

Traffic Safety Stakeholder Meeting Summary



École Sam Livingston School
Thursday, April 25, 2013
7:30 - 10 p.m.

This meeting provided an opportunity to combine forces and meet other stakeholders committed to solving the problem.

Working with the realities we currently have,
what solutions can we develop to keep children safe?

Key Stakeholders

Province of Alberta: The Honourable Ric McIver, Minister of Transportation, The Honourable Jonathan Denis, Minister of Justice, and his representative Christina Steed, John Blevins, Education Manager, representing the Minister of Education, Darlynn Linn, representing The Honourable Dave Rodney, Associate Minister of Wellness, and Terri Douglas, representing Heather Forsyth, MLA for Calgary-Fish Creek, **City of Calgary:** Alderman Peter Demong and Alderman Jim Stevenson, City Council, Representatives from **Calgary Parking Authority and Traffic Engineering, Calgary Police Services, CBE Director, Transportation Services, Capital and Urban Planning Services, CBE Communications, Carol Bazinet, Trustee for Wards 12 & 14 and Sheila Taylor, Trustee for Wards 11 & 13, Calgary Catholic School District (CSSD):** Transportation and Communications Representatives **Mary Martin, Chair and Trustee for Wards 13 & 14, Linda Wellman, Vice-Chair/Trustee for Wards 3, 5 & Airdrie Lois Burke-Gaffney, Trustee for Wards 6 & 8 and Cathie Williams, Trustee for Wards 11 & 12, Calgary Association of Parent School Councils (CAPSC), Southland Transportation, and the AMA School Safety Patrol.**

Community Representatives

Those who attended the meeting or contacted us asking for more information included representatives from the following schools and associations: Alberta Health Services, Altadore School, Arbour Lake Middle School, Battalion Park School, Belfast School, Bike Calgary, Braeside Elementary, Bridlewood School, Christ the King Catholic Church – Cranston, Central Memorial High School, Colonel Sanders School, Cranston Elementary School, Coventry Hills, Douglasdale School, Ecole King George School, Ecole Mayland Heights School, Ecole Sam Livingston School, Evergreen School, Fairview School, Glendale School, Grant MacEwan School, Hidden Valley School, Huntington Hills School, J.K. Mulloy School, Killarney, Lake Bonavista, Northern Hills Community Association, Marda Loop Community Association, McKenzie Lake School, McKenzie Towne School, Midnapore School, Midsun Community Association, Monsignor Smith School, O.S. Geiger, Panorama Hills School Council, Prince of Wales School, Robert Thirsk High School, Rundle School, St. Clare Elementary School, St. Rita Elementary, St. Michael School, Sundance School, Wildwood Traffic Committee and Woodlands Elementary School.

A message from the organizers

We were surprised and grateful to find that so many stakeholders share our concern about the issue of schoolchildren and traffic. We hope that you will continue to work with us by exchanging ideas and information, and taking part in this city-wide initiative to improve street safety.

Reach us at slsctrffic@gmail.com

Why do we need slower zones?

Until around age 8, children:

- find it hard to tell whether a vehicle is moving, and to judge speed and distance.
- believe that if they can see a car, the driver can see them.
- think that vehicles can stop instantly.
- cannot anticipate how a vehicle may move in traffic.
- are small and unpredictable.

(Information adapted from the Pedestrian Crossing Control Manual distributed by the Canadian Institute of Child Health. November 2001.)

A child's-eye survey

In November 2012, Grade 6 students at Nellie McClung School did their own traffic survey. In a span of about 25 minutes, students witnessed 126 illegal activities performed by drivers.

- 19 cars parked too close to the crosswalk
- 6 vehicles drove through the crosswalk as people crossed
- 28 people jaywalked
- 9 cars did illegal u-turns in the middle of the road
- 28 cars parked in no-park zones
- 25 cars parked or dropped off kids in a city bus zone
- 9 dropped off kids in the staff parking lot
- 2 cars dropped off kids in traffic or when double-parked



Safe streets for kids

An overview of children in traffic

What do school mornings in Calgary look like?

Many of us remember walking to school, crossing the street with the help of the safety patrol, and starting school at nine a.m.

The reality of school mornings in 2013 is that schools start much earlier (see Early Starts table below). Young students cross streets to wait for buses as early as seven a.m. Children are travelling through neighborhoods and arriving at school at the same time that local residents rush to work. In winter, this takes place in darkness, ice and snow. Calgary's K-4 schools are also unable to have safety patrols, as only Grade 5 students are old enough to do that job safely.

Legislation

Currently communities must choose between school zones that start at 7:30 a.m. and protect students during school hours, or playground zones that protect children year round.

