	gment Evaluated:	OSWALD DRIVE			to	CENTURY ROAD		
	Ge	ographic Region:	Spruce Grove						
	Roa	ad Agency:	Spruce Grove						
	Ro	ad Classification:	Collector		Length	of Corrid	or:	1,643	m
	Urb	an / Rural:	Urban			Speed: (I	Required for Freeway,		km/h
	Div	ided / Undivided:	Undivided		Current	Posted Sp nation only)		50	km/h
	Ма	jor / Minor:	Minor		Prevailin	g Speed:	nformation only)		km/h
		hrough Lanes Direction:	1 lane		Policy:	Posted Spe			
			1	RISK	Score	·	,	-	
More	A1	GEOMETR	Y (Horizontal)	Lower	1			Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	1			Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Sc	ore:
More	В	ROADSID	E HAZARDS	Lower	1			34	
More	C1	PEDESTRIA	N EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Higher	9				
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended F Speed Limit (ki	
			NTERSECTIONS BLIC ROADS	Number of Occurrences			As	determined by road of	characteristics
		STO	P controlled intersection						
More			Signalized intersection					50	
	E1	Ro	undabout or traffic circle		2			As determined by	policy
			Crosswalk						
		Active, at	-grade railroad crossing						
			STOP-controlled or lane	6				ded posted speed limit ma	
More	E2	WITH PRIVATE A	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			roadway and th	st the prevailing speeds of ne road's safety performand	
		Left tu	rn movements permitted	28	9	Con	nments:		
			Right-in / Right-out only						
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	0				
		Number of inte	rchanges along corridor	0					

Lower

More...



Segment ID - 21

Clear Sheet		TAC		Automated M A - Automate								Versio 10-Apr	
	Nam	ne of Corridor:	McLeod Avenue										
	Seg	ment Evaluated:	CALAHOO ROAD				to	KING	STREET				
	Geo	graphic Region:	Spruce Grove				L						
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Collector		Length	of C	orrid	or:		653			m
	Urba	an / Rural:	Urban		Design Expressw				I for Freeway,				km/h
	Divid	ded / Undivided:	Undivided		Current (For inforr	Post	ed Sp			50			km/h
	Majo	or / Minor:	Minor		Prevailir	ng Sp	eed:						km/h
		rough Lanes	2+ lanes		(85th Pero Policy:				on only)				
	Peri	Direction:		RISK	(Maximum Score	1 Post	ea Spe	eed)					
fore	A 1	GEOMETF	RY (Horizontal)	Lower	1						Calculate		
More	A2	GEOMET	'RY (Vertical)	Lower	1						Total Risk Score		
Nore	А3	AVERAGE	LANE WIDTH	Medium	4						Total Risk Sc	ore:	
More	В	ROADSID	E HAZARDS	Higher	3						60		
Nore	C1	PEDESTRIA	AN EXPOSURE	Medium	6								
Nore	C2	CYCLIST	EXPOSURE	Higher	9								
lore	D	PAVEMEN	IT SURFACE	Lower	1						ecommended Speed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences					А	s d <u>eter</u> ı	mined by road	character	ristics
		STO	P controlled intersection	1	*						40		
/lore	E1	Po	Signalized intersection undabout or traffic circle	2	20					<u> </u>			_
		, no	Crosswalk							A	s determined by	y policy	7
		Active, at	-grade railroad crossing										
			STOP-controlled or lane	4					The recomm	onded no	osted speed limit m	ay bo	
Nore		NUMBER OF	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences					checked aga	ainst the p	orevailing speeds o l's safety performar	f the	
	E2	Left tu	rn movements permitted	8	6		Con	nments	s:				
			Right-in / Right-out only										
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	. 0								
		Number of inte	rchanges along corridor	0									
More	F	ON-STRE	ET PARKING	Higher	9								

Clear Sheet		775		Automatec							Versi 10-Ap	
	Nam	ne of Corridor:	Brookwood Drive									
	Seg	ment Evaluated:	KING STREET			to	CENTU	JRY ROAD				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of Corrid	dor:		826	3		m
	Urba	an / Rural:	Urban				(Required fo	or Freeway,				km/h
	Divid	ded / Undivided:	Undivided		Current	ay, Highway Posted S nation only)	peed:		50			km/h
	Mai	or / Minor:	Minor		Prevaili	ng Speed:	:					km/h
	# Th	rough Lanes	1 lane		Policy:		information	only)				_
	Per	Direction:		RISK	(Maximun Score	Posted Sp	peed)					
More	A1	GEOMETR	Y (Horizontal)	Medium	2							
	A1	GEOMETIN	(Honzontal)	Wediam						Calculate Total Risk		
More	A2	GEOMET	'RY (Vertical)	Lower	1					Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk S	Score:	
More	В	ROADSID	E HAZARDS	Higher	3					58		
More	C1	PEDESTRIA	N EXPOSURE	Medium	6							_
More	C2	CYCLIST	EXPOSURE	Higher	9							
More	D	PAVEMEN	IT SURFACE	Lower	1				F	Recommended Speed Limit (
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	dete	rmined by road	-	ristics
		STO	P controlled intersection							40		
More			Signalized intersection	2						40		
William	E1	Ro	undabout or traffic circle		15				I	As determined	by policy	
			Crosswalk	1								
		Active, at-	-grade railroad crossing									
		Sidestreet	STOP-controlled or lane	9			7	The recommer	nded r	oosted speed limit	mav be	_
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			(checked again	st the	prevailing speeds d's safety perform	of the	
	E2	Left tur	rn movements permitted	14	8	Con	nments:					
			Right-in / Right-out only									
More	E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	0							
Mara		Number of inte	rchanges along corridor	0]							
More	F	ON-STREI	ET PARKING	Higher	9							

Clear Sheet								it Guidelines idelines Spreadsh			Versio 10-Apr	
	Nam	ne of Corridor:	Longview Drive									
	Seg	ment Evaluated:	FAIRWAY DRIVE				to	KINGS LINK				
	Geo	graphic Region:	Spruce Grove				L					
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of C	orrid	or:	1,033	l		m
	Urba	an / Rural:	Urban		Design Expressw			Required for Freeway,				km/h
	Divid	ded / Undivided:	Undivided		Current (For inform	Post	ed Sp		50			km/h
	Majo	or / Minor:	Minor		Prevailii	ng Sp	peed:	formation only)				km/h
		rough Lanes Direction:	1 lane		Policy: (Maximun							-
1	- Fei	Direction.		RISK	Score	11 F US	ieu Spe	eu)				
ore	A1	GEOMETR	RY (Horizontal)	Higher	3					Calculate Total Risk		
ore	A2	GEOMET	RY (Vertical)	Lower	1					Score		
ore	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Sco	ore:	
ore	В	ROADSID	E HAZARDS	Higher	3					48		
ore	C1	PEDESTRIA	N EXPOSURE	Lower	3							-
ore	C2	CYCLIST	EXPOSURE	Medium	6							
ore	D	PAVEMEN	IT SURFACE	Lower	1					commended P speed Limit (kr		
			INTERSECTIONS BLIC ROADS	Number of Occurrences				As	detern	nined by road c	haracter	istics
		STO	P controlled intersection	0						50		
lore	E1		Signalized intersection	0	4							_
	-	Ro	undabout or traffic circle	0	. 4				As	determined by	policy	7
			Crosswalk	1								
			-grade railroad crossing	7								
			STOP-controlled or lane NTERSECTIONS	7						sted speed limit ma evailing speeds of		
lore	E2		CCESS DRIVEWAYS	Number of Occurrences	14			roadway and th		s safety performand		
		Left tu	rn movements permitted	28	. 14		Com	ments:				
4oro			Right-in / Right-out only					Many private	housir	ng access drive	ways	
Nore	E3		INTERCHANGES	Number of Occurrences	. 0							
lore		Number of inte	rchanges along corridor	0								
	F	ON-STRE	ET PARKING	Higher	9							

Clear Sheet		7/15					it Guideline uidelines Spreads			Versio 10-Apr		
	Nam	ne of Corridor:	Fairway Drive									
	Seg	ment Evaluated:	LONGVIEW DRIVE			to	LINKS ROAD					
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of Corrid	lor:	718			m	
	Urba	an / Rural:	Urban				Required for Freeway,				km/h	
	Divio	ded / Undivided:	Undivided		Current	ray, Highway Posted Sp mation only)		50			km/h	
	Majo	or / Minor:	Minor		Prevaili	ng Speed:					km/h	
		rough Lanes	1 lane		Policy:		nformation only)				-	
	Per I	Direction:		RISK	Score	Posted Sp	eed)					
More	A1	GEOMETR	Y (Horizontal)	Higher	3							
More	A2		RY (Vertical)	Lower	1				Calculate Total Risk			
							Score					
More	A3	AVERAGE	LANE WIDTH	Medium	4				Total Risk Sc	ore:	٦	
More	В	ROADSID	E HAZARDS	Higher	3				52			
More	C1	PEDESTRIA	N EXPOSURE	Lower	3							
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1				ecommended I Speed Limit (k			
			NTERSECTIONS BLIC ROADS	Number of Occurrences			As	deterr	mined by road o	character	istics	
		STO	P controlled intersection	1					40			
More	E1		Signalized intersection		7							
		Ro	undabout or traffic circle Crosswalk					As	s determined by	/ policy	7	
		Active, at	-grade railroad crossing									
			STOP-controlled or lane	2			The recomme	nded no	sted speed limit ma	av ho	J	
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			checked agai	nst the p	revailing speeds of 's safety performan	the		
	E2	Left tu	rn movements permitted	54	15	Con	nments:					
	L		Right-in / Right-out only				Many private	e housi	ng access drive	eways		
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	0							
		Number of inte	rchanges along corridor	0								
More	F	ON-STRE	Number of interchanges along corrido ON-STREET PARKING		9							

Clear Sheet		775		Automated M A - Automate						Version: 10-Apr-09
	Nam	ne of Corridor:	Longview Drive							
	Seg	ment Evaluated:	CALAHOO ROAD			to	FAIRWAY	DRIVE		
	Geo	graphic Region:	Spruce Grove							
	Roa	d Agency:	Spruce Grove							
	Roa	d Classification:	Collector		Length	of Corri	dor:		848	m
	Urba	an / Rural:	Urban			Speed:	(Required for Fr	reeway,		km/h
	Divid	ded / Undivided:	Undivided		Current	Posted S nation only	Speed:		50	km/h
	Maj	or / Minor:	Minor		Prevaili	ng Speed		٨		km/h
		rough Lanes Direction:	1 lane		Policy:	n Posted S	•	'')		
		Direction.		RISK	Score	11 03100 0				
More	A1	GEOMETR	RY (Horizontal)	Higher	3				Calculate	
More	A2	GEOMET	'RY (Vertical)	Lower	1				Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4				Total Risk Sco	ore:
More	В	ROADSID	E HAZARDS	Higher	3				38	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3					
More	C2	CYCLIST	EXPOSURE	Medium	6					
More	D	PAVEMEN	IT SURFACE	Lower	1				Recommended Po Speed Limit (kn	
			INTERSECTIONS BLIC ROADS	Number of Occurrences				As	determined by road ch	naracteristics
		STO	P controlled intersection	0					50	
More			Signalized intersection	0					30	
	E1	Ro	undabout or traffic circle	1	9				As determined by	policy
			Crosswalk	4						
		Active, at	-grade railroad crossing							
		Sidestreet	STOP-controlled or lane	4					ded posted speed limit may	
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	_				st the prevailing speeds of t ne road's safety performance	
	E2	Left tu	rn movements permitted	8	5	Co	mments:			
			Right-in / Right-out only							
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0					
		Number of inte	rchanges along corridor	0						

Lower

Clear Sheet		7/15						t Guidelines delines Spreadsl			Versio 10-Apr	
	Nam	ne of Corridor:	Fieldstone Drive									
	Seg	ment Evaluated:	FIELDSTONE CRE	SCENT		to	0	GROVE DRIVE				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of Corri	idor	:	549			m
	Urba	an / Rural:	Urban		Design Expressw			equired for Freeway,				km/h
	Divid	ded / Undivided:	Undivided		Current (For inform	Posted S	Spe	ed:	50			km/h
	Majo	or / Minor:	Minor		Prevailir	g Speed	d:					km/h
		rough Lanes Direction:	1 lane		Policy:			ormation only)				-
		Direction:		RISK	(Maximum Score	Posted S	Speed	a)				
More	A 1	GEOMETR	Y (Horizontal)	Higher	3							
More	A2	GEOMET	'RY (Vertical)	Lower	1					Calculate Total Risk Score		
More	А3	AVERAGE	AVERAGE LANE WIDTH		4		Total Risk Score:					
More	В	ROADSID	E HAZARDS	Higher	3					56	0.0.	
More	C1	PEDESTRIA	N EXPOSURE	Lower	3							
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1					ecommended l Speed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	deterr	nined by road	character	istics
		STO	P controlled intersection							40		
More	E1	Ro	Signalized intersection undabout or traffic circle	1	11						!!	
		110	Crosswalk						AS	determined by	policy	1
		Active, at	grade railroad crossing									
		Sidestreet	STOP-controlled or lane	5				The recommer	nded po	sted speed limit m	av be	_
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				checked agair	st the p	revailing speeds of s safety performan	the	
	E2	Left tu	rn movements permitted	26	15	Co	omn	nents:				
			Right-in / Right-out only					Many private	housi	ng access drive	eways	
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	0							
		Number of inte	rchanges along corridor	0								
More	F	ON-STRE	Number of interchanges along corrido ON-STREET PARKING		9							

Clear Sheet		7/2					it Guidelines idelines Spreadsh		Version: 10-Apr-09		
	Nam	ne of Corridor:	Linkside Boulevard								
	Seg	ment Evaluated:	LINKSVIEW DRIVE			to	LONG VIEW DRIVE				
	Geo	graphic Region:	Spruce Grove								
	Roa	d Agency:	Spruce Grove								
	Roa	d Classification:	Collector		Lenath	of Corrid	or:	500	m		
		an / Rural:	Urban		Design	Speed: (F	Required for Freeway,		km/h		
		ded / Undivided:	Undivided			ay, Highway Posted Sp		50	km/h		
						nation only)		30			
	•	or / Minor: rough Lanes	Minor				nformation only)		km/h		
		Direction:	1 lane		(Maximum	Posted Spe	eed)				
		1		RISK	Score						
More	A1	GEOMETR	Y (Horizontal)	Higher	3			Calculate			
More	A2	GEOMET	RY (Vertical)	Lower	1			Total Risk Score			
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Scor	e:		
More	В	ROADSID	E HAZARDS	Higher	3			52			
More	C1	PEDESTRIA	N EXPOSURE	Lower	3						
More	C2	CYCLIST	EXPOSURE	Higher	9						
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Po Speed Limit (km/			
			NTERSECTIONS BLIC ROADS	Number of Occurrences			As o	determined by road cha	aracteristics		
		STO	P controlled intersection					40			
More			Signalized intersection					40			
wore	E1	Ro	undabout or traffic circle		4			As determined by p	oolicv		
			Crosswalk					,			
		Active, at	-grade railroad crossing								
		Sidestreet	STOP-controlled or lane	4			The recommen	ded posted speed limit may	be		
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			checked agains	st the prevailing speeds of the e road's safety performance.	е		
	E2	Left tur	n movements permitted	26	15	Con	nments:				
			Right-in / Right-out only				•	n 500 m. Rounded up t			
More	E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	0	Name and the second	Many private housing access driveways				

9

0

Higher

F

More...

ON-STREET PARKING

Number of interchanges along corridor

Clear Sheet							it Guideline uidelines Spreads		Version: 10-Apr-09
	Nam	ne of Corridor:	Avonlea Way						
	Seg	ment Evaluated:	ARTHUR WAY			to	CALAHOO ROAD		
	Geo	graphic Region:	Spruce Grove			······································			
	Roa	d Agency:	Spruce Grove						
	Roa	d Classification:	Collector		Length	of Corrid	or:	655	m
	Urba	an / Rural:	Urban			Speed: (Required for Freeway,		km/h
	Divid	ded / Undivided:	Undivided		Current	ay, riigriway Posted Sp nation only)		50	km/h
	Majo	or / Minor:	Minor		Prevaili	g Speed:			km/h
	# Th	rough Lanes	1 lane		Policy:		nformation only)		
	Per	Direction:		RISK	Score	Posted Sp	eed)		
More	A1	GEOMETR	RY (Horizontal)	Lower	1				
Mara	-				_			Calculate Total Risk	
More	A2	GEOMET	RY (Vertical)	Lower	1			Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Sco	re:
More	В	ROADSID	E HAZARDS	Higher	3			52	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Medium	6				
More	D	PAVEMEN	NT SURFACE	Lower	1			Recommended Po	
			INTERSECTIONS BLIC ROADS	Number of Occurrences			Δο	determined by road ch	•
			P controlled intersection	0			As		laracteristics
More	l I ₋ .		Signalized intersection	0				40	
Wore	E1	Ro	undabout or traffic circle	1	9			As determined by	policy
			Crosswalk	1				•	
		Active, at	-grade railroad crossing						
		Sidestreet	STOP-controlled or lane	6			The recomme	nded posted speed limit may	/be
More			INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			checked again	nst the prevailing speeds of the road's safety performance	ne
	E2	Left tu	rn movements permitted	25	15	Con	nments:		
			Right-in / Right-out only					housing access drive	•
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0	Ir	n construction betw	een Aspenglen Dr and	Arthur Way
More		Number of inte	erchanges along corridor	0					
More	F	ON-STRE	ET PARKING	Higher	9				

Clear Sheet	T	7/2					nit Guideline uidelines Spread			Versio 10-Apr	
	Nam	ne of Corridor:	Calahoo Road								
	Seg	ment Evaluated:	GROVE DRIVE			to	WOODHAVEN D	RIVE			
	Geo	graphic Region:	Spruce Grove								
	Roa	d Agency:	Spruce Grove								
	Roa	d Classification:	Arterial		Length	of Corric	dor:	520			m
	Urba	an / Rural:	Urban			Speed: ((Required for Freeway,				km/h
	Divid	ded / Undivided:	Divided		Current	Posted S nation only)	peed:	50			km/h
	Majo	or / Minor:	Major		Prevaili	ng Speed:					km/h
		rough Lanes Direction:	2+ lanes		Policy:	n Posted Sp					
		Sirodion.	<u> </u>	RISK	Score			<u> </u>			
More	A1	GEOMETR	Y (Horizontal)	Lower	2				Calculate		
More	A2	GEOMET	'RY (Vertical)	Lower	2				Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4				Total Risk Sc	ore:	
More	В	ROADSID	E HAZARDS	Higher	3				39		
More	C1	PEDESTRIA	N EXPOSURE	Lower	3						-
More	C2	CYCLIST	EXPOSURE	Lower	3						
More	D	PAVEMEN	IT SURFACE	Lower	1				ecommended Speed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences			А	s d <u>eter</u>	mined by road	character	istics
		STO	P controlled intersection	_	•				70		
More	E1	Po	Signalized intersection undabout or traffic circle	2	19					P	
		1.00	Crosswalk					A	s determined by	y policy]
		Active, at	-grade railroad crossing								
		Sidestreet	STOP-controlled or lane		٠		The recomm	ended po	osted speed limit m	av be	J
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			checked aga	ainst the p	orevailing speeds o l's safety performan	f the	
	E2	Left tu	rn movements permitted		2	Cor	nments:				
			Right-in / Right-out only	1							
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	0						
More		Number of inte	rchanges along corridor	0							
More	F	ON-STRE	ET PARKING	N/A	0						

Clear Sheet		7/15						it Guidelines idelines Spreadsh			Versio 10-Apr	
	Nam	ne of Corridor:	Copperhaven Drive									
	Seg	ment Evaluated:	GROVE DRIVE WE	ST			to	SPRING LINK				
	Geo	graphic Region:	Spruce Grove									***************************************
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length o	of Cor	rrido	or:	564			m
	Urba	an / Rural:	Urban		Design S Expresswa			Required for Freeway,				km/h
	Divid	ded / Undivided:	Undivided		Current I	osted	d Sp		50			km/h
	Majo	or / Minor:	Minor		(For inform Prevailin	g Spe	ed:					km/h
	# Th	rough Lanes	1 lane		Policy:			formation only)				-
	Per	Direction:		RISK	(Maximum Score	Posted	Spe	eed)				
More	A1	GEOMETR	RY (Horizontal)	Lower	1							
			,		-					Calculate Total Risk		
More	A2	GEOMET	'RY (Vertical)	Lower	1					Score		
More	А3	AVERAGE	GEOMETRY (Vertical) AVERAGE LANE WIDTH		4		Total Risk Score:				ore:	
More	В	ROADSID	E HAZARDS	Higher	3					41		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3							_
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1					ecommended Speed Limit (k		
			INTERSECTIONS BLIC ROADS	Number of Occurrences				Δε		nined by road	•	ictice
			P controlled intersection	Occurrences				AST	Jeten	•	criaracter	
			Signalized intersection		1					50		
More	E1	Ro	undabout or traffic circle	1	9				As	determined b	y policy	-
			Crosswalk								, , , , ,	
		Active, at	-grade railroad crossing									
		Sidestreet	STOP-controlled or lane	6				The recommen	ded po	sted speed limit m	av be	_
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				checked again	st the p	revailing speeds o s safety performar	f the	
	E2	Left tu	rn movements permitted	4	4	С	om	ments:				
			Right-in / Right-out only		1			In constructi	on so	uth of Caledon	Cres	
More	E3	NUMBER OF		Number of Occurrences	0							
		Number of inte	rchanges along corridor	0								
More	F	ON-STRE	NUMBER OF INTERCHANGES Number of interchanges along corride ON-STREET PARKING		9							

Clear Sheet							mit Guideline Buidelines Spread		sion: .pr-09
	Nan	ne of Corridor:	Jennifer Heil Way						
	Seg	ment Evaluated:	YELLOWHEAD HW	Y		to	DALTON LINK		
	Geo	graphic Region:	Spruce Grove						
	Roa	d Agency:	Spruce Grove						
	Roa	d Classification:	Arterial		Length	of Corri	idor:	668	m
	Urba	an / Rural:	Urban				(Required for Freeway,		km/h
	Divi	ded / Undivided:	Divided		Current	Posted	Speed:	60	km/h
	Mai	or / Minor:	Major		Prevaili	mation only	d:		km/h
	# Th	rough Lanes	2+ lanes		Policy:		r information only)		
	Per	Direction:	2.1 (2.10)	RISK	' '	n Posted S	Speed)		
					Score				
More	A1	GEOMETR	RY (Horizontal)	Lower	2			Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	2			Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Score:	
More	В	ROADSID	E HAZARDS	Lower	1			25	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Higher	9				
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Posted Speed Limit (km/h):	
			INTERSECTIONS BLIC ROADS	Number of Occurrences			A	s determined by road characte	eristics
		STO	P controlled intersection	0				90	
More	E1		Signalized intersection		0				
	- '	Ro	undabout or traffic circle		U			As determined by policy	_
		A	Crosswalk						
			-grade railroad crossing						
			STOP-controlled or lane NTERSECTIONS					ended posted speed limit may be ainst the prevailing speeds of the	
More	F2		CCESS DRIVEWAYS	Number of Occurrences				the road's safety performance.	
	=2	E2 Left turn	rn movements permitted	0	0	Co	omments:		
			Right-in / Right-out only						
More	E3		INTERCHANGES	Number of Occurrences	3				
More		Number of inte	rchanges along corridor	1					

N/A

Clear Sheet		7/12						t Guidelines delines Spreadsh			Versio 10-Apr	
	Nam	ne of Corridor:	Jennifer Heil Way									
	Seg	ment Evaluated:	DALTON LINK			to	0	GROVE DRIVE				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Arterial		Length	of Corri	ido	r:	500			m
	Urba	an / Rural:	Urban			Speed:		equired for Freeway,				km/h
	Divio	ded / Undivided:	Divided		Current	Posted S	Spe	eed:	60			km/h
	Majo	or / Minor:	Major		Prevaili	ng Speed	d:	ormation only)				km/h
		rough Lanes Direction:	2+ lanes		Policy:	n Posted S						
		Direction.		RISK	Score	i rosteu 3	spee	su)				
More	A1	GEOMETR	Y (Horizontal)	Lower	2					Calculate Total Risk		
More	A2	GEOMET	RY (Vertical)	Lower	2					Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Sc	ore:	_
More	В	ROADSID	E HAZARDS	Medium	2					30		
More	C1	PEDESTRIA	N EXPOSURE	Lower	3							-
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1					commended F Speed Limit (kı		
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	detern	nined by road o	haracter	istics
		STO	P controlled intersection							80		
More	E1		Signalized intersection	1	10							
	-	Ro	undabout or traffic circle		. 10				As	determined by	policy	7
			Crosswalk									
			-grade railroad crossing									
			STOP-controlled or lane							sted speed limit ma		
More	E2	WITH PRIVATE A	OF INTERSECTIONS TE ACCESS DRIVEWAYS Occurrences OCCURR									
	LZ	Left tur	rn movements permitted	0	. 0	Co		ments:				
			Right-in / Right-out only				L	Length shorter tha	n 500	m. Rounded up	to 500 i	m.
More	E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	. 0							
More		Number of inte	rchanges along corridor	0								
	F	ON-STREI	ET PARKING	N/A	0							

Clear Sheet	-	7	7,75					it Guideline		Version: 10-Apr-09
	N	lame	e of Corridor:	Jennifer Heil Way						
	s	egn	nent Evaluated:	GROVE DRIVE			to	HAWTHOME GATI	E	
	G	eog	graphic Region:	Spruce Grove						
	R	load	d Agency:	Spruce Grove						
	R	load	d Classification:	Arterial		Length	of Corrid	or:	633	m
	U	Irba	n / Rural:	Urban			Speed: (I	Required for Freeway,		km/h
	D	ivid	ed / Undivided:	Divided		Current	Posted Sp nation only)		50	km/h
	N	1ajo	r / Minor:	Major		Prevaili	ng Speed:	nformation only)		km/h
			ough Lanes Direction:	2+ lanes		Policy:	Posted Spe			
	-	A1 GEOMET			RISK	Score				
More	4	A2 GEOME		Y (Horizontal)	Lower	2			Calculate	
More	1	42	GEOMET	RY (Vertical)	Lower	2			Total Risk Score	
More	1	43	AVERAGE	LANE WIDTH	Medium	4			Total Risk Sco	ore:
More	ı	В	ROADSID	E HAZARDS	Higher	3			36	
More	C	21	PEDESTRIA	N EXPOSURE	Lower	3				
More	C	C2	CYCLIST	EXPOSURE	Lower	3				
More	ı	D	PAVEMEN	IT SURFACE	Lower	1			Recommended P Speed Limit (kn	
				NTERSECTIONS BLIC ROADS	Number of Occurrences			As	determined by road c	haracteristics
		,	STO	P controlled intersection					70	
More		[Signalized intersection	2				70	
WIOTO		≣1	Ro	undabout or traffic circle		16			As determined by	policy
				Crosswalk						
		,	Active, at-	-grade railroad crossing						
			Sidestreet	STOP-controlled or lane					nded posted speed limit ma	
More				NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				nst the prevailing speeds of the road's safety performanc	
		≣2	Left tur	rn movements permitted		2	Con	nments:		
				Right-in / Right-out only	1					
More	E	NUMBER OF		NTERCHANGES	Number of Occurrences	. 0				
Moro		E3		rchanges along corridor	0					

F

More...

N/A

ON-STREET PARKING

Clear Sheet		7/15						it Guideline idelines Spread			Versi 10-Ap	
	Nam	ne of Corridor:	Jennifer Heil Way (N	NB)								
	Seg	ment Evaluated:	SPRUCE RIDGE DI	RIVE			to	NELSON DRIVE				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Arterial		Length	of C	orrid	or:	500			m
	Urba	an / Rural:	Urban		Design Expressw			Required for Freeway,				km/h
	Divid	ded / Undivided:	Divided		Current (For inforr	Poste	ed Sp		60			km/h
	Maj	or / Minor:	Major		Prevailir	ng Sp	eed:	formation only)				km/h
		rough Lanes Direction:	2+ lanes		Policy: (Maximum							
		Direction.		RISK	Score	11 031	ви оре					
More	A1	GEOMETR	Y (Horizontal)	Lower	2					Calculate		
More	A2	GEOMET	RY (Vertical)	Lower	2					Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk So	ore:	
More	В	ROADSID	E HAZARDS	Higher	3					41		
More	C1	PEDESTRIA	N EXPOSURE	Lower	3							_
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1					ecommended Speed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences	_			А	s d <u>eter</u>	mined by road	characte	ristics
		STO	P controlled intersection	0	-					70		
More	E1		Signalized intersection	2	20							
		Ro	undabout or traffic circle		. 20				A	s determined b	y policy	7
		A ative at	Crosswalk grade railroad crossing		-							
			STOP-controlled or lane		-							
More		NUMBER OF I	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences		The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.				of the		
	E2	Left tu	rn movements permitted	0	0	Comments: Length shorter than 500 m. Rounded up						
			Right-in / Right-out only						ıp to 500	m.		
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	. 0	0						
		Number of inte	rchanges along corridor	0								
More	F	ON-STRE	ET PARKING	N/A	0							

Clear Sheet		7/1-					it Guidelines aidelines Spreadsh		Version: 10-Apr-09
	Nan	ne of Corridor:	Jennifer Heil Way (S	SB)					
	Seg	ment Evaluated:	SPRUCE RIDGE DE	RIVE		to	NELSON DRIVE		
	Geo	graphic Region:	Spruce Grove			l			
	Roa	d Agency:	Spruce Grove						
	Roa	d Classification:	Arterial		Length o	f Corrid	or:	500	m
	Urba	an / Rural:	Urban		Design S		Required for Freeway,		km/h
	Divid	ded / Undivided:	Divided		Current P	osted Sp	,	60	km/h
	Maj	or / Minor:	Major		Prevailing	Speed:	nformation only)		km/h
		rough Lanes Direction:	2+ lanes		Policy: (Maximum F		• • • • • • • • • • • • • • • • • • • •		
		Direction.		RISK	Score	- osteu Spi	eeu)		
More	A1	GEOMETR	RY (Horizontal)	Lower	2			Calculate	
More	A2	GEOMET	FRY (Vertical)	Lower	2			Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Sc	ore:
More	В	ROADSID	E HAZARDS	Higher	3			43	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Medium	6				
More	D	PAVEMEN	NT SURFACE	Lower	1			Recommended F Speed Limit (ki	
			INTERSECTIONS BLIC ROADS	Number of Occurrences			Δο	determined by road of	haracteristics
		STO	P controlled intersection	Occurrences			7.5		TIAI ACTORISTICS
More			Signalized intersection	2				60	
Wioro	E1	Ro	oundabout or traffic circle		20			As determined by	policy
			Crosswalk						
		Active, at	grade railroad crossing						
			STOP-controlled or lane					nded posted speed limit ma	
More	E2	WITH PRIVATE A	INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	2		roadway and th	nst the prevailing speeds of the road's safety performand	
		Left tu	rn movements permitted			Con	nments:		
			Right-in / Right-out only	1			Length shorter tha	in 500 m. Rounded up	to 500 m.
More	E3		INTERCHANGES	Number of Occurrences	0				
N4	1 1	Number of inte	erchanges along corridor	0					

N/A

More...

Clear Sheet		7/15					it Guideline uidelines Spread			Versio 10-Apr	
	Nam	ne of Corridor:	Jennifer Heil Way (N	NB)							
	Seg	ment Evaluated:	NELSON DRIVE			to	MCLEOD AVENU	ΙΕ			
	Geo	graphic Region:	Spruce Grove								
	Roa	d Agency:	Spruce Grove								
	Roa	d Classification:	Arterial		Length	of Corrid	lor:	581			m
	Urba	an / Rural:	Urban			Speed: (Required for Freeway,				km/h
	Divio	ded / Undivided:	Divided		Current	Posted Sp mation only)		60			km/h
	Majo	or / Minor:	Major		Prevaili	ng Speed:	nformation only)				km/h
		rough Lanes Direction:	2+ lanes		Policy:	n Posted Sp					-
	Peri	Direction.		RISK	Score	n Posted Sp	eed)				
More	A1	GEOMETR	RY (Horizontal)	Lower	2				1		
More	A2	GEOMET	'RY (Vertical)	Lower	2				Calculate Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4				Total Risk Sc	ore:	
More	В	ROADSID	E HAZARDS	Higher	3				38		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3						_
More	C2	CYCLIST	EXPOSURE	Medium	6						
More	D	PAVEMEN	IT SURFACE	Lower	1				ecommended F Speed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences			А	s d <u>eter</u> i	mined by road o	character	istics
		STO	P controlled intersection	_					70		
More	E1	Ro	Signalized intersection undabout or traffic circle	2	17						
		100	Crosswalk					AS	s determined by	/ policy	1
		Active, at	-grade railroad crossing		-						
		Sidestreet	STOP-controlled or lane		,		The recomm	ended po	sted speed limit ma	av be	
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			checked against the preva roadway and the road's sa			the	
	E2	Left tu	Left turn movements permitted		0	Con	nments:				
		Right-in / Right-out only									
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	. 0						
		Number of inte	rchanges along corridor	0	-						
More	F	ON-STRE	ET PARKING	N/A	0						

Clear Sheet						ed Limit Guidelines Limit Guidelines Spreadsl		Version: 10-Apr-09
	Nam	ne of Corridor:	Jennifer Heil Way (S	SB)				
	Seg	ment Evaluated:	NELSON DRIVE			to MCLEOD AVENUE		
	Geo	graphic Region:	Spruce Grove					
	Roa	d Agency:	Spruce Grove					
	Roa	d Classification:	Arterial		Length	of Corridor:	580	m
	Urba	an / Rural:	Urban			Speed: (Required for Freeway, vay, Highway)		km/h
	Divid	ded / Undivided:	Divided		Current	Posted Speed: mation only)	60	km/h
	Majo	or / Minor:	Major		Prevaili	ng Speed: centile - for information only)		km/h
		rough Lanes Direction:	2+ lanes		Policy:	n Posted Speed)		
	Per	Direction:	RISK Score				and the second s	
More	A1	GEOMETR	RY (Horizontal)	Lower	2		Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	2		Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4		Total Risk So	core:
More	В	ROADSID	E HAZARDS	Higher	3		40	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3			
More	C2	CYCLIST	EXPOSURE	Medium	6			
More	D	PAVEMEN	NT SURFACE	Lower	1		Recommended Speed Limit (I	
			INTERSECTIONS BLIC ROADS	Number of Occurrences		As	determined by road	characteristics
		STO	P controlled intersection				70	
More	E1		Signalized intersection	2	17			
		Ro	undabout or traffic circle		17		As determined b	y policy
			Crosswalk					
			-grade railroad crossing					
			STOP-controlled or lane				nded posted speed limit n	
More	E2	WITH PRIVATE A	INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	2	roadway and the	nst the prevailing speeds on the road's safety performa	
		Left tu	rn movements permitted		- Comments:			
			Right-in / Right-out only	1				
More	E3		INTERCHANGES	Number of Occurrences	. 0			
More		Number of inte	erchanges along corridor	0				
	F	ON-STRE	ET PARKING	N/A	0			

Clear Sheet		7/5		Automated M A - Automate							Versi o 10-Apr	
	Nam	ne of Corridor:	Calahoo Road									
	Seg	ment Evaluated:	WESTON DRIVE			to	HWY 1	6A E				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Arterial		Length	of Corri	idor:		613			m
	Urba	an / Rural:	Urban			Speed: ay, Highwa	(Required fo	or Freeway,				km/h
	Divid	ded / Undivided:	Divided		Current	Posted S	Speed:		50			km/h
	Majo	or / Minor:	Major		Prevaili	ng Speed		only)				km/h
		rough Lanes Direction:	2+ lanes		Policy:	Posted S		Orlly)				_
		Direction.		RISK	Score	11 03100 0			-			
More	A1	GEOMETR	Y (Horizontal)	Lower	2					Calculate		
More	A2	GEOMET	RY (Vertical)	Lower	2					Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4				_	Total Risk S	Score:	_
More	В	ROADSID	E HAZARDS	Medium	2					59		
More	C1	PEDESTRIA	N EXPOSURE	Medium	6							_
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1				R	ecommended Speed Limit (
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	detei	rmined by road	d characte	istics
		STO	P controlled intersection							60		
More	E1		Signalized intersection	3	28							
	- '	Ro	undabout or traffic circle		20				Α	s determined	by policy	7
			Crosswalk		-							
			-grade railroad crossing									
			STOP-controlled or lane NTERSECTIONS	4						osted speed limit prevailing speeds		
More	E2		CCESS DRIVEWAYS	Number of Occurrences	_					d's safety perform		
	E2	Left tu	rn movements permitted	1	5	Co	mments:					
			Right-in / Right-out only	1								
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	3	Venezale						
More		Number of inte	rchanges along corridor	1								
MOI e	F	ON-STRE	ET PARKING	N/A	0							

Segment ID - 41

t				Automated M A - Automate							:	Vers	
	Nan	ne of Corridor:	Golden Spike Road	(NB)									
	Seg	ment Evaluated:	HWY 16A E				to	DIAMO	ND AVENU	JE			
	Geo	ographic Region:	Spruce Grove				L						
	Roa	nd Agency:	Spruce Grove										
	Roa	d Classification:	Arterial		Length	of C	orrido	or:	***************************************	58	6		m
	Urb	an / Rural:	Urban						or Freeway,				km/
	Divi	ded / Undivided:	Divided		Expressv Current	Post	ed Sp			50			km/
		or / Minor:	Major		(For infor Prevaili								
	1	rough Lanes			(85th Per Policy:	centile	e - for in	formation	only)				km/
		Direction:	2+ lanes		(Maximur	n Post	ted Spe	ed)					
	l —	1		RISK	Score	i							
	A1	GEOMETR	RY (Horizontal)	Lower	2						Calculate		
	A2	GEOMET	'RY (Vertical)	Lower	2						Total Risk Score		
	А3	AVERAGE	LANE WIDTH	Medium	4						Total Risk	Score:	
)	В	ROADSID	E HAZARDS	Medium	2						40		
·	C1	PEDESTRIA	AN EXPOSURE	Lower	3								
	C2	CYCLIST	EXPOSURE	Medium	6								
	D	PAVEMEN	IT SURFACE	Lower	1					ı	Recommende Speed Limit		
			INTERSECTIONS BLIC ROADS	Number of Occurrences					As	s dete	ermined by roa		eristic
		STO	P controlled intersection								70		
e			Signalized intersection	1							70		
	E1	Ro	undabout or traffic circle		17					_	As determined	by policy	_
			Crosswalk										
		Active, at	-grade railroad crossing	1									
			STOP-controlled or lane	9							posted speed limit		
e	E2	WITH PRIVATE A	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	3	checked agains roadway and th Comments:				ad's safety perform			
		Left tu	rn movements permitted	1	_ ~								
			Right-in / Right-out only										
re	E3		INTERCHANGES	Number of Occurrences	0								
e		inumber of inte	rchanges along corridor	0									
	1 1 -	ON OTHE	ET DADICINIO	A I / A			1						

Clear Sheet	T	7/15		Automated M A - Automate							Versio 10-Apr-	
	Nam	ne of Corridor:	Golden Spike Road	(SB)								
	Seg	ment Evaluated:	HWY 16A E				to DIAMO	OND AVENUE				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Arterial		Length	of Co	orridor:		587			m
	Urba	an / Rural:	Urban		Design Expressv		ed: (Required	for Freeway,				km/h
	Divio	ded / Undivided:	Divided			Poste	ed Speed:		50			km/h
	Majo	or / Minor:	Major		Prevaili	ng Spe		n only)				km/h
		rough Lanes Direction:	2+ lanes		Policy:		d Speed)	- 27				
			B	RISK	Score							
More	A1	GEOMETR	RY (Horizontal)	Lower	2					Calculate		
More	A2	GEOMET	'RY (Vertical)	Lower	2					Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Sco	ore:	
More	В	ROADSID	E HAZARDS	Medium	2					38		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3							
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1					ecommended P Speed Limit (kn		
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	d <u>eter</u> ı	mined by road ch	haracteri	stics
		STO	P controlled intersection							70		
More	E1		Signalized intersection	1	18							
		Ro	undabout or traffic circle Crosswalk						A	s determined by	policy]
		Active, at	-grade railroad crossing	1								
		Sidestreet	STOP-controlled or lane	10				The recommen	ded no	osted speed limit may	v he	
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				checked again	st the p	prevailing speeds of t 's safety performance	the	
	E2	Left tu	rn movements permitted	0	0	(Comments	s:				
			Right-in / Right-out only									
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0							
Moro		Number of inte	rchanges along corridor	0								
More	F	ON-STRE	ET PARKING	N/A	0							

Clear Sheet		717		Automated M A - Automate							:	Versi 10-Apr	
	Nam	ne of Corridor:	Campsite Road										
	Seg	ment Evaluated:	HWY 16A E			to	o TV	WR 52	4				
	Geo	graphic Region:	Spruce Grove				k						
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Arterial		Length	of Corri	idor:			3,2	17		m
	Urba	an / Rural:	Rural			Speed:		uired for	Freeway,				km/h
		ded / Undivided:	Undivided		Current	ay, Highwa Posted S nation only	Speed	d:		60			km/h
	Majo	or / Minor:	Major		Prevailir	g Speed	d:						km/h
	# Th	rough Lanes	2+ lanes		Policy:	entile - for			nly)				
	Per	Direction:		RISK	(Maximum Score	Posted S	d Speed)						
More	A4	CEOMETE	DV (Harimantal)		3								
IVIOI E	A1	GEOMETR	RY (Horizontal)	Lower	3						Calculate Total Risk		
More	A2	GEOMET	RY (Vertical)	Lower	3						Score		
More	А3	AVERAGE	LANE WIDTH	Medium	6						Total Risk S	Score:	
More	В	ROADSID	E HAZARDS	Lower	3						38		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	2								
More	C2	CYCLIST	EXPOSURE	Higher	9								
More	D	PAVEMEN	IT SURFACE	Medium	6					F	Recommended Speed Limit		
			NTERSECTIONS BLIC ROADS	Number of Occurrences					As	dete	ermined by road	d characte	istics
		STO	P controlled intersection								80		
More	E1		Signalized intersection	1	5								
	- '	Ro	undabout or traffic circle								As determined	by policy	7
			Crosswalk										
			-grade railroad crossing	1									
			STOP-controlled or lane NTERSECTIONS	4		The recommended posted speed lin checked against the prevailing spee							
More	E2		CCESS DRIVEWAYS	Number of Occurrences	1					ad's safety perform			
		Left tu	rn movements permitted	6	'	Comments:							
			Right-in / Right-out only	2									
More	E3		INTERCHANGES	Number of Occurrences	. 0								
More		Number of inte	rchanges along corridor	0									
	F	ON-STRE	ET PARKING	N/A	0								