- School zone hours: 7:30 a.m. – 5 p.m. during school year (hours are set by the city)
- Playground zone hours: 8:30 a.m. – sunset all year (hours are set by the province)

The two zones cannot overlap.

A daily traffic jam

Every school day, parents and school buses arrive to drop off children at the same time. Local residents are also departing for work.

Parents are a big part of the problem: parking and stopping in bus zones, crosswalks and driveways, making illegal u-turns, often where children are crossing, and jaywalking between cars and buses. Local residents and cut-through traffic add to it: speeding, cutting through neighborhoods, honking at and tailgating vehicles that slow down to accommodate pedestrians, and ignoring and crowding crossing guards.

Most schools were designed for pedestrian traffic – not multiple vehicles and buses.

The risk of a pedestrian being killed climbs along with vehicle speed:
 20% chance of death if hit at 40 km/hour
 80% chance of death if hit at 60 km/hour
 Age and size are also factors.

Early starts across the province

Research shows that schools in all of Alberta's major urban centres are starting at or within 15 minutes of 8:30 a.m. In Calgary on December 21st, sunrise does not take place until 8:36 a.m.

Schools with children under age 8	Total # tallied	Bell before or at 8:30 a.m.	Bell before or at 8:45 a.m.	Bell before or at 8:45 a.m and K-4 (no safety patrol)
Calgary	138	66 (47%)	103 (75%)	25
Edmonton	95	21 (22%)	91 (95%)	0
Lethbridge	11	8 (73%)	11 (100%)	0
Fort McMurray	9	4 (44%)	4 (44%)	0
Medicine Hat	11	6 (55%)	11 (100%)	0
Red Deer	12	4 (33%)	12 (100%)	0

Notes:

A bell time of 8:45 a.m. or earlier means that children may arrive in the area before 8:30 a.m., and will also be waiting for buses and moving through neighborhoods. This information was collected from school websites. Some schools/systems are missing, including the Calgary Catholic schools, as they did not post hours of operation. See Robert Cooper's points on pages 5 and 6 for details on the CSSD.



Safe streets for kids

Statements from Key Stakeholders

Alderman Jim Stevenson, City of Calgary

- The City passed a motion to study 'slow zones.'
- He suggests that more prominent reminders are needed in these areas - perhaps rumble strips, additional or different signs, and painted lines on the road.
- A motion was also put forth last September to study how school properties are being designed. \$250,000 has been allocated to review school designs built over the last five years, and to create a new development plan. This report is due in June 2013.

Alderman Peter Demong, City of Calgary

- Discussing and working out problems as a group is important in addressing this issue.

The Honourable Jonathan Denis, Minister of Justice, Province of Alberta

- Thanks to Calgary Police Services for all that they do to keep our communities safe.
- Safety in school zones is a top priority in regard to speeding, which needs to be dealt with on a case-by-case basis.

Joel Marcuson, Traffic Engineering, City of Calgary

- Traffic Engineering's work, through signs, markings and signals, is to organize and establish limits. Once that is done, you are stuck with the parameters and deal with it the best you can.
- He has a better understanding of the issue after watching the organized chaos at this school today - 10 buses and parents in what appeared to be more than 100 vehicles. While some parents held their children's hands and staff were patrolling, other parents jaywalked their kids across the street.
- Schools, parents and neighborhoods must work together on this issue. The most important part is communication, and the meeting tonight involved the largest committee he'd ever worked with!



Safe streets for kids

The Honourable Ric Mclver, Minister of Transportation, Province of Alberta

- This issue isn't as straightforward as we would like it to be. Only half of our schools start at the same time as École Sam Livingston School (8:09 a.m.), and there are another 348 municipalities to consider.
- A few options are available that do not require changes to legislation. Edmonton has 'School Safety Zones' with no status, just signage that informs drivers of activity. Municipalities have the authority to change times on school zones. Some schools have added playground equipment to get the zone signs for that. Although that slows traffic year round, the municipality might want the school signage and can't have both zones in the same place. Municipalities could solve the problem by spending money on adding flashing lights to playground zone signage. Giving municipalities authority on playground zone times is another alternative.

Constable Kelly Chisholm, Calgary Police Services (CPS)

- This is a city-wide issue, both in old and new communities.
- Where schools are located in older communities designed on a grid system, the volume of calls related to safety issues is much lighter. Parents are able to travel to the school, drop off students on any side of the school ground and watch them make it safely to the doors. This is a point to consider for new schools yet to be built.
- Many community schools were built with access from only one major road, surrounded by front garages. Common issues around schools include double parking, parking in no stopping or no parking bus zones, parking in Calgary Transit bus zones, and crosswalks, across or in resident's driveways, unsafe u-turns, jaywalking, dropping off kids in the middle of the street and huge congestion.
- Once schools are built, we can't change the layout.
- Community officers work with AMA school patrols, and give lectures on traffic safety and bike safety. We are aware of the dangers and issues with school zones, and must also consider requests from residents in the area. Schools are not only used during school hours but also for activities and special events.