Segment ID - 44

Clear Sheet		7/5				d Limit Guidelines Limit Guidelines Spreadsh		Version: 10-Apr-09
	Nam	ne of Corridor:	McLaughlin Drive					
	Seg	ment Evaluated:	NELSON DRIVE			to MCLEOD AVENUE		
	Geo	graphic Region:	Spruce Grove					
	Roa	d Agency:	Spruce Grove					
	Roa	d Classification:	Collector		Length	of Corridor:	610	m
	Urba	an / Rural:	Urban			Speed: (Required for Freeway,		km/h
	Divid	ded / Undivided:	Undivided		Current	ray, Highway) Posted Speed:	50	km/h
	Maj	or / Minor:	Minor		Prevailii	nation only) ng Speed:		km/h
	# Th	rough Lanes	1 lane		Policy:	centile - for information only)		
	Per	Direction:		RISK	(Maximun Score	n Posted Speed)		
More	A1	GEOMETR	RY (Horizontal)	Higher	3			
More	A2		'RY (Vertical)	Medium	2		Calculate Total Risk Score	
			, ,				Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4		Total Risk S	Score:
More	В	ROADSID	E HAZARDS	Higher	3		59	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3			
More	C2	CYCLIST	EXPOSURE	Medium	6			
More	D	PAVEMEN	IT SURFACE	Lower	1		Recommended Speed Limit (
			NTERSECTIONS BLIC ROADS	Number of Occurrences		As	determined by road	
		STO	P controlled intersection			7.10		<u>. onaraotono</u>
More			Signalized intersection	1			40	
WOTC	E1	Ro	undabout or traffic circle		13		As determined	by policy
			Crosswalk	3				
		Active, at	-grade railroad crossing					
		Sidestreet	STOP-controlled or lane	3		The recommen	ded posted speed limit	may be
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences		checked again	st the prevailing speeds ne road's safety perform	of the
	E2	Left tu	rn movements permitted	27	15	Comments:		
			Right-in / Right-out only			Many private	housing access dr	veways
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	. 0			
More		Number of inte	rchanges along corridor	0				
MOI G	F	ON-STRE	ET PARKING	Higher	9			

Higher

Clear Sheet		7/5						t Guideline idelines Spread		t	Versi 10-Ap	
	Nan	ne of Corridor:	Millgrove Drive									
	Seg	ment Evaluated:	GROVE DRIVE			t	to	CALAHOO ROAI)			
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of Cor	rido	or:	1,0)95		m
	Urba	an / Rural:	Urban		Design Expressw			equired for Freeway,				km/h
	Divi	ded / Undivided:	Undivided		Current (For inform	Posted	Spe	eed:	50		km/h	
	Maj	or / Minor:	Minor		Prevaili	ng Spee	ed:	formation only)				km/h
		rough Lanes Direction:	1 lane		Policy: (Maximun							
			· ·	RISK	Score			·	-			
More	A1	GEOMETR	Y (Horizontal)	Medium	2					Calculate		
More	A2	GEOMET	RY (Vertical)	Lower	1					Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk S	core:	
More	В	ROADSID	E HAZARDS	Higher	3					50		
More	C1	PEDESTRIA	N EXPOSURE	Medium	6							_
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1					Recommended Speed Limit (
			NTERSECTIONS BLIC ROADS	Number of Occurrences				Α	s d <u>ete</u>	ermined by road	I characte	ristics
		STO	P controlled intersection							50		
More	E1		Signalized intersection	2								
	E1	Ro	undabout or traffic circle		11					As determined	by policy	_
			Crosswalk	2								
		Active, at-	-grade railroad crossing									
		Sidestreet	STOP-controlled or lane	7						posted speed limit		
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	_					e prevailing speeds ad's safety performa		
	E2	Left tur	rn movements permitted	15	7	C	omi	ments:				
			Right-in / Right-out only					Many priva	te hou	using access dri	veways	
More	E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	. 0							
More		Number of inte	rchanges along corridor	0								
1010	F	ON-STREI	ET PARKING	Higher	9							

Clear Sheet				Automated M A - Automate						t	Versio 10-Apr	
	Nam	ne of Corridor:	Aspenglen Drive									
	Seg	ment Evaluated:	AVONLEA WAY			to	to	GROVE DRIVE				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of Corr	ridor	•	66	55		m
	Urba	an / Rural:	Urban					quired for Freeway,				km/h
	Divid	ded / Undivided:	Undivided		Current	Posted	Spe	ed:	50)		km/h
	Majo	or / Minor:	Minor		(For inform	ng Spee	ed:					km/h
	# Th	rough Lanes	1 lane		Policy:			ermation only)				
	Per	Direction:		RISK	(Maximun	Posted S	Speed	d)				
More	A1	GEOMETR	RY (Horizontal)	Medium	2							
.,										Calculate Total Risk		
More	A2	GEOMET	RY (Vertical)	Lower	1					Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Sco	ore:	
More	В	ROADSID	E HAZARDS	Higher	3					56		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3							J
More	C2	CYCLIST	EXPOSURE	Higher	9							
More	D	PAVEMEN	NT SURFACE	Lower	1					Recommended F Speed Limit (kr		
			INTERSECTIONS BLIC ROADS	Number of				/	\c dot	ermined by road o	•	ictics
			P controlled intersection	Occurrences				,	15 det	•	naracter	Sucs
More			Signalized intersection	1						40		
Wore	E1	Ro	undabout or traffic circle		9					As determined by	policy	_
			Crosswalk							•		
		Active, at	-grade railroad crossing									
		Sidestreet	STOP-controlled or lane	5				The recomm	nended	posted speed limit ma	ay be	=
More			INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				checked ag	ainst th	e prevailing speeds of ad's safety performand	the	
	E2	Left tu	rn movements permitted	24	15	Co	omn	nents:				
			Right-in / Right-out only		1			Many priva	te ho	using access drive	ways	
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0							
Maria		Number of inte	erchanges along corridor	0								
More	F	ON-STRE	ET PARKING	Higher	9							

Clear Sheet		7/5		Automated M A - Automate					et	Version: 10-Apr-09	
	Nam	ne of Corridor:	Calahoo Road								
	Seg	ment Evaluated:	AVONLEA WAY			to	GROVE DI	RIVE			
	Geo	graphic Region:	Spruce Grove								
	Roa	d Agency:	Spruce Grove								
	Roa	d Classification:	Arterial		Length	of Corrid	lor:	(665	n	n
	Urba	an / Rural:	Urban				Required for Fr	eeway,		k	km/h
	Divid	ded / Undivided:	Undivided		Expressway, Highway) Current Posted Speed: (For information only)				50	k	km/h
	Majo	or / Minor:	Major		Prevaili	ng Speed:				k	km/h
		rough Lanes	1 lane		Policy:		nformation only)			
	Peri	Direction:		RISK	Score	Posted Sp	eed)				
More	A1	GEOMETR	Y (Horizontal)	Lower	2						
More	A2	GEOMET	RY (Vertical)	Lower	2				Calculate Total Risk Score		
More	А3	AVERAGE LANE WIDTH		Medium	4				Total Risk S	core:	
More	В	ROADSID	E HAZARDS	Lower	1				30		
More	C1	PEDESTRIA	N EXPOSURE	Lower	3			_		_	
More	C2	CYCLIST	EXPOSURE	Medium	6						
More	D	PAVEMEN	IT SURFACE	Lower	1				Recommended Speed Limit (
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As de	etermined by road	I characterist	tics
		STO	P controlled intersection						70		
More	E1		Signalized intersection	11	11						
		Ro	undabout or traffic circle	1				F	As determined	by policy	
			Crosswalk								
			-grade railroad crossing								
			STOP-controlled or lane						ed posted speed limit		
More	E2	WITH PRIVATE A	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	0		road		the prevailing speeds road's safety performa		
		Left tu	rn movements permitted	0		Con	nments:				
			Right-in / Right-out only								
More	E3		NTERCHANGES	Number of Occurrences	0	Value of the state					
More		Number of inte	rchanges along corridor	0							
	F	ON-STREI	ET PARKING	N/A	0						

Clear Sheet				Automated M A - Automate							Version: 10-Apr-09	
	Nam	e of Corridor:	Century Road									
	Seg	ment Evaluated:	VANDERBILT COM	MON			to	GROVE DRIVE				
	Geo	graphic Region:	Spruce Grove					L				
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Arterial		Length	of Co	rrido	or:	573		m	
	Urba	n / Rural:	Urban					equired for Freewa	ıy,		km/h	
	Divio	led / Undivided:	Divided		Expressw Current	Poste	d Spe	eed:	60		km/h	
	Maio	or / Minor:	Major		(For inforr Prevailir	g Spe	eed:				km/h	
	# Th	rough Lanes	2+ lanes		Policy:			formation only)				
	Per I	Direction:		RISK	(Maximun Score	Posted	d Spe	ed)				
ore	A1	GEOMETE	RY (Horizontal)	Lower	2							
ore	A2		'RY (Vertical)	Lower	2					Calculate Total Risk		
ore	A3	AVERAGE	LANE WIDTH	Medium	4					Score		
JIG	A3	AVERAGE	LANE WIDTH	Mediam	4		Г			Total Risk Score:		
ore	В	ROADSID	E HAZARDS	Higher	3					47		
ore	C1	PEDESTRIA	AN EXPOSURE	Lower	3							
ore	C2	CYCLIST	EXPOSURE	Medium	6							
ore	D	PAVEMEN	IT SURFACE	Lower	1					Recommended Po Speed Limit (km/		
			NTERSECTIONS BLIC ROADS	Number of Occurrences					As deter	rmined by road cha	aracteristics	
		STO	P controlled intersection		.					60		
lore	E1		Signalized intersection	2	26							
	- '	Ro	undabout or traffic circle		. 20				Α	s determined by p	oolicy	
			Crosswalk	1								
		Active, at	-grade railroad crossing									
		Sidestreet	STOP-controlled or lane							osted speed limit may		
ore	E2		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences						prevailing speeds of the d's safety performance.		
	=2	Left tu	rn movements permitted	0	0	_	Com	ments:				
			Right-in / Right-out only									
fore	E3		INTERCHANGES	Number of Occurrences	. 0							
Aoro		Number of inte	rchanges along corridor	0								
Nore	F	ON-STRE	ET PARKING	N/A	0							

Clear Sheet	-	TAC			•	d Limit Guidelines		Version: 10-Apr-09		
	Na	me of Corridor:	McLeod Avenue							
	Se	gment Evaluated:	NELSON DRIVE			to CALAHOO ROAD				
	Ge	eographic Region:	Spruce Grove							
	Ro	ad Agency:	Spruce Grove							
	Ro	ad Classification:	Collector		Length	of Corridor:	859	m		
	Ur	ban / Rural:	Urban			Speed: (Required for Freeway,		km/h		
	Di	vided / Undivided:	Undivided		Current	ray, Highway) Posted Speed:	50	km/h		
	Ma	ajor / Minor:	Minor		Prevailir	nation only) ng Speed:		km/h		
	# 7	r Fhrough Lanes	1 lane		Policy:	centile - for information only)				
	Pe	r Direction:		RISK	Score	n Posted Speed)				
More	A	1 GEOMET	RY (Horizontal)	Lower	1		Calculate			
More	A		TRY (Vertical)	Lower	1		Total Risk Score			
More	A	3 AVERAGE	LANE WIDTH	Medium	4		Total Risk Score	e:		
More	Е	ROADSII	DE HAZARDS	Medium	2		33			
More	С	1 PEDESTRIA	AN EXPOSURE	Lower	3					
More	С	2 CYCLIST	EXPOSURE	Medium	6					
More	D	PAVEME	NT SURFACE	Lower	1		Recommended Pos Speed Limit (km/			
			INTERSECTIONS BLIC ROADS	Number of Occurrences	_	As	determined by road cha	aracteristics		
		STC	OP controlled intersection				60			
More	E	1	Signalized intersection oundabout or traffic circle	1	9					
		No.	Crosswalk	2			As determined by p	olicy		
		Active, a	t-grade railroad crossing		-					
		Sidestreet	STOP-controlled or lane			The recommer	nded posted speed limit may b			
More		NUMBER OF I	INTERSECTIONS ACCESS DRIVEWAYS	Number of Occurrences		checked agair	ist the prevailing speeds of the road's safety performance.			
	E	Left to	urn movements permitted	9	6	Comments:				
			Right-in / Right-out only	2						
More	F	NUMBER OF	INTERCHANGES	Number of Occurrences	0					

More...

Number of interchanges along corridor

ON-STREET PARKING

0

N/A

Clear Sheet	-	- 7	7,75					it Guidelines idelines Spreadsh		Version: 10-Apr-09
	١	Nam	e of Corridor:	Spruce Ridge Road						
	5	Segr	nent Evaluated:	GROVE DRIVE WES	ST		to	SPRUCE RIDGE D	RIVE	
	(Зео	graphic Region:	Spruce Grove						
	F	Road	d Agency:	Spruce Grove						
	F	Road	d Classification:	Collector		Length	of Corrido	or:	551	m
	ι	Jrba	n / Rural:	Urban			Speed: (Fay, Highway)	equired for Freeway,		km/h
		Divid	ed / Undivided:	Undivided		Current	Posted Sp		50	km/h
	N	Иајо	r / Minor:	Major		Prevailin	g Speed:	fti		km/h
			ough Lanes Direction:	1 lane		Policy:	Posted Spe	formation only) ed)		
	-				RISK	Score				
More		A1	GEOMETR	Y (Horizontal)	Higher	3			Calculate	
More		A2	GEOMETRY (Vertical)		Lower	1			Total Risk Score	
More		А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Sco	re:
More		В	ROADSID	E HAZARDS	Higher	3			57	
More		C1	PEDESTRIA	N EXPOSURE	Medium	6				
More		C2	CYCLIST	EXPOSURE	Medium	6				
More		D	PAVEMEN	IT SURFACE	Lower	1			Recommended Po Speed Limit (km	
				NTERSECTIONS BLIC ROADS	Number of Occurrences			As	determined by road ch	aracteristics
		Ì	STO	P controlled intersection	1				50	
More		[Signalized intersection	1				50	
		E1	Ro	undabout or traffic circle		19			As determined by	policy
				Crosswalk						
			Active, at-	-grade railroad crossing		,				
			Sidestreet	STOP-controlled or lane	6				ded posted speed limit may	
More		E2		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	_			st the prevailing speeds of the road's safety performance	
		- 2	Left tur	n movements permitted	5	5	Com	ments:		
				Right-in / Right-out only						
More		E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	. 0				
Moro			Number of inte	rchanges along corridor	0					

F

More...

Higher

ON-STREET PARKING

Clear Sheet		7/5					nit Guidelir uidelines Sprea		t	Versio 10-Apr	
	Nam	ne of Corridor:	King Street								
	Seg	ment Evaluated:	KINGS LINK			to	GROVE DRIVE				
	Geo	graphic Region:	Spruce Grove								
	Roa	d Agency:	Spruce Grove								
	Roa	d Classification:	Collector		Length	of Corrid	lor:	86	9		m
	Urba	an / Rural:	Urban				Required for Freeway	/,			km/h
	Divid	ded / Undivided:	Undivided		Expressway, Highway) Current Posted Speed: (For information only)				50		km/h
	Majo	or / Minor:	Minor		Prevailir	g Speed:					km/h
		rough Lanes	1 lane		Policy:		nformation only)	-			-
	Peri	Direction:		RISK	Score	Posted Sp	eed)				
More	A1	GEOMETR	RY (Horizontal)	Medium	2						
Mara	-				_				Calculate Total Risk		
More	A2	GEOMETRY (Vertical)		Lower	1				Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4				Total Risk Score:		
More	В	ROADSID	E HAZARDS	Higher	3				47		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3						_
More	C2	CYCLIST	EXPOSURE	Medium	6						
More	D	PAVEMEN	IT SURFACE	Lower	1				Recommended Speed Limit		
			INTERSECTIONS BLIC ROADS	Number of Occurrences				As dete	ermined by road		istics
		STO	P controlled intersection	Cocarrences				710 001	50	<u>a onaraotor</u>	
More			Signalized intersection	1					30		
	E1	Ro	undabout or traffic circle		11				As determined	by policy	_
			Crosswalk	1							
		Active, at	-grade railroad crossing								
		Sidestreet	STOP-controlled or lane	10			The recon	nmended	posted speed limit	may be	
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences					e prevailing speeds ad's safety perform		
	E2	Left tu	rn movements permitted	12	7	Con	nments:				
			Right-in / Right-out only				Many priv	ate hou	using access dr	iveways	
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	. 0						
More		Number of inte	rchanges along corridor	0							
More	F	ON-STRE	ET PARKING	Higher	9						

							Guidelines elines Spreadsh		Version: 10-Apr-09
	Nam	ne of Corridor:	Century Road						
	Seg	ment Evaluated:	GROVE DRIVE			to GI	ROVE MEADOW I	DRIVE	
	Geo	graphic Region:	Spruce Grove						
	Roa	d Agency:	Spruce Grove						
	Roa	d Classification:	Arterial		Length o	of Corridor:		787	m
	Urba	an / Rural:	Urban			Speed: (Requ	uired for Freeway,		km/h
	Divid	ded / Undivided:	Divided			Posted Speed	d:	50	km/h
	Majo	or / Minor:	Major		Prevailing	g Speed:			km/h
		rough Lanes Direction:	2+ lanes		Policy:	entile - for inform Posted Speed)			
				RISK	Score				
	A 1	GEOMETR	RY (Horizontal)	Lower	2			Calculate	
	A2	GEOMET	'RY (Vertical)	Lower	2			Total Risk Score	
	АЗ	AVERAGE	LANE WIDTH	Medium	4			Total Risk So	ore:
	В	ROADSID	E HAZARDS	Medium	2			47	
	C1	PEDESTRIA	AN EXPOSURE	Medium	6				
	C2	CYCLIST	EXPOSURE	Medium	6				
	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Speed Limit (F	
			INTERSECTIONS BLIC ROADS	Number of Occurrences			As o	letermined by road	
		STO	P controlled intersection	1			, 10 (<u> </u>
1		***************************************	Signalized intersection	2				60	
_	E1	Ro	undabout or traffic circle		24			As determined b	y policy
			Crosswalk	1					
		Active, at	-grade railroad crossing						
		Sidestreet	STOP-controlled or lane					ded posted speed limit n	
			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				et the prevailing speeds of e road's safety performan	
-	E2	Left tu	rn movements permitted	0	0	Comme	ents:		
			Right-in / Right-out only						
	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	. 0				
		Number of inte	rchanges along corridor	0					
	F	ON-STRE	ET PARKING	N/A	0				

Clear Sheet		7/5		Automated M A - Automate								Versio 10-Apr	
	Nam	ne of Corridor:	Golden Spike Road										
	Seg	ment Evaluated:	DIAMOND AVENUE				to	TWR 52	24				
	Geo	graphic Region:	Spruce Grove										
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Arterial		Length	of Co	orrido	or:		2,6	48		m
	Urba	an / Rural:	Rural		Design Expressy			Required for	r Freeway,				km/h
	Divid	ded / Undivided:	Undivided		Current (For infor	Poste	ed Sp			60	60		
	Majo	or / Minor:	Major		Prevailing Speed: (85th Percentile - for information only)							km/h	
		rough Lanes Direction:	1 lane		Policy: (Maximur				y)			***************************************	
		2.1100.101.11		RISK	Score								
More	A1	GEOMETR	Y (Horizontal)	Lower	3						Calculate		
More	A2	GEOMET	RY (Vertical)	Lower	3						Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	6						Total Risk So	core:	
More	В	ROADSID	E HAZARDS	Lower	3						35		
More	C1	PEDESTRIA	N EXPOSURE	Lower	2								_
More	C2	CYCLIST	EXPOSURE	Higher	9								
More	D	PAVEMEN	IT SURFACE	Lower	3					F	lecommended Speed Limit (I		
			NTERSECTIONS BLIC ROADS	Number of Occurrences					As	dete	rmined by road	character	istics
		STO	P controlled intersection								80		
More	E1	D-	Signalized intersection		5					L.			
		RO	undabout or traffic circle Crosswalk							F	As determined b	y policy	7
		Active, at-	grade railroad crossing										
		Sidestreet	STOP-controlled or lane	6				т	he recommer	nded r	oosted speed limit n	nav he	_
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				С	hecked again	st the	prevailing speeds of d's safety performa	of the	
	E2	Left tur	n movements permitted	3	1	(Com	ments:					
			Right-in / Right-out only	2									
More	E3	NUMBER OF INTERCHANGES		Number of Occurrences	0								
More		Number of inte	rchanges along corridor	0									
MOIO	F	ON-STREI	ET PARKING	N/A	0								

Clear Sheet		7/15		Automated M A - Automate							Versio 10-Apr	
	Nam	ne of Corridor:	King Street									
	Seg	ment Evaluated:	WOODHAVEN DRIV	/E		t	to HWY 16A	1				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Collector		Length	of Corr	ridor:		1,183			m
	Urba	an / Rural:	Urban				: (Required for F	reeway,				km/h
	Divio	ded / Undivided:	Undivided		Expressway, Highway) Current Posted Speed: (For information only)				50			km/h
	Majo	or / Minor:	Minor		Prevaili	ng Spee	ed:					km/h
		rough Lanes	2+ lanes		Policy:		or information onl	y)				-
	Per I	Direction:		RISK	(Maximun	n Posted :	Speed)					
More	A 1	GEOMETR	RY (Horizontal)	Medium	2							
More	A2	GEOMET	'RY (Vertical)	Lower	1					Calculate Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Sc	ore:	
More	В	AVERAGE LANE WIDTH ROADSIDE HAZARDS		Higher	3					48		
More	C1	PEDESTRIA	AN EXPOSURE	Medium	6							
More	C2	CYCLIST	EXPOSURE	Medium	6							
More	D	PAVEMEN	IT SURFACE	Lower	1					commended l peed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As c	letern	nined by road o	character	istics
		STO	P controlled intersection	_						50		
More	E1	Ro	Signalized intersection undabout or traffic circle	3	16						!!	
		110	Crosswalk	5					AS	determined by	policy	1
		Active, at	-grade railroad crossing	-								
		Sidestreet	STOP-controlled or lane	7			The	e recommend	ded pos	sted speed limit m	av be	_
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			che	cked agains	t the pr	evailing speeds of s safety performan	the	
	E2	Left tu	rn movements permitted	22	9	Co	omments:					
			Right-in / Right-out only									
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0							
		Number of interchanges along corridor		0								
More	F	ON-STRE	ET PARKING	N/A	0							

Clear Sheet	_	TAC				eed Limit Guidelines version 10-Apr-0	
	Nar	ne of Corridor:	Woodhaven Drive				
	Seg	ment Evaluated:	CALAHOO ROAD			to KING STREET	
	Geo	ographic Region:	Spruce Grove				
	Roa	ad Agency:	Spruce Grove				
	Roa	ad Classification:	Collector		Length	th of Corridor: 863	m
	Urb	an / Rural:	Urban			gn Speed: (Required for Freeway,	km/h
	Divi	ded / Undivided:	Undivided		Current	sway, Highway) nt Posted Speed: 50	km/h
	Mai	or / Minor:	Minor		Prevaili	formation only) illing Speed:	km/h
	# TI	nrough Lanes	1 lane		Policy:	Percentile - for information only) /:	
	Per	Direction:		DICK		num Posted Speed)	
Mara				RISK	Score	9	
More	A1	GEOMETR	RY (Horizontal)	Lower	1	Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	1	Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4	Total Risk Score:	
More	В	ROADSID	E HAZARDS	Higher	3	44	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3		
More	C2	CYCLIST	EXPOSURE	Medium	6		
More	D	PAVEMEN	IT SURFACE	Lower	1	Recommended Posted Speed Limit (km/h):	
			NTERSECTIONS BLIC ROADS	Number of Occurrences		As determined by road characteris	stics
		STO	P controlled intersection			50	
More	E1		Signalized intersection	2	14		
	- '	Ro	undabout or traffic circle		14	As determined by policy	
			Crosswalk	2			
			-grade railroad crossing		1		
			STOP-controlled or lane	7		The recommended posted speed limit may be	
More	E2	WITH PRIVATE A	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	2	checked against the prevailing speeds of the roadway and the road's safety performance.	
	=2	Left tu	rn movements permitted	3		Comments:	
			Right-in / Right-out only				
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0		
More		Number of inte	rchanges along corridor	0			
	1 1	1			1		

Higher

ON-STREET PARKING

Clear Sheet	_	TAC					it Guidelines uidelines Spreadsh		Version: 10-Apr-09
	Nar	ne of Corridor:	Greystone Drive						
	Seg	ment Evaluated:	GROVE DRIVE			to	GROVE MEADOW I	DRIVE	
	Ge	ographic Region:	Spruce Grove						
	Roa	ad Agency:	Spruce Grove						
	Roa	ad Classification:	Collector		Length	of Corrid	or:	875	m
	Urb	an / Rural:	Urban				Required for Freeway,		km/h
	Div	ded / Undivided:	Undivided		Current	ay, Highway		50	km/h
		or / Minor:	Minor		1	nation only) ng Speed:			km/h
		nrough Lanes	1 lane		(85th Pero Policy:	centile - for in	nformation only)		- Kilvii
	Per	Direction:	ı idile		a '	n Posted Sp	eed)		
				RISK	Score			,	
More	A1	GEOMETR	RY (Horizontal)	Higher	3			Calculate	
More	A2	GEOMET	'RY (Vertical)	Lower	1			Total Risk Score	
More	АЗ	AVERAGE	LANE WIDTH	Medium	4			Total Risk Score	»:
More	В	ROADSID	E HAZARDS	Higher	3			45	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Medium	6				
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Pos Speed Limit (km/h	
			NTERSECTIONS BLIC ROADS	Number of Occurrences			As o	determined by road char	racteristics
		STO	P controlled intersection					50	
Moro			Signalized intersection					50	
More	E1	Ro	undabout or traffic circle		9			As determined by po	olicy
			Crosswalk	3					
		Active, at	-grade railroad crossing						
		Sidestreet	STOP-controlled or lane	10			The recommen	ded posted speed limit may be	<u></u>
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			checked agains	st the prevailing speeds of the e road's safety performance.	
	E2	Left tu	rn movements permitted	10	6	Con	nments:		
			Right-in / Right-out only		•		Many private	housing access drivewa	ays
More	F3	NUMBER OF	INTERCHANGES	Number of Occurrences	0				

Number of interchanges along corridor

ON-STREET PARKING

0

Higher

Clear Sheet		7/15		Automated M A - Automate								Versio 10-Apr	
	Nam	ne of Corridor:	Weston Drive										
	Seg	ment Evaluated:	NELSON DRIVE				to	CALAHO	OO ROAD				
	Geo	graphic Region:	Spruce Grove				h						
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Collector		Length	of Co	orrido	or:	***************************************	918			m
	Urba	an / Rural:	Urban		Design Expressw			Required for	r Freeway,				km/h
	Divid	ded / Undivided:	Undivided		Current (For inform	Poste	ed Sp			50			km/h
	Majo	or / Minor:	Minor		Prevaili	ng Sp	eed:	.					km/h
		rough Lanes Direction:	1 lane		Policy:			formation o	лну)				-
	Per	Direction:		RISK	(Maximun Score	1 Poste	ea Spe	ea)					
More	A1	GEOMETR	RY (Horizontal)	Lower	1						Calculate	1	
More	A2	GEOMET	RY (Vertical)	Lower	1						Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4						Total Risk So	ore:	
More	В	ROADSID	E HAZARDS	Medium	2						51		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3								
More	C2	CYCLIST	EXPOSURE	Medium	6								
More	D	PAVEMEN	IT SURFACE	Lower	1						ecommended Speed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences					As	d <u>eterr</u>	nined by road	character	istics
		STO	P controlled intersection								40		
More	E1		Signalized intersection	1	9								
	- '	Ro	undabout or traffic circle		. 9					As	determined b	y policy	7
			Crosswalk										
			-grade railroad crossing	0	,								
			STOP-controlled or lane NTERSECTIONS	9							sted speed limit m		
More			CCESS DRIVEWAYS	Number of Occurrences							s safety performa		
	E2	Left tu	rn movements permitted	39	15		Com	ments:					,
			Right-in / Right-out only					Ma	any private	housi	ng access driv	eways	
More	E3		INTERCHANGES	Number of Occurrences	. 0	***************************************							
More		Number of inte	rchanges along corridor	0									
More	F	ON-STRE	ET PARKING	Higher	9								

Clear Sheet		7/5		Automated M A - Automate					ŀ	Version: 10-Apr-09
	Nam	ne of Corridor:	King Street							
	Seg	ment Evaluated:	GROVE DRIVE			to	WOODHAVEN	DRIVE		
	Geo	graphic Region:	Spruce Grove			······································				
	Roa	d Agency:	Spruce Grove							
	Roa	d Classification:	Collector		Length	of Corrid	lor:	71	3	m
	Urba	an / Rural:	Urban				Required for Freewa	ıy,		km/h
	Divid	ded / Undivided:	Undivided		Current	ray, Highway Posted Sp	peed:	50		km/h
	Maj	or / Minor:	Minor		Prevaili	nation only)				km/h
		rough Lanes	1 lane		Policy:		nformation only)			
	Per	Direction:		RISK	Score	Posted Sp	eed)			
More	A1	GEOMETR	RY (Horizontal)	Medium	2					
More	A2	GEOMET	RY (Vertical)	Lower	1				Calculate Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4				Total Risk Sc	ore:
More	В	ROADSID	E HAZARDS	Higher	3				57	
More	C1	PEDESTRIA	AN EXPOSURE	Medium	6					
More	C2	CYCLIST	EXPOSURE	Medium	6					
More	D	PAVEMEN	NT SURFACE	Lower	1				Recommended I Speed Limit (k	
			INTERSECTIONS BLIC ROADS	Number of Occurrences				As dete	ermined by road of	characteristics
		STO	P controlled intersection						40	
More	E1		Signalized intersection	2	18					
	- '	Ro	undabout or traffic circle		10			_	As determined by	y policy
			Crosswalk	1						
		Active, at	-grade railroad crossing							
		Sidestreet	STOP-controlled or lane	10					posted speed limit m	
More	E2		INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	- 7				e prevailing speeds of ad's safety performan	
	L CZ	Left tu	rn movements permitted	10	7	Con	nments:			
			Right-in / Right-out only							
More	E3		INTERCHANGES	Number of Occurrences	. 0					
More		Number of inte	erchanges along corridor	0						
	F	ON-STRE	ET PARKING	Higher	9					

Clear Sheet				Automated M A - Automate						et		Versio 10-Apr	
	Nan	ne of Corridor:	Deer Park Boulevar	d									
	Seg	ment Evaluated:	DEER PARK DRIVE				to	DEER PARK	DRIVE				
	Geo	graphic Region:	Spruce Grove										
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Collector		Length	of Co	rridor	r:		1,075			m
	Urba	an / Rural:	Urban		Design Expressw			equired for Freew	vay,				km/h
	Divi	ded / Undivided:	Undivided		Current (For inforr	Posted	d Spe	ed:		50			km/h
	Maj	or / Minor:	Minor		Prevailir	g Spe	ed:	ormation only)					km/h
		rough Lanes Direction:	1 lane		Policy: (Maximum			•					
				RISK	Score			/					
More	A1	GEOMETR	RY (Horizontal)	Higher	3						Calculate		
More	A2	GEOMET	RY (Vertical)	Lower	1						Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					-	Total Risk So	ore:	
More	В	ROADSID	E HAZARDS	Higher	3						49		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				_				_
More	C2	CYCLIST	EXPOSURE	Medium	6								
More	D	PAVEMEN	IT SURFACE	Lower	1						commended peed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences					As de	eterm	ined by road	character	istics
		STO	P controlled intersection								50		
More	E1		Signalized intersection		7								
		Ro	undabout or traffic circle Crosswalk		. '				Ī	As	determined b	y policy	7
		Active at	-grade railroad crossing										
			STOP-controlled or lane	15	•			Theres			4		
More		NUMBER OF I	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				checked	d against	the pre	ted speed limit mevailing speeds of safety performan	f the	
	E2	Left tu	rn movements permitted	25	12	С	omn	nents:					
			Right-in / Right-out only								g access driv		
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0			In co	nstructi	ion no	orth of Danfiel	d Pl	
		Number of inte	rchanges along corridor	0									
More	F	ON-STRE	ET PARKING	Higher	9								

Clear Sheet		TAC		Automated M A - Automate								Versio 10-Apr	
	Nan	ne of Corridor:	Grove Drive W										
	Seg	ment Evaluated:	HARVEST RIDGE D	DRIVE			to	JEN	INIFER HEIL \	VAY			
	Geo	graphic Region:	Spruce Grove										
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Arterial		Length	of C	orrido	or:		1,26	6		m
	Urba	an / Rural:	Urban		Design Expressy				ed for Freeway,				km/h
	Divi	ded / Undivided:	Undivided		Current (For infor	Post	ed Sp			50			km/h
	Maj	or / Minor:	Major		Prevaili (85th Per	ng Sp	eed:	oformo	tion only)				km/h
		rough Lanes Direction:	1 lane		Policy: (Maximur				mon only)				-
		Direction.		RISK	Score	II POSI	eu Spe	eeu)					
More	A1	GEOMETR	RY (Horizontal)	Medium	4								
More	A2	GEOMET	'RY (Vertical)	Lower	2						Calculate Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4						Total Risk So	oro:	
More	В	ROADSID	E HAZARDS	Higher	3						34	ore.]
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3								
More	C2	CYCLIST	EXPOSURE	Lower	3								
More	D	PAVEMEN	IT SURFACE	Lower	1						ecommended Speed Limit (k		
			INTERSECTIONS BLIC ROADS	Number of Occurrences					A		mined by road	•	istics
		STO	P controlled intersection	Cocarrences					, ,	doton	70	<u>orial actor</u>	
More			Signalized intersection	2							70		
Worc	E1	Ro	undabout or traffic circle	1	14					A	s determined b	y policy	_
			Crosswalk	1									
			-grade railroad crossing										
			STOP-controlled or lane	1							osted speed limit m		
More	E2		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	0				roadway and		orevailing speeds o I's safety performar		
		Left tu	rn movements permitted	0	. 0		Com	nmen	nts:				
			Right-in / Right-out only										
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0								
Mana		Number of inte	rchanges along corridor	0									
More	F	ON-STRE	ET PARKING	N/A	0								

Clear Sheet		7/2					imit Guidelines Guidelines Spreadsh		Version: 10-Apr-09
	Nan	ne of Corridor:	McLeod Avenue						
	Seg	ment Evaluated:	KING STREET				to CENTURY ROAD		
	Geo	graphic Region:	Spruce Grove						
	Roa	d Agency:	Spruce Grove						
	Roa	d Classification:	Collector		Length	of Co	rridor:	1,267	m
	Urb	an / Rural:	Urban				d: (Required for Freeway,		km/h
	Divi	ded / Undivided:	Undivided			Poste	d Speed:	50	km/h
	Mai	or / Minor:	Minor		(For infor	ng Spe	eed:		km/h
	# Th	rough Lanes Direction:	1 lane		(85th Per Policy: (Maximun		for information only) d Speed)		
				RISK	Score				
More	A1	GEOMETR	RY (Horizontal)	Medium	2			Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	1			Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Sco	ore:
More	В	ROADSID	E HAZARDS	Higher	3			54	
More	C1	PEDESTRIA	AN EXPOSURE	Medium	6				
More	C2	CYCLIST	EXPOSURE	Medium	6				
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended P Speed Limit (kn	
			NTERSECTIONS BLIC ROADS	Number of Occurrences			Aso	determined by road c	haracteristics
		STO	P controlled intersection					40	
More			Signalized intersection	2				40	
	E1	Ro	undabout or traffic circle		13			As determined by	policy
			Crosswalk	3					
		Active, at	-grade railroad crossing						
			STOP-controlled or lane	13				ded posted speed limit ma	
More	E2		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				st the prevailing speeds of ne road's safety performand	
	=2	Left tu	rn movements permitted	22	9	C	Comments:		
			Right-in / Right-out only				Many private	housing access drive	ways
More	E3		INTERCHANGES	Number of Occurrences	0				
Moro		Number of inte	rchanges along corridor	0					

Higher

Clear Sheet		_	rac _{ntc}		Automateo					et	Version: 10-Apr-09
		Nam	ne of Corridor:	McLeod Avenue							
		Seg	ment Evaluated:	JENNIFER HEIL WA	λΥ		to	NELSON DR	RIVE		
		Geo	graphic Region:	Spruce Grove							
		Roa	d Agency:	Spruce Grove							
		Roa	d Classification:	Collector		Length	of Corrido	or:	8	39	m
		Urba	an / Rural:	Urban				Required for Free	way,		km/h
		Divio	ded / Undivided:	Undivided		Current	vay, Highway Posted Sp		5	0	km/h
		Maio	or / Minor:	Minor		Prevaili	mation only) ng Speed:		-		km/h
		# Th	rough Lanes	2+ lanes		Policy:		nformation only)	-		
	-	Per I	Direction:		RISK	(Maximur Score	n Posted Spe	eed)	L		
More		A1	GEOMETR	Y (Horizontal)	Medium	2					
										Calculate Total Risk	
More		A2	GEOMET	RY (Vertical)	Lower	1				Score	
More		A3	AVERAGE	LANE WIDTH	Medium	4				Total Risk So	ore:
More		В	ROADSID	E HAZARDS	Higher	3				38	
More		C1	PEDESTRIA	N EXPOSURE	Lower	3			_		
More		C2	CYCLIST	EXPOSURE	Medium	6					
More		D	PAVEMEN	IT SURFACE	Lower	1				Recommended Speed Limit (k	
				NTERSECTIONS BLIC ROADS	Number of Occurrences				As d <u>e</u>	termined by road	characteristics
			STO	P controlled intersection						50	
More		E1		Signalized intersection	2	13					
			Ro	undabout or traffic circle	1	13			_	As determined b	y policy
				Crosswalk	1						
				grade railroad crossing							
				STOP-controlled or lane	2					d posted speed limit m	
More				NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences					he prevailing speeds o oad's safety performar	

Number of Occurrences

6

Number of

Occurrences 0

N/A

Left turn movements permitted

NUMBER OF INTERCHANGES

ON-STREET PARKING

Number of interchanges along corridor

Right-in / Right-out only

5

0

Comments:

> m km/h km/h km/h

Segment ID - 66

E2

E3

F

More...

More...

1		
Clear Sheet	_	
	Nam	e of Corrid
	Segi	ment Evalua
	Geo	graphic Re
	Roa	d Agency:
	Roa	d Classifica
	Urba	an / Rural:
	Divio	led / Undivi
	# Th	or / Minor: rough Lanes Direction:
More	A 1	GEO
More	A2	GE
More	А3	AVEF
More	В	ROA
More	C1	PEDE
More	C2	CYC
More	D	PAV
		NUMBEI WIT
More	E1	
	1	

_	TAC						it Guidelines idelines Spreadsh			Vers i 10-Ap	
Nam	ne of Corridor:	Vanderbilt Common									
Seg	ment Evaluated:	CENTURY ROAD				to	SPRUCE VILLAGE	DRI\	/E E		
Geo	graphic Region:	Spruce Grove				L					
Roa	d Agency:	Spruce Grove									
Roa	d Classification:	Collector		Length	of C	orride	or:	665			m
Urba	an / Rural:	Urban		Design Expressy			Required for Freeway,				km/h
Divio	ded / Undivided:	Undivided		Current (For infor	Post	ed Sp		50			km/h
Majo	or / Minor:	Minor		Prevaili	ng Sp	eed:					km/h
	rough Lanes	1 lane		Policy:			formation only)				-
Per I	Direction:		RISK	(Maximun	n Post	ed Spe	eed)				
A1	GEOMETR	Y (Horizontal)	Lower	1							
AI	GEOWETK	i (nonzoniai)	Lower	'					Calculate Total Risk		
A2	GEOMET	RY (Vertical)	Lower	1					Score		
А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk S	core:	
В	ROADSID	E HAZARDS	Higher	3					46		
C1	PEDESTRIA	N EXPOSURE	Lower	3							_
C2	CYCLIST	EXPOSURE	Medium	6							
D	PAVEMEN	IT SURFACE	Lower	1				F	Recommended Speed Limit (
		NTERSECTIONS BLIC ROADS	Number of Occurrences				As	dete	rmined by road	•	ristics
	STO	P controlled intersection							•		7
		Signalized intersection	1						50		
E1	Ro	undabout or traffic circle		13				-	As determined b	y policy	_
		Crosswalk	2								
	Active, at-	grade railroad crossing									
	Sidestreet	STOP-controlled or lane	6						osted speed limit r		
		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences						prevailing speeds d's safety performa		
E2	Left tur	n movements permitted	7	5		Com	ments:				
		Right-in / Right-out only									
E3	NUMBER OF I	NTERCHANGES	Number of Occurrences	. 0							
	Number of inte	rchanges along corridor	0								
F	ON-STREI	ET PARKING	Higher	9							

More... More...

Clear Sheet	_	TAC		Automated M A - Automate									Versio 10-Apr	
	Na	me of Corridor:	Grove Drive											
	Se	gment Evaluated:	CENTURY ROAD				to	PIC	ONEE	R ROAD				
	Ge	ographic Region:	Spruce Grove											
	Ro	ad Agency:	Spruce Grove											
	Ro	ad Classification:	Arterial		Length	of C	Corrid	or:			1,674	1		m
	Urk	oan / Rural:	Urban		Design Expressy				ired for	Freeway,				km/h
	Div	ided / Undivided:	Undivided		Current (For infor	Post	ted Sp		i:		50			km/h
	Ма	jor / Minor:	Major		Prevaili (85th Per	ng Sp	peed:		ation or	ılv)				km/h
		hrough Lanes Direction:	1 lane		Policy: (Maximur					,,				
				RISK	Score	_		,						
More	A1	GEOMETR	RY (Horizontal)	Lower	2							Calculate		
More	A2	GEOMET	'RY (Vertical)	Medium	4							Total Risk Score		
More	A3	AVERAGE	LANE WIDTH	Medium	4							Total Risk So	ore:	
More	В	ROADSID	E HAZARDS	Higher	3							35		
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3									_
More	C2	CYCLIST	EXPOSURE	Lower	3									
More	D	PAVEMEN	IT SURFACE	Lower	1							ecommended Speed Limit (k		
			INTERSECTIONS BLIC ROADS	Number of Occurrences						As	deterr	nined by road	character	istics
		STO	P controlled intersection									70		
More	E1		Signalized intersection	2	14									
		Ro	undabout or traffic circle	1	14						As	determined b	y policy	7
			Crosswalk	2										
			-grade railroad crossing											
			STOP-controlled or lane	3								sted speed limit m		
More	E2	WITH PRIVATE A	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	1							revailing speeds o s safety performar		
		Left tu	rn movements permitted		'		Com	nme	nts:			***************************************		
		1	Right-in / Right-out only	1										
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0									
		Number of inte	rchanges along corridor	0										
More	F	ON-STREE	ET PARKING	N/A	0									

Clear Sheet		7/15		Automated M A - Automate							Versio 10-Apr	
	Nam	ne of Corridor:	Grove Drive									
	Seg	ment Evaluated:	CALAHOO ROAD			to	CENTU	RY ROAD				
	Geo	graphic Region:	Spruce Grove									
	Roa	d Agency:	Spruce Grove									
	Roa	d Classification:	Arterial		Length	of Corrid	dor:		1,636	;		m
	Urba	an / Rural:	Urban			Speed: ((Required for	Freeway,				km/h
	Divio	ded / Undivided:	Divided		Current	Posted S nation only)	peed:		50			km/h
	Majo	or / Minor:	Major		Prevaili	ng Speed:		unit ()				km/h
		rough Lanes Direction:	2+ lanes		Policy:	Posted Sp		n ny)				
		Direction.		RISK	Score	TT OSTEG OP						
More	A1	GEOMETR	Y (Horizontal)	Lower	2					Calculate		
More	A2	GEOMET	RY (Vertical)	Lower	2					Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	4					Total Risk Sc	ore:	
More	В	ROADSID	E HAZARDS	Higher	3					53		
More	C1	PEDESTRIA	N EXPOSURE	Medium	6							_
More	C2	CYCLIST	EXPOSURE	Lower	3							
More	D	PAVEMEN	IT SURFACE	Lower	1					commended l speed Limit (k		
			NTERSECTIONS BLIC ROADS	Number of Occurrences				As	detern	nined by road	character	istics
		STO	P controlled intersection							60		
More	E1		Signalized intersection	4	28							_
		K0	undabout or traffic circle Crosswalk	5					As	determined by	y policy	7
		Active, at	-grade railroad crossing	3								
			STOP-controlled or lane	2			т.	he recommen	ded no	sted speed limit m	av he	_
More			NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences			ch	hecked agains	st the pr	evailing speeds of s safety performan	f the	
	E2	Left tu	rn movements permitted	2	4	Con	nments:					
			Right-in / Right-out only	3								
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	0							
		Number of inte	rchanges along corridor	0								
More	F	ON-STRE	ET PARKING	N/A	0							

Clear Sheet							nit Guidelines uidelines Spreadsh		ersion: 0-Apr-09
	Nam	ne of Corridor:	Grove Drive						
	Seg	ment Evaluated:	JENNIFER HAIL WA	λΥ		to	CALAHOO ROAD		
	Geo	graphic Region:	Spruce Grove						
	Roa	d Agency:	Spruce Grove						
	Roa	d Classification:	Arterial		Length	of Corrid	lor:	1,649	m
	Urba	an / Rural:	Urban			Speed: (Required for Freeway,		km/h
	Divid	ded / Undivided:	Divided		Current	Posted S		60	km/h
	Maj	or / Minor:	Major		Prevaili	mation only) ng Speed:			km/h
		rough Lanes	2+ lanes		Policy:	n Posted Sp	nformation only)		
		Direction.		RISK	Score	n Posted Sp	eed)		
More	A1	GEOMETR	RY (Horizontal)	Lower	2			Calculate	
More	A2	GEOMET	'RY (Vertical)	Lower	2			Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Score:	
More	В	ROADSID	E HAZARDS	Higher	3			35	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Lower	3				
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Poste Speed Limit (km/h):	
			NTERSECTIONS BLIC ROADS	Number of Occurrences			As o	determined by road chara	cteristics
		STO	P controlled intersection					70	
More	E1		Signalized intersection	4	45				
	E1	Ro	undabout or traffic circle		15			As determined by police	су
			Crosswalk	1					
		Active, at	-grade railroad crossing						
			STOP-controlled or lane	1				ded posted speed limit may be	
More	E2		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	2			st the prevailing speeds of the ne road's safety performance.	
		Left tu	rn movements permitted	1		Con	nments:		
			Right-in / Right-out only	1					
More	E3		INTERCHANGES	Number of Occurrences	0				
More		Number of inte	rchanges along corridor	0					

N/A

Clear Sheet				Automated M A - Automate							:	Versio 10-Apr	
	Nam	ne of Corridor:	Pioneer Road										
	Seg	ment Evaluated:	GROVE DRIVE				to	MCLI	EOD AVEN	UE			
	Geo	graphic Region:	Spruce Grove				L						
	Roa	d Agency:	Spruce Grove										
	Roa	d Classification:	Arterial		Length	of C	orrid	or:		1,2	276		m
	Urba	an / Rural:	Rural		Design Expressy				d for Freeway				km/h
	Divid	ded / Undivided:	Undivided		Current (For infor	Post	ed Sp			60			km/h
	Maj	or / Minor:	Major		Prevaili (85th Per	ng Sp	eed:	oform atic	an anlu)				km/h
		rough Lanes Direction:	1 lane		Policy: (Maximur				on only)				-
		Direction.		RISK	Score	II POSI	eu Spe	eeu)					
More	A1	GEOMETR	RY (Horizontal)	Lower	3								
More	A2	GEOMET	RY (Vertical)	Lower	3						Calculate Total Risk Score		
More	А3	AVERAGE	LANE WIDTH	Medium	6						Total Risk So	ore:	
More	В	ROADSID	E HAZARDS	Lower	3						33	ore.	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	2								_
More	C2	CYCLIST	EXPOSURE	Medium	6								
More	D	PAVEMEN	NT SURFACE	Lower	3					ı	Recommended Speed Limit (k		
			INTERSECTIONS BLIC ROADS	Number of Occurrences					,	As d <u>ete</u>	ermined by road	character	istics
		STO	P controlled intersection								80		
More	E1	D-	Signalized intersection	4	6								
		Ro	undabout or traffic circle Crosswalk	4							As determined b	y policy	7
		Active, at	-grade railroad crossing										
			STOP-controlled or lane						The recom	mended	posted speed limit m	av be	
More			INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences					checked a	gainst the	e prevailing speeds o ad's safety performar	f the	
	E2	Left tu	rn movements permitted	2	1		Com	nment	s:				
			Right-in / Right-out only										
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0								
Mars		Number of inte	erchanges along corridor	0									
More	F	ON-STRE	ET PARKING	N/A	0								

S G R R U D D M # P P More	Segr Geog Road Road Urba Divid Majo	e of Corridor: ment Evaluated: graphic Region: d Agency: d Classification: n / Rural: ed / Undivided: or / Minor: rough Lanes	Nelson Drive JENNIFER HEIL WA Spruce Grove Spruce Grove Collector Urban Undivided	WY	Length of	to f Corrido	MCLEOD AVENUE		
G R R U U D M M # P P P P P P P P P P P P P P P P P	Geog Road Road Urba Divid Majo # Thr	graphic Region: d Agency: d Classification: n / Rural: ed / Undivided: or / Minor:	Spruce Grove Spruce Grove Collector Urban	YY	Length of		MCLEOD AVENUE		
R R R U D N M # P P More	Road Road Urba Divid Majo # Thr	d Agency: d Classification: n / Rural: ed / Undivided: or / Minor:	Spruce Grove Collector Urban		Length of	f Corrido			
More	Road Urba Divid Majo # Thr	d Classification: n / Rural: ed / Undivided: or / Minor:	Collector Urban		Length of	f Corrido			
More	Urba Divid Majo # Thr	n / Rural: ed / Undivided: or / Minor:	Urban		Length of	f Corrido			
More	Divid Majo # Thr	ed / Undivided: or / Minor:				Coma	or:	1,203	m
More	Majo # Thr	or / Minor:	Undivided				Required for Freeway,		km/h
More	# Thr				Expressway Current Po (For informa	osted Sp		50	km/h
More		ough Longs	Minor		Prevailing	Speed:			km/h
More	Per L		1 lane		(85th Percentile - for information only) Policy: (Maximum Posted Speed)				
More	Ter Bricellori.			RISK	Score	Posted Spe	eed)		
	A2 GEOMET		Y (Horizontal)	Medium	2			Calculate Total Risk	
More			RY (Vertical)	Lower	1			Score	
			LANE WIDTH	Medium	4			Total Risk Score:	
More	В	ROADSID	E HAZARDS	Higher	3			39	
More	C1	PEDESTRIA	N EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Lower	3				
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Poste Speed Limit (km/h):	d
			NTERSECTIONS BLIC ROADS	Number of Occurrences			As o	determined by road charac	teristics
		STOR	controlled intersection	0				50	
More	[Signalized intersection	1]			50	
	E1	Roi	undabout or traffic circle	1	11			As determined by police	у
			Crosswalk	3					
		Active, at-	grade railroad crossing						
		Sidestreet	STOP-controlled or lane	9				ded posted speed limit may be	
More	E2		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	2			st the prevailing speeds of the e road's safety performance.	
5	- 2	Left tur	n movements permitted	4	2	Com	ments:		
Moro			Right-in / Right-out only						
	E3		NTERCHANGES	Number of Occurrences	. 0				
More	- 1	Number of inter	rchanges along corridor	0					

Clear Sheet	-	- 1	7,75					it Guidelines idelines Spreadsh		Version: 10-Apr-09
	N	lame	e of Corridor:	Diamond Avenue						
	S	Segn	nent Evaluated:	CAMPSITE ROAD			to	GOLDEN SPIKE RO	DAD	
	G	Seog	graphic Region:	Spruce Grove						
	R	Road	d Agency:	Spruce Grove						
	R	Road	d Classification:	Collector		Length	of Corride	or:	1,621	m
	U	Jrba	n / Rural:	Urban		Design Speed: (Required for Freeway, Expressway, Highway) Current Posted Speed: (For information only)				km/h
	D	Divid	ed / Undivided:	Undivided					50	km/h
	M	/lajo	r / Minor:	Minor		Prevailin	ng Speed:	formation and A		km/h
			ough Lanes Direction:	1 lane		(85th Percentile - for information only) Policy: (Maximum Posted Speed)				
					RISK	Score			·	
More	4	41	GEOMETR	Y (Horizontal)	Lower	1			Calculate	
More	4	42	GEOMET	RY (Vertical)	Lower	1			Total Risk Score	
More	4	43	AVERAGE	LANE WIDTH	Medium	4			Total Risk Sco	re:
More	l	В	ROADSID	E HAZARDS	Lower	1			32	
More	C	C1	PEDESTRIA	N EXPOSURE	Lower	3				
More	C	C2	CYCLIST	EXPOSURE	Lower	3				
More	l	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Po Speed Limit (km	
				NTERSECTIONS BLIC ROADS	Number of Occurrences			As	determined by road ch	aracteristics
		ľ	STO	P controlled intersection	1					
More				Signalized intersection	0				60	
Wore	E	E1	Roi	undabout or traffic circle		3			As determined by	policy
				Crosswalk						
			Active, at-	grade railroad crossing						
			Sidestreet	STOP-controlled or lane	2			The recommer	nded posted speed limit may	be
More		-0		NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences				st the prevailing speeds of the road's safety performance	
		E2	Left tur	n movements permitted	39	12	Com	ments:		
				Right-in / Right-out only						
More	E	Ε3	NUMBER OF I	NTERCHANGES	Number of Occurrences	0				
Moro			Number of inte	rchanges along corridor	0					

Lower

Clear Sheet		7/17					it Guidelines uidelines Spreadsl		Version: 10-Apr-09
	Nan	ne of Corridor:	Grove Meadow Driv	e					
	Seg	ment Evaluated:	CENTURY ROAD			to	LANDRY COURT		
	Geo	ographic Region:	Spruce Grove						
	Roa	nd Agency:	Spruce Grove						
	Roa	d Classification:	Collector		Length	of Corrid	lor:	867	m
	Urb	an / Rural:	Urban		Design Speed: (Required for Freeway, Expressway, Highway)				km/h
	Divi	ded / Undivided:	Undivided		Current Posted Speed: (For information only)			50	km/h
	Maj	or / Minor:	Minor		Prevailing Speed: (85th Percentile - for information only) Policy: (Maximum Posted Speed)				km/h
		rough Lanes Direction:	1 lane						
		Direction.		RISK	Score				
More	A1	GEOMETR	Y (Horizontal)	Higher	3			Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	1			Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk S	core:
More	В	ROADSID	E HAZARDS	Higher	3			34	
More	C1	PEDESTRIA	IN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Lower	3				
More	D	PAVEMEN	IT SURFACE	Lower	1			Recommended Speed Limit (I	
			NTERSECTIONS BLIC ROADS	Number of Occurrences			As	determined by road	characteristics
		STO	P controlled intersection	0					
More			Signalized intersection	1				50	
	E1	Ro	undabout or traffic circle		10			As determined b	y policy_
			Crosswalk	1					
		Active, at	-grade railroad crossing						
			STOP-controlled or lane	9				nded posted speed limit r	
More	E2	WITH PRIVATE A	NTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	3		roadway and the	nst the prevailing speeds on the road's safety performation.	
		Left tu	rn movements permitted	4	٥	Con	nments:		
			Right-in / Right-out only	2					
More	E3	NUMBER OF	NTERCHANGES	Number of Occurrences	0				
		Number of inte	rchanges along corridor	0					

ON-STREET PARKING

Lower

More...

Clear Sheet		7/15					Limit Guidelines it Guidelines Spreadsh		Version: 10-Apr-09
	Nan	ne of Corridor:	Calahoo Road						
	Seg	ment Evaluated:	ADELAIDE COURT				to LONGVIEW DRIVE		
	Geo	graphic Region:	Spruce Grove						
	Roa	d Agency:	Spruce Grove						
	Roa	d Classification:	Collector		Length	of C	orridor:	789	m
	Urba	an / Rural:	Urban		Design Expressy		ed: (Required for Freeway,		km/h
	Divid	ded / Undivided:	Undivided			Post	ed Speed:	50	km/h
	Maj	or / Minor:	Minor		Prevaili	ng Sp	peed:		km/h
		rough Lanes Direction:	1 lane		(85th Percentile - for information only) Policy: (Maximum Posted Speed)				
		Direction.		RISK	Score	11 F USI	eu Speeu)		
More	A1	GEOMETR	RY (Horizontal)	Higher	3			Calculate	
More	A2	GEOMET	RY (Vertical)	Lower	1	٠		Total Risk Score	
More	А3	AVERAGE	LANE WIDTH	Medium	4			Total Risk Sco	ore:
More	В	ROADSID	E HAZARDS	Higher	3			51	
More	C1	PEDESTRIA	AN EXPOSURE	Lower	3				
More	C2	CYCLIST	EXPOSURE	Medium	6				
More	D	PAVEMEN	NT SURFACE	Lower	1			Recommended P Speed Limit (kn	
			INTERSECTIONS BLIC ROADS	Number of Occurrences			Δει	determined by road cl	haracteristics
		STO	P controlled intersection	Occurrences			7.5 (aracteristics
More			Signalized intersection					40	
wore	E1	Ro	undabout or traffic circle	1	6			As determined by	policy
			Crosswalk						
		Active, at	-grade railroad crossing						
		Sidestreet	STOP-controlled or lane	6			The recommen	ded posted speed limit ma	y be
More			INTERSECTIONS CCESS DRIVEWAYS	Number of Occurrences	4-		checked agains	e road's safety performanc	the
	E2	Left tu	rn movements permitted	23	15	١.	Comments:		
			Right-in / Right-out only					housing access drive north of Applewood	•
More	E3	NUMBER OF	INTERCHANGES	Number of Occurrences	0		in construction	Thorat of Applewood	- On it
Moro		Number of inte	erchanges along corridor	0					

Higher

Clear Sheet	_	TAC					nit Guideline uidelines Spreads		Versi 10-Apr	
	Nan	ne of Corridor:	Century Road							
	Seg	ment Evaluated:	BROOKWOOD DR	/GROVE MEADO)W DR	to	HWY 16A E			
	Geo	graphic Region:	Spruce Grove							
	Roa	d Agency:	Spruce Grove							
	Roa	d Classification:	Arterial		Length of	Corric	lor:	1,060		m
	Urba	an / Rural:	Urban		Design S Expressway		(Required for Freeway, ay)			km/h
	Divid	ded / Undivided:	Divided		Current P (For informa		ed Speed: only)			km/h
	Maj	or / Minor:	Major			ing Speed: ercentile - for information only) ım Posted Speed)				
		rough Lanes Direction:	2+ lanes		Policy: (Maximum P					
				RISK	Score					
More	A1	GEOMETRY	(Horizontal)	Lower	2					
More	A2	GEOMETR	RY (Vertical)	Lower	2				Calculate Total Risk	
More	А3	AVERAGE I	LANE WIDTH	Medium	4			Total	Score Risk Score:	
More	В	ROADSID	E HAZARDS	Higher	3				41	
More	C1	PEDESTRIA	N EXPOSURE	Lower	3					-
More	C2	CYCLIST	EXPOSURE	Medium	6					
More	D	PAVEMEN	IT SURFACE	Lower	1				nended Posted Limit (km/h):	
			NTERSECTIONS BLIC ROADS	Number of Occurrences			As d	etermined	by road character	istics
		STOP	controlled intersection						70	
	E1	S	ignalized intersection	4	19					
More	"	Round	labout or traffic circle		13			As deter	mined by policy	1
			Crosswalk							
			ade railroad crossing OP-controlled or lane]
			NTERSECTIONS					•	speed limit may be illing speeds of the	
	-		CCESS DRIVEWAYS	Number of Occurrences			roadway and	the road's sa	afety performance.	
More	E2	Left turn	movements permitted		1	Cor	nments:			·····
		R	ight-in / Right-out only	1						
More	E3		NTERCHANGE S	Number of Occurrences	0					
		Number of interch	nanges along corridor	0						
More	F	ON-STREE	ET PARKING	N/A	0					

Appendix C – DETAILED SITE OBSERVATIONS CHECKLIST FOR SAMPLE LOCAL ROADS



						Project:	Spruce Grove Planning Study	
						Project Number :		
							November 18,2022	
							Beverly Avenue (Between B	laimore and Benton Stree
CHECK	LIST							
			Item Checklist			Comm	ents	
Number o	of Intersection	e (signalized	or unsignalized)		Three (unsignalized)			
Nulliber C	or intersection	s (signalizeu	or unsignalized)		Tillee (ulisiglializeu)			
Separatio	on of Modes							
		dowalka (an a	ne side , two sides or neither :	oido or Multi Lloo Doth	Sidewalk on north sides	of Street		
-1011-60	uestriaris . Sic	zewaiks (OII O	le side , two sides of fleither s	side of Multi Ose Fatil	Sidewalk of Hortif sides (Ji Street		
- For Bike	e: Bike lane w	ide curh lane	shared lane		No separation			
T OF BIRO	o. Dike lane w	ido odib idilo,	Siturda lario		140 Separation	<u> </u>		
- For Tran	nsit: Mixed wit	h vehicle traff	fic or dedicated lane:		No separation			
101 1141	TIOIL WILKOU WIL	ii voinoio tiuli	lo or dedicated faire.		140 copulation			
Number o	of driveways o	n block			Approximately one hundr	ed		
radifiber c	or unveways c	JI DIOCK			Approximately one nation	Cu		
Δctivity Le	evel (High, Mo	nderate or Lov	w)		Low			
ACTIVITY LE	ever (riigir, ivic	derate or Lov	v)		LOW			
Confirm F	Posted Speed				Cianaga not Observed			
COMMINITE	Fosted Speed				Signage not Observed			
O O+	1 D-ul-iu - (O-	Oid- + O	2:4-7		Two Sides			
On Street	t Parking (Or	ie Side, two S	ide)		Two Sides			
Any Cafat	tu leaves Obs	aniad (anaad	ing; near misses, sightline issu	nad ar bika aanflista	Trace offection sight lines	at intersection between F	Naimore and Danton Ctros	sta Draelovaed Craes
Arry Salet	ity issues Obs	ervea (speed	ing, near misses, signuine issu	ies, ped of blke conflicts) frees affecting signt lines	s at intersection between E	namore and benton Street	els - Brockwood Cresc
			A P					
	1		Adjacent Land Use					
	Low Density				+			
		residential (si	ingle family)		Single Family			
		sity Residenti			None			
	High Density	sity Residenti Residential	ingle family) ial (Town Houses, duplexes)		None None			
	High Density Mixed Use C	sity Residenti	ingle family) ial (Town Houses, duplexes)		None None None			
	High Density Mixed Use C Park	sity Residenti Residential	ingle family) ial (Town Houses, duplexes)		None None None None			
	High Density Mixed Use C	sity Residenti Residential	ingle family) ial (Town Houses, duplexes)		None None None			
	High Density Mixed Use C Park	sity Residenti Residential commercial Str	ingle family) ial (Town Houses, duplexes)		None None None None			
	High Density Mixed Use C Park Industrial	sity Residenti Residential commercial Str	ingle family) ial (Town Houses, duplexes)		None None None None None			
	High Density Mixed Use C Park Industrial	sity Residenti Residential commercial Str	ingle family) ial (Town Houses, duplexes)		None None None None None			
	High Density Mixed Use C Park Industrial School Zones	sity Residenti Residential commercial Str	ingle family) ial (Town Houses, duplexes)		None None None None None			
	High Density Mixed Use C Park Industrial School Zones	sity Residenti Residential commercial Str	ingle family) ial (Town Houses, duplexes)		None None None None None			
	High Density Mixed Use C Park Industrial School Zones	sity Residenti Residential commercial Str	ingle family) ial (Town Houses, duplexes)		None None None None None			
	High Density Mixed Use C Park Industrial School Zones	sity Residenti Residential commercial Str	ingle family) ial (Town Houses, duplexes)		None None None None None			
	High Density Mixed Use C Park Industrial School Zones Photos Photos 3865	sity Residential Residential Ommercial Str	ingle family) ial (Town Houses, duplexes) reet from intersection of Benton Street		None None None None None			
	High Density Mixed Use C Park Industrial School Zones Photos Photos 3865 3865	sity Residential Residential Commercial Str	ingle family) ial (Town Houses, duplexes) reet rom intersection of Benton Street from intersection with Brockwood Cri		None None None None None			
	High Density Mixed Use C Park Industrial School Zones Photos Photos 3865 3866 3866 3867	sity Residential Residential Commercial Str - Looking west f - Looking north - Looking east fr	ingle family) ial (Town Houses, duplexes) reet remintersection of Benton Street from intersection of Brockwood Crom the intersection of Brockwood Crom the intersection of Brockwood Crom the intersection of Brockwood Cr	rescent	None None None None None			
	High Density Mixed Use C Park Industrial School Zones Photos Photos 3865 3866 3867 3868	sity Residential Residential Ommercial Str - Looking west f - Looking ast f - Looking east f - Looking west f - Looking west f	ingle family) ial (Town Houses, duplexes) reet rom intersection of Benton Street from intersection with Brockwood Cri	rescent Crescent	None None None None None			
	High Density Mixed Use C Park Industrial School Zones Photos Photos Photos 3865 3866 3867 3868 3869 3870	sity Residential ommercial Str - Looking west f - Looking north - Looking east f - Looking south - Looking south - Looking south - Looking south	ingle family) ial (Town Houses, duplexes) reet rom intersection of Benton Street from intersection with Brockwood Cr. rom the intersection of Brockwood Cr. rom the intersection of Brockwood Cr. rom the intersection with Brockwood	rescent Crescent I Crescent. Street.	None None None None None			

					0 0 0 0	
				Project Number :	Spruce Grove Planning Study	
					November 18,2022	
						Millgrove Drive McKean Way)
CHECKLIST						,
		Item Checklist		Comn	nents	
			0 () 1 1 1 1 1	D.		
Number of Intersecti	ions (signalized o	or unsignalized)	One (unsignalized) Mille	grove Drive.		
Separation of Modes						
- For Pedestrians : :	Sidewalks (on or	e side, two sides or neither side or Multi Us	e Path Sidewalk on one side of	Street	T	
For Bike: Bike lane	wide curb lane,	shared lane	No separation			
For Transit: Mixed	with vehicle traffi	c or dedicated lane:	No separation			
Number of driveways	s on block		Approximately thirty 31			
Activity Level (High,	Moderate or Low)	Low			
		•				
Confirm Posted Spe	ed		Signage not Observed			
On Street Parking(One Side two S	de)	Two Sides			
on ourout running (Ono oldo, two o	40,	TWO CIGOS			
λην Safaty Issues Ο	hooned (speedi	ag: noar missos, sightling issues, nod ar hiko	conflicts) None Observed			
arry Salety Issues O	bserved (speedi	ng; near misses, sightline issues, ped or bike	Cornicis) None Observed	1	1	
		VP				
· · · · · ·		Adjacent Land Use				
	ity residential (sir		Low Density Single Fam	ily		
		al (Town Houses, duplexes)	None			
	sity Residential		None			
Mixed Use	Commercial Str	eet	None			
Park			None			
Industrial			None			
School Zor	nes		None			
Photos						
		wards the intersection with Mc Kean Way.				
	 73 - Looking west fr 74 - Looking east fr 					
		wards Millgrove Drive intersection.				

Item Checklist	Comments	
Number of Intersections (signalized or unsignalized)	Three (unsignalized). Queen St, Main Street and King Street.	
Separation of Modes		
- For Pedestrians : Sidewalks (on one side , two sides or neither side or Multi Use Path	h Sidewalk on two sides of Street	
· ,		
- For Bike: Bike lane wide curb lane, shared lane	No separation	
To Bike. Bike faire was said faire, shared faire	No separation	
- For Transit: Mixed with vehicle traffic or dedicated lane:	No congretion	
· For Transic, white with vehicle traine or dedicated rane.	No separation	
Number of driveways on block	6 - Mostly parking street parking	
Activity Level (High, Moderate or Low)	Moderate	
Confirm Posted Speed	Signage not Observed	
On Street Parking (One Side, two Side)	Two Sides	
Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike confl	icts) Very narrow street with parking on both sides - restricted lane widths	
Thy delety isolate observed (speeding, from friedes), signame isolate, ped of bike defin	into) vory marrow errore marriparating on both diagon. Too arctical tario matrio	
Adjacent Land Use		
•		
Low Density residential (single family)		
Medium Density Residential (Town Houses, duplexes)		
High Density Residential	Condo complexes present at either end of the street.	
Mixed Use Commercial Street	Mixed Use Commercial Street - Church, strip mall , service locations and residences	
Park	None	
Industrial	None	
School Zones	None	
Photos		
3876 - Looking east towards King Street intersection and Strip mall.		
3877 - Looking west from King Street intersection		
3878 - Looking west towards Queen Street intersection.		
3879 - Looking west towards Queen Street intersection 3880 - looking east from queen Street intersection.		
- rouning east from queen officer intersection.		

						Spruce Grove Planning Study	
					Project Number		
						November 18,2022	
					Name of Street	Mohr Avenue (Between Spr	uce Glen and Queen Street)
CHECK	LIST						
· · · · · · · · ·			Item Checklist		Comm	nents	
lumber c	of Intersection	s (signalized o	or unsignalized)	One (unsignalized) . C	lueen St		
eparatio	n of Modes						
For Pec	destrians : Sid	dewalks (on or	ne side, two sides or neither side or Multi U	se Path Sidewalk on one sides	of Street		
F 5"	Dil I						
For Bike	e: Bike lane w	ide curb lane,	snared lane	No separation			
For Tran	nsit: Mixed wit	h vehicle traffi	c or dedicated lane:	No separation			
				·			
Number o	of driveways o	n block		3			
ctivity Le	evel (Hiah. Ma	oderate or Low)	Low			
, 20	(2011	,		+		
Confirm F	osted Speed			Signage not Observed			
	ootou opoou			eignage net ebserved			
n Street	t Parking (Or	ne Side, two S	ide)	None Observed			
J G GG		10 0.00, 1110 0		116.10 02001104			
Inv Safet	ty leeuee ∩he	en/ed (sneedi		e conflicts)			
ary care	ty looded obe	orvou (opecur	ng, mear misses, signame issues, ped or sin	None Observed.	ļ		
			Adjacent Land Use	None Observed.			
	I Dit		·	I Dit - Di dti-	.1		
		residential (sin	• "	Low Density Residentia	11		
		-	al (Town Houses, duplexes)	None			
	High Density				resent at the SE corner of in	tersection with Queen Stre	eet
		ommercial Str	eet	None			
	Park			None			
	Industrial			None			
	School Zones	3		None			
	Dhet						
	Photos						
	l		<u> </u>				
	Photos						
			om Spruce Glen intersection.	tausantian .			
			wards Queen Street intersection from Spruce Glen in rom Queen Street intersection	tersection.			
	3884	- Looking west f	rom Queen Street intersection.				
		1 1	m Spruce Glen intersection				

						0 0 0 0	
						Spruce Grove Planning Study	
					Project Number :		
						November 18,2022	
CHECKL	ICT				Name of Street	Saskatchewan Drive (Betw	veen Commerce St. N and Canada Post
CHECKL	.131						
			Item Checklist		Comm	nents	
						T.	
lumber of	Intersection	s (signalized	or unsignalized)	Two (unsignalized) - (Commerce Street North and	Commerce Street South	
		- (3		, , ,			
enaration	of Modes						
•		lowelka (an a	lene side, two sides or neither side or Multi Use	Path No sidewalk separation	wide readway		
FOI FEUE	estriaris . Sit	iewaiks (OII O	The side , two sides of fleither side of Multi Ose	ratii ilo sidewalk separation	- wide roadway		
5 B"	D'1 1						
For Bike:	BIKE IANE W	ide curb lane,	snared lane	No separation			
For Trans	sit: Mixed wit	h vehicle traff	ic or dedicated lane:	No separation			
lumber of	driveways c	n block		9			
	•						
ctivity Lev	vel (High Mo	derate or Lov	v)	Moderate - to Canada F	Post Facility mostly		
ouvity Lo	voi (riigii, ivio	derate or Lov	•)	INOCCIALC - LO CAITAGA I	OST I BOILTY MOSTLY.		
)	41 01						
ontirm Po	osted Speed		T	Signage not Observed			
On Street	Parking (Or	e Side, two S	ide)	No street parking obser	ved.		
ny Safety	/ Issues Obs	erved (speed	ing; near misses, sightline issues, ped or bike c	onflicts) None Observed.			
			Adjacent Land Use				
- li	l our Donoity	residential (si	•				
		,	•				
		-	al (Town Houses, duplexes)				
	High Density						
1	Mixed Use C	ommercial St	reet				
F	Park						
ı	Industrial						
S	School Zones			Industrial area Most tr	affic observed headed to Ca	enada Post	
Ť		•		None			
-				Notice	+		
	Photos						
r		- Looking east to	owards Canada Post facility entrance.				
	3887	 Looking west f 	rom Canada Post facility.				
			om intersection with Commerce Street North				
	3889		rom intersection with Commerce Street North				
	3889 3890	- Looking west f	rom intersection with Commerce Street North rom intersection with Commerce Street North rom intersection with Commerce Street North to Commerce	20 1 2 1 b			

					Project	Spruce Grove Planning Study	
					Project Number	220316300	
					Date :	November 18,2022	
					Name of Street	Madison Crescent (Camps	ite Road to east bend)
HECK	LIST						
			Item Checklist		Comr	nents	
		1	T		İ	1	
umber o	of Intersection	ns (signalized	or unsignalized)	One (unsignalized) -	Campsite Road		
			,	, , ,			
eparatio	n of Modes						
For Ped	lestrians : Si	dewalks (on o	ne side, two sides or neither side or Multi Us	se Path No sidewalk separation	n - wide roadway		
				·			
For Bike	: Bike lane w	ide curb lane	shared lane	No separation			
. J. D.II.O	. 3 Idilo W	5 5475 14110	,	110 coparation			!
For Tran	sit. Mivad wi	th vehicle traff	ic or dedicated lane:	No separation			
. or man	ISIL. IVIIAGU WI	ar vomore uan	no or addicated faire.	140 Soparation			
le considerate	£		ļ	40 Manadhain da 111			
lumber o	of driveways	on block		12 - Mostly industrial a	ccesses		
ctivity Le	evel (High, M	oderate or Lov	v)	Low			
onfirm P	osted Speed	d		Signage not Observed			
	-						
n Street	Parking (O	ne Side, two S	Side)	None Observed	·		'
	, , , , , , , , , , , , , , , , , , ,						
ny Sofot	y legues Ob	on od (anood	ing; near misses, sightline issues, ped or bike	a conflicta) None Observed			
ily Salet	y issues Obs	serveu (speeu	ing, hear misses, signaine issues, ped or bike	e connicts) None Observed.			
			Adjacent Land Use				
	Low Density	residential (s	ingle family)				
	Medium Der	sity Resident	ial (Town Houses, duplexes)				
	High Density	/ Residential					
	Mixed Use C	Commercial St	reet				
	Park						
	Industrial						
				Comptt NBA/	rant of intercenting of O	ita/ Madisan O	actly inductrial
	School Zones	S	+	Cemetery at NW quad	rant of intersection of Camp	site/ iviadison Crescent. M	osuy industriai.
		,	,				
	Photos						
	2000	Looking cost t	owards road bend.				
			rom road bend at east end.				
	3894	- Looking east f	rom Campsite Road intersection.				
	3895	- Looking west t	owards Campsite Road intersection.				
			west towards cemetery at NW corner of Campsite / N				
	3897	- Looking north	west towards cemetery at NW corner of Campsite / N	radision Avenue intersection.			

						Owner Owner Disease 21		-
					Project Number	Spruce Grove Planning Study		-
						November 18,2022		-
						Mcleod Avenue (King Stree	t to Queen Street)	
CHECKLIS	ST				Name of Street	Micleou Avenue (King Stree	t to queen street,	
			Item Checklist		Co	omments		
lumber of In	ntersection	ns (signalized	or unsignalized)	Two (unsignalized) - Qu	ueen Street/ Main Street ;	One (signalized) -King St	treet	
		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	,	, , ,	1			
Separation o	of Modes							
•		dewalks (on o	ne side , two sides or neither side or Multi Use Path	On one side - south ; cor	nstruction ongoing north h	alf of roadway , excavation	n possibly storm line installation	
For Bike: Bi	Bike lane w	ide curb lane,	shared lane	No separation				
				<u> </u>	!			
For Transit:	: Mixed wit	th vehicle traff	ic or dedicated lane:	No separation				
				<u>'</u>				
Number of di	Iriveways o	on block		None observed.				1
	-,-,-							
Activity Level	l (High. Ma	oderate or Lov	v)	Moderate				
, 20.01	(5. LOV	<u>,</u>					
Confirm Post	ted Speed		I.	Signage not Observed				1
231111111111111111111111111111111111111	a opceo			Signage not Observed				
On Street Pa	arking (O	l ne Side, two S	ide)	One side due to construc	tion - EB lane traffic only			-
JII Street Fa	arking (O	le Side, two c	ide)	One side due to constitut	Clott - LD latte traffic offly			1
\ny Safety le	ecues Obs	enved (speed	ing; near misses, sightline issues, ped or bike conflicts	\ EB Lane traffic restricts	d lane width due to const	ruction : sidewalk access (on north eide restricted	-
arry Salety is	ssues Obs	serveu (speeu	ing, near misses, signifine issues, ped or bike comilicis) EB Lane trainc - restricte	ed latte width due to const	ruction, sidewark access t	DIT HOLLIT Side Testricted.	-
			Adjacent Land Llee					1
	Б ;;		Adjacent Land Use	NI NI				<u> </u>
		residential (si	• • • • • • • • • • • • • • • • • • • •	None				-
		-	al (Town Houses, duplexes)	None				!
		/ Residential	<u> </u>	None				ļ
		commercial St	reet		reet - retail sales; service o	centers and restaurants.		ļ
Pa				None present				ļ
	dustrial			None				
Sch	hool Zones	5		None				
				None				
Pho	otos							
	3808/00	- Looking weet a	It intersection of King Street and Mcleod Avenue					
			owards Main Street intersection					
	3901	- Looking north a	at Queen Street intersection.					
			East East from Queen Street intersection. Street down to one lane at Main Street intersection	e in the EB direction due to excav	vation.			-
	3303	- LOOKING HOLLII	at main on our intersection					

					B	0	
					Project:	Spruce Grove Planning Study	
					· ·	November 18,2022	
						Virginia Avenue (Ventura S	Street to Vernon Street)
CHECK	LIST				Name of Street	virginia Avenue (ventura c	Street to vernon street)
JILOK	LIGI						
			Item Checklist		Cc	omments	
lumber c	of Intersecti	ions (signalized	or unsignalized)	Four (unsignalized)			
idilibei e	JI IIIICI 3CCI	ions (signanzed	or unsignalized)	r our (unbigrianzeu)			
	6 841	-					
	on of Modes						
For Ped	destrians :	Sidewalks (on oi	ne side , two sides or neither side or Multi Use Path	On one side	1		
For Bike	e: Bike lane	wide curb lane,	shared lane	No separation			
For Tran	nsit: Mixed	with vehicle traff	c or dedicated lane:	No separation			
Jumber o	of driveways	s on block	<u> </u>	Approximately Twenty			
	. anvoway	2 311 DIOOK		, wproximately (wellty			
	1.415.1		<u> </u>				
ctivity Le	evel (High,	Moderate or Lov	/)	Low			
Confirm F	Posted Spe	ed		Signage not Observed			
n Street	t Parking (One Side, two S	ide)	Two sides			
	,						
ny Safet	ty Issues O	hserved (sneedi	ng; near misses, sightline issues, ped or bike conflic	ts) Sightlines restricted at in	tersection with Spruce Villa	ane Drive due to street na	arking close to intersection
ary Caro	ty 100000 O	boolved (opecal	ing, rical misses, signaline issues, ped of bike coming	, ·	llage Drive appear to be t	<u> </u>	arking close to intersection :
			A.P. 41	verticles along Spruce vi	liage Drive appear to be t	raveiling at 50km/m.	
			Adjacent Land Use				
	-	ity residential (si	3,7	None			
	Medium D	ensity Residenti	al (Town Houses, duplexes)	Townhouses; duplexes p	resent		
	High Dens	sity Residential		None	Lad		
	Mixed Use	Commercial Str	eet	None			
	Park			Pedestrian Crossing sign	s present to cross to Spru	ce Village Park from Virgi	inia Loop.
	Industrial		<u> </u>	Spruce Village Park adja			
	School Zor	200		<u> </u>	Cont to virginia Avenue		
	301001 Z0F	162		None			
				None	ļ		
· 							
	Photos						
			pedestrian crossing from Virginia Loop to Spruce Village Park F	Pathway.			
			owards Vernon Street intersection om Ventura Street intersection				
			Spruce Village Drive West intersection				
	39	09 - Looking South	East at parking on Spruce Village Drive restricting sight line at it	ntersection.			
			East from Spruce Village Drive intersection - No issues with sight	nt line with no vehicles parking close	to intersection .		
	39	- Looking west	rom Spruce Village Drive intersection.				

Project Record Space (Space Conservations) Blady Project Record Space (Space Conservations) Name of Bread Langley Crossent Rem Checklist Name of Bread Langley Crossent Name of Bread Langley Crossent								
Project Name (2003) Date: \$20030000 Date: \$200300000 Date: \$200300000 Name of Street Item Chacklist Comments Item Chacklist Comments Item Chacklist Comments Two (unsignalized) Namber of Intersections (signalized or unsignalized) Separation of Modes - For Petestrians: Sidewalks on one side, Nev sides or neither side or Multi Use Path For Bke: Bke Iran wide out bilans, sharted Iran No separation For Transit Mixed with vehicle traffic or decloated Irane: No separation No separation No separation Adjive Used (High), Moderate or Low) Low Confirm Pooled Speed Signage not Observed Signage not Observed Approximately side Any Safety Issues Observed (speeding, near misses, sightline Issues, ped or bike conflicts) None Any Safety Issues Observed (speeding, near misses, sightline Issues, ped or bike conflicts) None Mindul Use Park years (speeding, near misses, sightline Issues, ped or bike conflicts) None Approximately seadernial (com Houses, duplexes) None Approximately Residential None Park Ordiffers Park present in loop. None Protos Sido- Lusking seaf service services None None None None None None None None								
CHECKLIST Rem Checklist Comments Rem Checklist Comments Comme								
Item Checklist Item Checklist Comments								
Item Checklist Comments								
Rum Checklist Comments Two (unsignalized) Two (unsignalized) Separation of Modes Separation of Modes For Redestrians: Sidewalks (on one side , two sides or neither side or Multi Use Path For Rikes Bike Inne wide curb Inne, shared Inne No separation For Transit Mixed with whickel traffic or dedicated lane: No separation Number of drivways on block Approximately sixky Number of drivways on block Approximately sixky Nove Confirm Posted Speed Signage not Observed On Street Parking (One Side, two Side) Ary Safety Issues Observed (speeding; near misses, sightline issues, ped or bite conflicto) More Use Observed (speeding; near misses, sightline issues, ped or bite conflicto) None observed. Low Density residential (single family) Medium Density Residential Low Confirm Posted (single family) More Density residential (single family) homes. None None None Park Children's Park present in loop. None None None None None School Zones None None None School Zones None School Zones Soli - Looking used of children's park NW corner of bop Soli - Looking used for not deterrispant. Soli - Looking used and for not deterrispant. Soli - Looking used school observed in Solice. Soli - Looking used school observed in Solice. Solice - Looking used school observed in Solice. Look - Looking used school observed in Mixed Looking used school observed in Mixed L	CHECKLIST				Name or Street	Langley Crescent		
Number of Intersections (signalized or unsignalized) Separation of Modes - For Redestrians - Sidewalks (on one side, two sides or neither aide or Multi Use Path - For Riber Bike lane wide curb lane, shared faine - For Intersections (signalized or unsignalized) - For Intersection (and the state of the	CHECKLIST							
Number of Intersections (signalized or unsignalized) Separation of Modes - For Redestrians - Sidewalks (on one side, two sides or neither aide or Multi Use Path - For Riber Bike lane wide curb lane, shared faine - For Intersections (signalized or unsignalized) - For Intersection (and the state of the							<u> </u>	
Number of Intersections (signalized or unsignalized) Separation of Modes - For Redestrians - Sidewalks (on one side, two sides or neither aide or Multi Use Path - For Riber Bike lane wide curb lane, shared faine - For Intersections (signalized or unsignalized) - For Intersection (and the state of the								
Separation of Modes - For Pedestrians : Sidewalks (on one side , two sides or neither side or Multi Use Path - For Bike: Bike lane wide curb lane, shared lane - No separation - For Transit: Mixed with vehicle traffic or dedicated lane: - No separation -			Item Checklist		Co	mments		-
Separation of Modes - For Pedestrians : Sidewalks (on one side , two sides or neither side or Multi Use Path - For Bike: Bike lane wide curb lane, shared lane - No separation - For Transit: Mixed with vehicle traffic or dedicated lane: - No separation -								
Separation of Modes - For Pedestrians : Sidewalks (on one side , two sides or neither side or Multi Use Path - For Bike: Bike lane wide curb lane, shared lane - No separation - For Transit: Mixed with vehicle traffic or dedicated lane: - No separation -								
Separation of Modes - For Pedestrians : Sidewalks (on one side , two sides or neither side or Multi Use Path - For Bike: Bike lane wide curb lane, shared lane - No separation - For Transit: Mixed with vehicle traffic or dedicated lane: - No separation -	Ni	(-:	<u> </u>	Ture (uneign elized)			l.	
For Pedestrians : Sidewalks (on one side , two sides or neither side or Multi Use Path For Bike: Bike lane wide curb lane, shared lane No separation For Transit: Mixed with vehicle traffic or dedicated lane: No separation Number of driveways on block Approximately sixty Low Activity Level (Figh, Moderate or Low) Low Confirm Posted Speed Signage not Observed On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) None observed. Adjacent Land Use Low Density residential (single family) Medulum Density Residential (Town Houses, duplexes) None High Density Residential (Town Houses, duplexes) None Park Children's Park present in loop. Industrial School Zones None N	Number of Intersection	ns (signalized	or unsignalized)	rwo (unsignalized)			1	
For Pedestrians : Sidewalks (on one side , two sides or neither side or Multi Use Path For Bike: Bike lane wide curb lane, shared lane No separation For Transit: Mixed with vehicle traffic or dedicated lane: No separation Number of driveways on block Approximately sixty Low Activity Level (Figh, Moderate or Low) Low Confirm Posted Speed Signage not Observed On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) None observed. Adjacent Land Use Low Density residential (single family) Medulum Density Residential (Town Houses, duplexes) None High Density Residential (Town Houses, duplexes) None Park Children's Park present in loop. Industrial School Zones None N								
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- For Transit: Mixed with vehicle traffic or dedicated lane: No separation Number of driveways on block Approximately sixty Activity Level (High, Moderate or Low) Low Confirm Posted Speed Signage not Observed Signage not Observed On Street Parking (One Side, two Side) Any Safety Issues Observed (speeding: near misses, sightline issues, ped or bike conflicts) Any Safety Issues Observed (speeding: near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Medium Density residential (frow Houses, duplexes) None High Density Residential (Town Houses, duplexes) None Mixed Use Commercial Street None Park Children's Park present in loop. Industrial None School Zones None None None Photos Photos Photos S860 - Looking water a erither's park. NW conter of loop S861 - Looking south from rish loop intersection S862 - Looking south from rish loop intersection S863 - Looking south from rish loop intersection	- For Pedestrians : Sid	dewalks (on o	ne side , two sides or neither side or Multi Use Path	On one side				
- For Transit: Mixed with vehicle traffic or dedicated lane: No separation Number of driveways on block Approximately sixty Activity Level (High, Moderate or Low) Low Confirm Posted Speed Signage not Observed Signage not Observed On Street Parking (One Side, two Side) Any Safety Issues Observed (speeding: near misses, sightline issues, ped or bike conflicts) Any Safety Issues Observed (speeding: near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Medium Density residential (frow Houses, duplexes) None High Density Residential (Town Houses, duplexes) None Mixed Use Commercial Street None Park Children's Park present in loop. Industrial None School Zones None None None Photos Photos Photos S860 - Looking water a erither's park. NW conter of loop S861 - Looking south from rish loop intersection S862 - Looking south from rish loop intersection S863 - Looking south from rish loop intersection								
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Number of driveways on block Activity Level (High, Moderate or Low) Confirm Posted Speed Signage not Observed Signage not Observed On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding, near misses, sightline issues, ped or bike conflicts) Any Safety Issues Observed (speeding, near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Low density residential (single family) homes. Medium Density Residential (Town Houses, duplexes) None High Density Residential Mixed Use Commercial Street None Park Children's Park present in loop. None School Zones None						,		
Activity Level (High, Moderate or Low) Confirm Posted Speed Signage not Observed On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding: near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Medium Density Residential (from Houses, duplexes) None High Density Residential Mixed Use Commercial Street None Mixed Use Commercial Street None Industrial None School Zones None None None None None None None Selections None	- For Transit: Mixed wit	th vehicle traff	ic or dedicated lane:	No separation				
Activity Level (High, Moderate or Low) Confirm Posted Speed Signage not Observed On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding: near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Medium Density Residential (from Houses, duplexes) None High Density Residential Mixed Use Commercial Street None Mixed Use Commercial Street None Industrial None School Zones None None None None None None None Selections None								
Activity Level (High, Moderate or Low) Confirm Posted Speed Signage not Observed On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding: near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Medium Density Residential (from Houses, duplexes) None High Density Residential Mixed Use Commercial Street None Mixed Use Commercial Street None Industrial None School Zones None None None None None None None Selections None	Number of driveways of	on block		Annroximately sixty				1
Confirm Posted Speed Signage not Observed Signage not Observed On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Low density residential (single family) homes . Medium Density Residential (Town Houses, duplexes) None High Density Residential None Park Children's Park present in loop. Industrial None School Zones None None Photos None None None None School Zones None None None None None None None None	rambor or arrivarayo	J., 2100.t		тфргожникогу ожку				
Confirm Posted Speed Signage not Observed Signage not Observed On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Low density residential (single family) homes . Medium Density Residential (Town Houses, duplexes) None High Density Residential None Park Children's Park present in loop. Industrial None School Zones None None Photos None None None None School Zones None None None None None None None None	Activity Level (Llieb Me	adarata ar Lau	Δ	1				+
On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) None observed. Adjacent Land Use Low Density residential (single family) Low density residential (single family) homes. Medium Density Residential (Town Houses, duplexes) None High Density Residential None None Park Children's Park present in loop. Industrial None School Zones None None None Photos None None None None None Sa80 - Looking west at children's park - NW corner of loop 3881 - Looking seat from children's park. 3882 - Looking seat from children's park. 3883 - Looking seat from children's park. 3883 - Looking seat from children's park.	Activity Level (Figh, IVI	oderate or Lov	v)	LOW				
On Street Parking (One Side, two Side) Two sides Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) None observed. Adjacent Land Use Low Density residential (single family) Low density residential (single family) homes. Medium Density Residential (Town Houses, duplexes) None High Density Residential None None Park Children's Park present in loop. Industrial None School Zones None None None Photos None None None None None Sa80 - Looking west at children's park - NW corner of loop 3881 - Looking seat from children's park. 3882 - Looking seat from children's park. 3883 - Looking seat from children's park. 3883 - Looking seat from children's park.								
Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Medium Density Residential (Town Houses, duplexes) High Density Residential Mixed Use Commercial Street None Park Children's Park present in loop. Industrial School Zones None None Photos A880 - Looking west at children's park NW corner of loop 3880 - Looking west at children's park NW corner of loop 3881 - Jooking east from children's park. 3882 - Looking south from north loop intersection	Confirm Posted Speed	d		Signage not Observed				
Any Safety Issues Observed (speeding; near misses, sightline issues, ped or bike conflicts) Adjacent Land Use Low Density residential (single family) Medium Density Residential (Town Houses, duplexes) High Density Residential Mixed Use Commercial Street None Park Children's Park present in loop. Industrial School Zones None None Photos A880 - Looking west at children's park NW corner of loop 3880 - Looking west at children's park NW corner of loop 3881 - Jooking east from children's park. 3882 - Looking south from north loop intersection								
Adjacent Land Use Low Density residential (single family) Medium Density Residential (Tom Houses, duplexes) High Density Residential None Mixed Use Commercial Street None Park Children's Park present in loop. Industrial School Zones None None Photos Photos Photos Photos Asso - Looking west at children's park NV corner of loop 3860 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east from children's park.	On Street Parking (Or	ne Side, two S	ide)	Two sides				
Adjacent Land Use Low Density residential (single family) Medium Density Residential (Tom Houses, duplexes) High Density Residential None Mixed Use Commercial Street None Park Children's Park present in loop. Industrial School Zones None None Photos Photos Photos Photos Asso - Looking west at children's park NV corner of loop 3860 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east from children's park.								
Low Density residential (single family) Medium Density Residential (Town Houses, duplexes) None High Density Residential Mone Mixed Use Commercial Street None Industrial None School Zones None None None None None None School Zones None None None None None None School Zones None Photos Asso - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking south from north loop intersection 3864 - Looking south from north loop intersection	Any Safety Issues Obs	served (speed	ing; near misses, sightline issues, ped or bike conflicts	None observed.		,	•	
Low Density residential (single family) Medium Density Residential (Town Houses, duplexes) None High Density Residential Mone Mixed Use Commercial Street None Industrial None School Zones None None None None None None School Zones None None None None None None School Zones None Photos Asso - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking south from north loop intersection 3864 - Looking south from north loop intersection								
Low Density residential (single family) Medium Density Residential (Town Houses, duplexes) None High Density Residential Mone Mixed Use Commercial Street None Industrial None School Zones None None None None None None School Zones None None None None None None School Zones None Photos Asso - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking south from north loop intersection 3864 - Looking south from north loop intersection			Adiacent Land Use					
Medium Density Residential (Town Houses, duplexes) None High Density Residential None Mixed Use Commercial Street None Park Children's Park present in loop. Industrial None School Zones None None Photos Photos 3860 - Looking west at children's park NW corner of loop 3861 - Looking geast from children's park. 3862 - Looking south from north loop intersection 3863 - Sooking south from north loop intersection 3863 - Sooking south from north loop intersection 3865 - Looking south from north loop intersection	Low Density		•	Low density residential (s	ingle family) homes			
High Density Residential None Mixed Use Commercial Street None Park Children's Park present in loop. Industrial None School Zones None None Photos Photos As80 - Looking west at children's park NW corner of loop As81 - Looking south from north loop intersection As80 - Looking south from north loop intersection					ingle lamily) hemoe .			
Mixed Use Commercial Street None Park Children's Park present in loop. Industrial None School Zones None None None Photos Photos 3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking south from north loop intersection 3863 - Looking south from north loop intersection			ai (Town Floudes, duploxes)					
Park Children's Park present in loop. Industrial None School Zones None None None Photos Photos A860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking sat at south loop intersection 3863 - Looking sat at south loop intersection) cost	_				-
Industrial None School Zones None None None Photos Photos 3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking east at south from north loop intersection 3863 - Looking east at south loop intersection		Johnnerdal St	eel					
School Zones None None None None Photos Photos 3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection					n loop.			
Photos Photos 3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection								
Photos 3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection	School Zones	S						
3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection				None				
3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection								
3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection								
3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection								
3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection								
3860 - Looking west at children's park NW corner of loop 3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection								
3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection	Photos							
3861 - Looking east from children's park. 3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection	2000	Looking was t	t shildren's park NIM corpor of I					
3862 - Looking south from north loop intersection 3863 - Looking east at south loop intersection								
	3862	- Looking south	from north loop intersection					
OUGH EDWARD WEST THIT SOUTH DOUBLEST SOUTH TO THE SOUTH								
	3004	LOOKING WEST III	on southoop intersection.					

					Spruce Grove Planning Study	
				Project Number		
					November 18,2022	
				Name of Street	Fifth Avenue (between King	Street and Oatway Street)
CHECK	LIST					
		Item Checklist		Co	omments	
				[
Number (of Intersections (signalized	or unsignalized)	Two (unsignalized) Inter	section signalized for thro	ugh traffic along King Str	reet only
vuilibei (of filtersections (signalized	or unsignalized)	Two (unsignalized) ,intel	Scotlori signanzed for time	dgir traine along rang on	cct only.
Separatio	on of Modes					
- For Pe	destrians : Sidewalks (on o	ne side , two sides or neither side or Multi Use Path	On one side			
	,					
For Dil	o: Piko lono wide acut !	shared lane	No conquetic:			
- LOL RIKE	e: Bike lane wide curb lane,	snared rane	No separation			
For Tran	nsit: Mixed with vehicle traff	ic or dedicated lane:	No separation			
Number :	of drivoways on block	<u> </u>	Approximately twenty twe			
vumber (of driveways on block		Approximately twenty two			
Activity Le	evel (High, Moderate or Lov	v)	Moderate			
Confirm C	Posted Speed	!	Signage not Observed		-	
JOININI I	osica oheea		Signage not Observed			
On Stree	et Parking (One Side, two S	iide)	Two sides			
Any Safa	ty Issues Observed (speed	ing; near misses, sightline issues, ped or bike conflicts)	None observed. Two per	lestrian crossings within the	ha street limits	
uly Sale	ry issues Observed (speed	ing, near misses, signume issues, peu or bike comilicis	· · · · · · · · · · · · · · · · · · ·			16. 01. 1
			Traffic lights at intersection	on of King Street only visit	le for through traffic alon	g King Street.
		Adjacent Land Use				
	Low Density residential (si	ngle family)				
	-	al (Town Houses, duplexes)	None			
		ai (Towii Flouses, duplexes)	+			
	High Density Residential		None		ļ	
	Mixed Use Commercial Str	reet	Medium density, duplexe	es observed as well as a fi	re station , library and cul	tural center close to King St.
	Park		None			
	Industrial		None			
	School Zones		None			
			None			
	Photos					
		owards Oatway Street intersection.				
		from Oatway Street intersection at first set of pedestrian crossing.				
		at first set of pedestrian crossing. at first set of pedestrian crossing.				
		at first set of pedestrian crossing. at second set of pedestrian crossing immediately east of Spruce G	rove library.			
		West at building housing Spruce Grove Fire Services.				
	3918 - Looking South	at building housing Spruce Grove Fire Services.				
	3919 - Looking South	at building housing Spruce Grove Fire Services.				

Appendix D – NACTO SAFE SPEED STUDY APPROACH CHECKLIST AND RESULTS FOR EACH SAMPLE LOCAL ROAD



NACTO'S CONFLI	CT DENSITY ANALYS	SIS CHECKLIST						<u> </u>	1				<u> </u>	<u> </u>		<u> </u>		
					LICT DENSITY			MODERATE CONFI			LOW CONFLICT DENSITY			RESULTS				
				()R			AND	AND EI	THER		AND			EITHER	1		
				Bicycle traffic in the traffic lane, even where marked or	Sidewalks directly adjacent to moving	≥ 3 Midblock or uncontrolled intersection crossings per	1-3 Midblock or uncontrolled intersection, driveways crossings per	Curbside loading/parking lane and sidewalk, or a USDG-compliant	designated	permissible bike use, if not a designated	major driveways, or crossings per	sidewalk, or a USDG- compliant	parked or loading vehicles are not directly in general	consistent sidewalk, if designated bike	legally permissible bike use, if not designated a bike	IGH CONFLICT DENSITY	IODERATE CONFLICT ENSITY	LOW CONFLICT DENSITY
Road	From	То	No Sidewalks	signed (e.g., sharrows)	traffic	hour per ¼ mile	hour per ¼ mile	sidewalk	bike route	bike route	hour per ¼ mile	sidewalk	traffic lanes	route	lane	王	≥ □	<u> </u>
1 Beverly Avenue	Blairmore St	Benton Street					X	X (sidewalk one side or	,,	X		-				<u> </u>	X	
2 Mathias Ave	Millgrove Dr	Mckean Way					X	X (sidewalk one side or	nly) T	X						 	X	
3 Church Road	Queen St	King St	v	v			Х	Х		Х		1				<u></u>	X .	
4 Mohr Ave	Spruce Glen	Queen St	X	X											1	X	++	
5 Saskatchewan Ave 6 Madison Crescent	Commerce Rd	Canada Post	X	X								-				X		
7 McLeod Ave	Campsite Rd Queen St	At road bend King St	^	۸			v	v		v		+				^	 	
8 Virginia Ave	Ventura St	Vernon St					v	X (sidewalk one side or	alv)	v		+			+	 	r -	
9 Langley Crescent	Lakeland Dr	Lakeland Dr					y x	X (sidewalk one side or		Y Y							×	
10 Fifth Ave	King St	Oatway St		X (Strava show some (low) cyclist activity		X	X (sidewalk one side or	,,	X						x	x	
				(0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.				(0.000.000.000.000.000.000.000.000.000.								f -		_
NACTO'S ACTIVIT	Y LEVEL ANALYSIS C	CHECKLIST	HIG	H ACTIVITY			MODERATE ACTIVI	TY	LOW ACTIVITY		RESULTS	1						
				OR			OR			≥		>-						
Road	From	То	Downtown / Centra Business District street	l Retail corridor	High density residential or commercial street	Moderate density residential or commercial street	Street with light retail activity	Mixed use corridor	Low density industrial or residential street	IIGH ACTIVIT	MODERATE	OW ACTIVITY						
1 Beverly Avenue	Blairmore St	Benton Street	Street	netali corridor	commercial street	commercial street	activity	WINCE USE COTTICOT	X		2 4	X				 		
2 Mathias Ave	Millgrove Dr	Mckean Way							x			X				 	 	
3 Church Road	Queen St	King St				x					Х						+	
4 Mohr Ave	Spruce Glen	Queen St				1			x			Х				 		_
5 Saskatchewan Ave	Commerce Rd	Canada Post							х			Х			1			_
6 Madison Crescent	Campsite Rd	At road bend						-	х			Х						_
7 McLeod Ave	Queen St	King St				х					Х							_
8 Virginia Ave	Ventura St	Vernon St							х			Х						_
9 Langley Crescent	Lakeland Dr	Lakeland Dr							х			Х						
.0 Fifth Ave	King St	Oatway St				Х					Х							

Appendix E – SCHOOL ZONE WARRANT ANALYSIS WORKSHEET FOR EACH SCHOOL



chool Name	Brookwood S	chool			
chool Address	460 King Stree	et			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50	1	
		Non-traversable	0.10		
					10
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50		
		Further Than 50 M	0.00	1	
					0
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	65
				RESULT	School Area or School Zone

School Name	Woodhaven I	Middle School			
School Address	475 King Stree	et			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00		0
		Middle/Junior High	0.40	1	16
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					16
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50		
		Further Than 50 M	0.00	1	
					0
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
			1		5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	51
				RESULT	School Area

chool Name	Copperhaven				
chool Address	151 Grove Dr	ive West			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
		•			40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50	1	
		Further Than 50 M	0.00		
					5
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60	1	
		Both Sides	0.00		
					3
				TOTAL SCORE	83
				RESULT	School Zone

School Name	Greystone Ce	ntennial Middle School			
School Address	130 Greyston	e Drive			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00		0
		Middle/Junior High	0.40	1	16
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					16
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50		
		Non-traversable	0.10	1	
					2
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75	1	
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					15
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50	1	
		Further Than 50 M	0.00		
					5
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	43
				RESULT	School Area

chool Name	Prescott Learn				
chool Address	340 Pioneer R	toad			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
		•			40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50	1	
		Non-traversable	0.10		
					10
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50		
		Further Than 50 M	0.00	1	
					0
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	65
				RESULT	School Area or School Zone

chool Name	Ecole Broxtor	Park School			
chool Address	505 McLeod A	Avenue			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
		<u> </u>			40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50	1	
		Non-traversable	0.10		
					10
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50	1	
		Further Than 50 M	0.00		
					5
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60	1	
		Both Sides	0.00		
					3
				TOTAL SCORE	73
				RESULT	School Area or School Zone

School Name	Millgrove Sch	ool			
School Address	851 Calahoo I	Road			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50		
		Non-traversable	0.10	1	
	'				2
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	67
				RESULT	School Area or School Zone

chool Name	Spruce Grove	Composite High School			
chool Address	1000 Calahoo	Road			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00		0
		Middle/Junior High	0.40		0
		High School	0.20	1	8
		Post Secondary/College/University	0.00		0
					8
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00	1	
					0
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	43
				RESULT	School Area

School Name	St. Joseph Cat	tholic School			
School Address	195 Weston D)r			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50	1	
		Non-traversable	0.10		
					10
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50	1	
		Further Than 50 M	0.00		
					5
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
			0		5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	70
				RESULT	School Area or School Zon

chool Name	St. Peter the A	Apostle Catholic High School			
chool Address	10 Harvest Ric	dge Dr			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00		0
		Middle/Junior High	0.40		0
		High School	0.20	1	8
		Post Secondary/College/University	0.00		0
					8
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
			1		5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	53
				RESULT	School Area

chool Name	St. Thomas A	quinas Catholic School			
chool Address	381 Grove Dr	W			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00		0
		Middle/Junior High	0.40	1	16
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					16
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00	1	
					0
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	51
				RESULT	School Area

School Name	St. Marguerite	es Catholic School			
School Address	395 Grove Dr	W			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50		
		Non-traversable	0.10	1	
					2
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00	1	
					0
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
<u> </u>					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	57
				RESULT	School Area

chool Name	Living Waters	Christian Academy			
school Address	5 Grove Drive	W			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. SCHOOL TYPE	40	Elementary	1.00	1	40
		Middle/Junior High	0.40		0
		High School	0.20		0
		Post Secondary/College/University	0.00		0
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50		
		Non-traversable	0.10	1	
					2
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00	1	
					0
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. SCHOOL ENTRANCE	5	Main	1.00	1	
		Secondary	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None Or Non-School Side	1.00		
		School Side	0.60		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	57
				RESULT	School Area

Appendix F - PLAYGROUND WARRANT ANALYSIS WORKSHEET FOR EACH PLAYGROUND



Playground Name	Westbend Par	rk - WestBend St			
Playground Address	25 Westbend	St			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity	1.00	1	
		(number of children) 16 or more Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40	1	
		Both Sides	0.00		
					2
				TOTAL SCORE	97
				RESULT	Playground Zone

Playground Name	Westbend Par	rk - Westcove St			
Playground Address	25 Westbend	St			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity	1.00	1	
		(number of children) 16 or more Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00		
		Secondary Entrance	0.60	1	
		None	0.00		
					3
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40	1	
		Both Sides	0.00		
					2
				TOTAL SCORE	95
				RESULT	Playground Zoi

Playground Name	Heatherglen C	Cres			
Playground Address	Heatherglen C	Cres			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00		
		Secondary Entrance	0.60	1	
		None	0.00		
					3
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	93
				RESULT	Playground Zon

Playground Name	McKean Park				
Playground Address	43 McKean W	ay			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00	1	
		Playground Side	0.40		
		Both Sides	0.00		
					5
				TOTAL SCORE	100
				RESULT	Playground Zon

Playground Name	Woodside Par	k - Wascana St			
Playground Address	4 Wascana St				
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00		
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20	1	
		< 50 m, any facilities	0.20		
					8
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50	1	
		Non-traversable	0.10		
					10
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00		
		Secondary Entrance	0.60	1	
		None	0.00		
					3
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40	1	
		Both Sides	0.00		
					2
				TOTAL SCORE	53
				RESULT	Playground Area

Playground Name	Woodside Par	k - Westview Cres			
Playground Address	4 Wascana St				
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00		
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20	1	
		< 50 m, any facilities	0.20		
					8
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50	1	
		Non-traversable	0.10		
					10
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00	1	
		Playground Side	0.40		
		Both Sides	0.00		
					5
				TOTAL SCORE	58
				RESULT	Playground Are

Playground Name	Woodside Par	k - Woodside Cres			
Playground Address	4 Wascana St				
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity	1.00	1	
		(number of children) 16 or more Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50		
		Non-traversable	0.10	1	
					2
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00		
		Secondary Entrance	0.60	1	
		None	0.00		
					3
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40	1	
		Both Sides	0.00		
					2
				TOTAL SCORE	77
				RESULT	Playground Area

Playground Name	Windermere I	Park			
Playground Address	Windermere I	Or			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
			,		20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40	1	
		Both Sides	0.00		
					2
				TOTAL SCORE	97
				RESULT	Playground Zon

Playground Name	Kenton Way P	ark			
Playground Address	33 Kenton Wa	ıy .			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40	1	
		Both Sides	0.00		
					2
				TOTAL SCORE	97
				RESULT	Playground Zon

Playground Name	Beechmont Pa	ark			
Playground Address	21 Beechmon	t Ave			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00	1	
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					20
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00	1	
		Playground Side	0.40		
		Both Sides	0.00		
					5
				TOTAL SCORE	100
				RESULT	Playground Zone

Playground Name	Harvest Ridge	Park			
Playground Address	Harvest Ridge	Drive			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50		
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25	1	
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					5
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50	1	
		Further Than 50 M	0.00		
	·				5
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
			·		0
				TOTAL SCORE	75
				RESULT	Playground Area

Playground Name	Henderson Pa	rk			
Playground Address	201 Harvest R	idge Drive			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	85
				RESULT	Playground Zone

Playground Name	Spruce Ridge	Dr Park			
Playground Address	311 Spruce Ric	dge Rd			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	85
				RESULT	Playground Zone

Playground Name	McLaughlin Pa	ark			
Playground Address	145 McLaughl	in Dr			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	85
				RESULT	Playground Zone

Playground Name	Jesperdale Pa	rk			
Playground Address	1205 Calahoo	Rd			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00		
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20	1	
					8
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50	1	
		Non-traversable	0.10		
					10
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	43
				RESULT	Playground Area

Playground Name	Dillon Park				
Playground Address	120 Deer Park	Blvd			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	85
				RESULT	Playground Zone

Playground Name	Longview Park	(
Playground Address	Longview Dr				
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50		
		Non-traversable	0.10	1	
					2
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	67
				RESULT	Playground Area

layground Name Hilldowns' Park								
layground Address	Longview Dr / King St							
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE			
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1				
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75					
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40					
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20					
		< 50 m, any facilities	0.20					
					40			
2. FENCING	20	Fully Traversable	1.00					
		Partially Traversable	0.50					
		Non-traversable	0.10	1				
					2			
3. ROAD CLASSIFICATION	20	Local	1.00					
		Minor Collector (Urban)/ Local (Rural)	0.75					
		Collector (Rural and Urban)	0.50	1				
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25					
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00					
					10			
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1				
		Within 50 M	0.50					
		Further Than 50 M	0.00					
					10			
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1				
		Secondary Entrance	0.60					
		None	0.00					
					5			
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00					
		Playground Side	0.40					
		Both Sides	0.00	1				
					0			
				TOTAL SCORE	67			
				RESULT	Playground Ar			

Playground Name	Spruce Village	Park			
Playground Address	Victoria Ave /	Spruce Village Dr E			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50		
		Non-traversable	0.10	1	
					2
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00		
		Within 50 M	0.50	1	
		Further Than 50 M	0.00		
					5
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	62
				RESULT	Playground Are

Playground Name	Greystone Par	rk			
Playground Address	77 Greystone	Dr			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	85
				RESULT	Playground Zone

layground Name Brookside Park							
layground Address	28 Brookside	Cres					
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE		
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1			
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75				
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40				
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20				
		< 50 m, any facilities	0.20				
					40		
2. FENCING	20	Fully Traversable	1.00				
		Partially Traversable	0.50				
		Non-traversable	0.10	1			
					2		
3. ROAD CLASSIFICATION	20	Local	Local 1.00				
		Minor Collector (Urban)/ Local (Rural)	0.75				
		Collector (Rural and Urban)	0.50				
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25				
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00				
					20		
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1			
		Within 50 M	0.50				
		Further Than 50 M	0.00				
					10		
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1			
		Secondary Entrance	0.60				
		None	0.00				
					5		
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00				
		Playground Side	0.40	1			
		Both Sides	0.00				
					2		
				TOTAL SCORE	79		
				RESULT	Playground Ar		

Playground Name	McLeod Aven	ue Park			
Playground Address	McLeod Ave				
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00	1	
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20		
		< 50 m, any facilities	0.20		
					40
2. FENCING	20	Fully Traversable	1.00		
		Partially Traversable	0.50		
		Non-traversable	0.10	1	
					2
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	67
				RESULT	Playground Area

layground Name Lakewood Park							
layground Address	Lawson Blvd /	McLeod Ave					
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE		
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00				
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75				
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40				
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20	1			
		< 50 m, any facilities	0.20				
					8		
2. FENCING	20	Fully Traversable	1.00	1			
		Partially Traversable	0.50				
		Non-traversable	0.10				
					20		
3. ROAD CLASSIFICATION	20	Local	1.00	1.00			
		Minor Collector (Urban)/ Local (Rural)	0.75				
		Collector (Rural and Urban)	0.50	1			
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25				
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00				
					10		
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1			
		Within 50 M	0.50				
		Further Than 50 M	0.00				
					10		
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1			
		Secondary Entrance	0.60				
		None	0.00				
					5		
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00	1			
		Playground Side	0.40				
		Both Sides	0.00				
					5		
				TOTAL SCORE	58		
				RESULT	Playground Ar		

Playground Name	Grove Meado	ws Basketball Court			
Playground Address	20 Grove Mea	dow Dr			
INSTALLATION CRITERION	MAX. POINTS VALIE (MPV)	DESCRIPTION	WEIGHT FACTOR (WF) as per Guidelines	Calculation Inputs	SCORE
1. PLAYGROUND TYPE	40	Frontage ≥ 50 m, Playground Capacity (number of children) 16 or more	1.00		
		Frontage ≥ 50 m, Playground Capacity (number of children) 5 to 15	0.75		
		Frontage ≥ 50 m, Playground Capacity (number of children) 1 to 4	0.40		
		Frontage ≥ 50 m, No play equipment: sports field or open field only	0.20	1	
		< 50 m, any facilities	0.20		
					8
2. FENCING	20	Fully Traversable	1.00	1	
		Partially Traversable	0.50		
		Non-traversable	0.10		
					20
3. ROAD CLASSIFICATION	20	Local	1.00		
		Minor Collector (Urban)/ Local (Rural)	0.75		
		Collector (Rural and Urban)	0.50	1	
		Major Collector or Minor Arterial (Urban) / Arterial (Rural)	0.25		
		Major Arterial or Expressway (Urban) / Freeway (Rural)	0.00		
					10
4. PROPERTY LINE SEPARATION	10	Abuts Roadway	1.00	1	
		Within 50 M	0.50		
		Further Than 50 M	0.00		
					10
5. Playground ENTRANCE	5	Main Entrance / Multiple Secondary Entrances	1.00	1	
		Secondary Entrance	0.60		
		None	0.00		
					5
6. SIDEWALKS	5	None (or Non-Playground Side)	1.00		
		Playground Side	0.40		
		Both Sides	0.00	1	
					0
				TOTAL SCORE	53
				RESULT	Playground Area

Appendix G – CGEPSL SPEED LIMIT ANALYSIS RESULT AND RECOMMENDATION OF EACH ARTERIAL/COLLECTOR ROAD SEGMENT



Segmt_ID	Roadway	FROM	то	Lane Number	Classification	Surface	Segment Length	Posted Speed Limit	CGEPSL Calculated Speed Limit	Recommended Speed Limit*
1	Nelson Drive	MCLEOD AVENUE	HWY 16A E	3	Collector	Asphalt	413	50	50	50
2	Calahoo Road	MILLGROVE DRIVE	WESTON DRIVE	2	Major Arterial	Asphalt	731	60	60	60
3	Grove Drive W	UNNAMED DRIVE	COPPERHAVEN DRIVE	2	Major Arterial	Asphalt	334	50	50	50
4	Westwind Drive	CENTURY ROAD	KENTON WAY	2	Collector	Asphalt	265	50	50	50
5	Spruce Ridge Drive	SPRING GATE	JENNIFER HEIL WAY	2	Collector	Asphalt	808	50	40	40
6	Hawthorne Gate	JENNIFER HAIL WAY	HEATHERGLEN DRIVE	2	Collector	Asphalt	323	30	30	30
7	Heatherglen Drive	GROVE DRIVE	HAWTHOME GATE	2	Collector	Asphalt	636	50	40	40
8	Deer Park Drive	DALTON LINK	GROVE DRIVE	2	Collector	Asphalt	443	50	50	50
9	Spruce Ridge Road	SPRINWOOD WAY	SPRUCE RIDGE DRIVE	2	Collector	Asphalt	709	50	50	50
10	Harvest Ridge Drive	GROVE DRIVE WEST	GROVE DRIVE WEST	2	Collector	Asphalt	1756	50	50	50
11	Pioneer Road	GARNEAU LINK	GROVE DRIVE	2	Collector	Asphalt	819	50	60	50
12	Prescott Boulevard	RANGE ROAD 271	PENN PLACE	2	Collector	Asphalt	484	50	50	50
13	Greenbury Boulevard	GROVE DRIVE	PIONEER ROAD	1	Collector	Asphalt	780	50	60	50
14	Lakeland Drive	GROVE MEADOW DRIVE	MCLEOD AVENUE	2	Collector	Asphalt	715	50	50	50
15	McLeod Avenue	CENTURY ROAD	LAWSON BOULEVARD	2	Collector	Asphalt	642	50	50	50
16	Century Road	YELLOWHEAD HWY	VANDERBILT COMMON	2	Major Arterial	Asphalt	600	60	60	60
17	ž	SPRUCE VILLAGE DRIVE W	VANDERBILT COMMON	2	Collector	Asphalt	807	50	50	50
18	Spruce Village Drive W	VANDERBILT COMMON	VICTORIA AVENUE	2	Collector	Asphalt	412	50	50	50
19	South Avenue	GOLDEN SPIKE ROAD	CENTURY ROAD	2	Collector	Asphalt	1632	50	60	50
20	Diamond Avenue	OSWALD DRIVE	CENTURY ROAD	2	Collector	Asphalt	1643	50	50	50
21	Century Road	HWY 16A E	TWR 524	2	Major Arterial	Asphalt	3239	80	70	70
22	McLeod Avenue	CALAHOO ROAD	KING STREET	1	Collector	Asphalt	653	50	40	40
23	Brookwood Drive	KING STREET	CENTURY ROAD	2	Collector	Asphalt	826	50	40	40
24	Longview Drive	FAIRWAY DRIVE	KINGS LINK	2	Collector	Asphalt	1033	50	50	50
25	Fairway Drive	LONGVIEW DRIVE	LINKS ROAD	2	Collector	Asphalt	718	50	40	40
26	Links Road	FAIRWAY DRIVE	GROVE DRIVE	2	Collector	Asphalt	263	50	50	50
27	Longview Drive	CALAHOO ROAD	FAIRWAY DRIVE	2	Collector	Asphalt	848	50	50	50
28	Fieldstone Drive	FIELDSTONE CRESCENT	GROVE DRIVE	2	Collector	Asphalt	549	50	40	40
29	Linkside Boulevard	LINKSVIEW DRIVE	LONG VIEW DRIVE	2	Collector	Asphalt	419	50	40	40
30	Avonlea Way	ARTHUR WAY	CALAHOO ROAD	2	Collector	Asphalt	655	50	40	40
31	Calahoo Road	GROVE DRIVE	WOODHAVEN DRIVE	2	Major Arterial	Asphalt	520	60	70	60
32	Calando Road Copperhaven Drive	GROVE DRIVE WEST	SPRING LINK	2	Collector	Asphalt	564	50	50	50
33	Jennifer Heil Way	YELLOWHEAD HWY	DALTON LINK	1	Major Arterial			60	90	60
	Jennifer Heil Way	DALTON LINK	GROVE DRIVE	2	Major Arterial		403	60	80	60
34 35	Jennifer Heil Way	GROVE DRIVE	HAWTHOME GATE	2	Major Arterial		633	60	70	60
36	Jennifer Heil Way (NB)	SPRUCE RIDGE DRIVE	NELSON DRIVE	2	Major Arterial		422	60	70 70	60
37	Jennifer Heil Way (SB)	SPRUCE RIDGE DRIVE	NELSON DRIVE	2	Major Arterial		424	60	60	60
38	Jennifer Heil Way (NB)	NELSON DRIVE	MCLEOD AVENUE	2	Major Arterial		581	60	70	60
39	Jennifer Heil Way (NB)	NELSON DRIVE	MCLEOD AVENUE	3	Major Arterial		580	60	70	60
	Jennifer Heil Way	MCLEOD AVENUE	HWY 16A E	4	Major Arterial		368	60	60	60
40	Calahoo Road	WESTON DRIVE	HWY 16A E							
41				2 2	Major Arterial		613 586	60 60	60 70	60
42	Golden Spike Road (NB)		DIAMOND AVENUE		Major Arterial		586			60
43	Golden Spike Road (SB)		DIAMOND AVENUE	2	Major Arterial		587	60	70 80	60
44	Campsite Road	HWY 16A E	TWR 524	2		Asphalt	3217	60		60
45	McLaughlin Drive	NELSON DRIVE	MCLEOD AVENUE	2	Collector	Asphalt	610	50 50	40	40
46	Millgrove Drive	GROVE DRIVE	CALAHOO ROAD	2	Collector	Asphalt	1095	50	50	50
47	Aspenglen Drive	AVONLEA WAY	GROVE DRIVE	2	Collector	Asphalt	665	50	40	40
48	Spruce Village Way	VICTORIA AVENUE	GROVE DRIVE	2	Collector	Asphalt	155	50	50	50
49	Calahoo Road	AVONLEA WAY	GROVE DRIVE	2		Asphalt	690	60	70	60
50	Century Road	VANDERBILT COMMON	GROVE DRIVE	2	Major Arterial	Asphalt	573	60	60	60
51	Prospect Way	RANGE ROAD 271	PROSPECT PLACE	2	Collector	Asphalt	210	50	50	50

52	Tonewood Boulevard	GROVE DRIVE	TIMBER WAY	2	Collector	Asphalt	343	50	50	50
53	McLeod Avenue	NELSON DRIVE	CALAHOO ROAD	4	Collector	Asphalt	859	50	60	50
54	Spruce Ridge Road	GROVE DRIVE WEST	SPRUCE RIDGE DRIVE	2	Collector	Asphalt	551	50	50	50
55	King Street	KINGS LINK	GROVE DRIVE	2	Collector	Asphalt	869	50	50	50
56	Century Road	GROVE DRIVE	GROVE MEADOW DRIVE	2	Major Arterial	Asphalt	787	50	60	50
57	Golden Spike Road	DIAMOND AVENUE	TWR 524	2	Major Arterial	Asphalt	2648	60	80	60
58	King Street	WOODHAVEN DRIVE	HWY 16A	4	Collector	Asphalt	1183	50	50	50
59	Woodhaven Drive	CALAHOO ROAD	KING STREET	2	Collector	Asphalt	863	50	50	50
60	Greystone Drive	GROVE DRIVE	GROVE MEADOW DRIVE	2	Collector	Asphalt	875	50	50	50
61	Weston Drive	NELSON DRIVE	CALAHOO ROAD	2	Collector	Asphalt	918	50	40	40
62	King Street	GROVE DRIVE	WOODHAVEN DRIVE	2	Collector	Asphalt	713	50	40	40
63	Deer Park Boulevard	DEER PARK DRIVE	DEER PARK DRIVE	2	Collector	Asphalt	1075	50	50	50
64	Grove Drive W	HARVEST RIDGE DRIVE	JENNIFER HEIL WAY	2	Major Arterial	Asphalt	1266	50	70	50
65	McLeod Avenue	KING STREET	CENTURY ROAD	2	Collector	Asphalt	1267	50	40	40
66	McLeod Avenue	JENNIFER HEIL WAY	NELSON DRIVE	4	Collector	Asphalt	839	50	50	50
67	Vanderbilt Common	CENTURY ROAD	SPRUCE VILLAGE DRIVE E	2	Collector	Asphalt	665	50	50	50
68	Grove Drive	CENTURY ROAD	PIONEER ROAD	2	Major Arterial	Asphalt	1674	50	70	50
69	Grove Drive	CALAHOO ROAD	CENTURY ROAD	2	Major Arterial	Asphalt	1636	60	60	60
70	Grove Drive	JENNIFER HAIL WAY	CALAHOO ROAD	2	Major Arterial	Asphalt	1649	60	70	60
71	Pioneer Road	GROVE DRIVE	MCLEOD AVENUE	2	Major Arterial	Asphalt	1276	60	80	60
72	Nelson Drive	JENNIFER HEIL WAY	MCLEOD AVENUE	2	Collector	Asphalt	1203	50	50	50
73	Diamond Avenue	CAMPSITE ROAD	GOLDEN SPIKE ROAD	2	Collector	Asphalt	1621	50	60	50
74	Grove Meadow Drive	CENTURY ROAD	LANDRY COURT	2	Collector	Asphalt	867	50	50	50
75	Calahoo Road	ADELAIDE COURT	LONGVIEW DRIVE	2	Collector	Asphalt	789	50	40	40
76	Century Road	BROOKWOOD DR/GROVE MEADOW DR	HWY 16A E	3	Major Arterial	Asphalt	1060	60	70	60

^{*} The finally recommended posted speed limit is based on a comprehensive consideration integrating CGEPSL calculations, conditions and characteristics of the subject roadway segmentation, the speed limit consistency on the subject roadway, as well as the speed reduction needs of Spruce Grove