- Calgary no longer has safety patrols at many elementary schools, since they are now K-3 and K-4. At that young age, children are too little to travel on their own. Now, we have up to 650 parents transporting children to one location in a period of 15 minutes = chaos.
- CPS is working with the City of Calgary on more effective designs for school plots. Connecting people, agencies and minds should help in developing solutions.



ABOVE: The grid system allows parents to drop off students on any side of the school ground and watch them enter the doors.



ABOVE: A community school design with little room for parking and many front garages on facing streets.



ABOVE: Another community school with limited parking, no easy exits or safe U-turn areas.

• IMAGES SUPPLIED BY CPS

Brent Hughes, Manager of Capital & Urban Planning, Calgary Board of Education (CBE)

- School locations are outlined in the basic structure planning for a community. The developers present a plan that includes school and community association sites, playing fields and roads. Reserve land for schools is held in trust by the City of Calgary, the CBE and the CSSD.
- Elementary school sites are about 10 acres in size (four acres for the building, six for playing fields).
- Junior high/middle schools are about 12 acres in size (four acres for the building, and eight for playing fields). These schools are often designed to accommodate up to 900 students.
- Many factors go into planning a school site (see attachment with details). For instance, if a driveway opening or crosswalk is part of the limited school frontage allowed for bus and parent parking, five meters will be lost on either side of that opening.
- School construction budgets do not include considerations such as crosswalks and lights. It follows a pre-determined number of parking stalls per number of students, which translates into parking that will only accommodate staff. It relies on a 1.2 km walking zone - now, many of those walk limit students are driven to school.
- The CBE currently has 704 bus routes plus the Calgary Public Transit routes.

Robert Cooper, Transportation Calgary Catholic School Division (CCSD)

- CCSD's transportation department receives one or two calls every day about the issue of safety around schools. Primarily they concern elementary or combined elementary/junior high zones.
- Over the past 20-30 years, there has been a cultural and demographic shift. School kids once walked alone or had a stay-at-home parent to walk with them. Today's dual-income families don't have as many options. As well, our ballooning city has new schools further away from homes so that those kids can't walk either. As building resources are limited, one school now serves three or four communities until new schools can be built later. This is not just a Calgary problem.



Safe streets for kids

- The school day is also different. Supervision is only available 15 minutes before and after bell time - the reason for the crazy 15-minute intervals of organized chaos. Up to 60 per cent of children are being driven to school, and it's hard to plan for that.
- CSSD has tried a number of solutions, some of which work and others that don't. Ticketing done by the Calgary Parking Authority is sporadic and creates friction. Parent patrols have worked well, especially in co-operation with staff. A 'walking school bus', where an adult walks 10 to 12 students to school, has also worked.

CSSD statistics:

- 5500 students on yellow buses - 98% are K-6
- 700 special needs students travel via Access Calgary
- 40% of CSSD schools start before 8:40 a.m.

**Robert Hurdman, Member at Large
Calgary Association of Parent School Councils
(CAPSC)**

- CAPSC asked their membership to list traffic safety concerns and possible solutions for schools. Concerns included drivers who don't stop at crosswalks, driving on sidewalks, and blind corners.
- Each school and community is unique, so each solution must be tailored to the situation. Suggestions included education campaigns/reminders, narrowing to one lane in each direction on busy roads, rumble strips, radar signs, car pools sponsored by schools, avoiding gaps in zoning, changing bus parking zones, and being open to change, enforcement and accountability.
- Parents, take what you learn tonight and bring the ideas back to your own schools - much of the solution for this problem lies with parents.

**Colleen Sim Copeland
AMA School Safety Patrol**

- AMA School Safety Patrol policy is that they do not control traffic, they control pedestrians.
- The program was initiated in 1937 through a partnership with CPS. Back then, students made their own stop signs and walked into the street to stop traffic.
- The program was updated in 2002, and patrollers now patrol traffic from the curb. Pedestrians are taught to 'point, pause, and proceed.' (Point to show drivers you want to cross, Pause to make eye contact and make sure they stop, Proceed when it's safe.) The program runs at 511 schools, 747 crosswalks, and involves 16,500 patrollers and 1,031 teachers/supervisors across Alberta.
- In 75 years, the program has had no serious injuries and zero fatalities.
- Resources for schools and families are available at www.ama.ab.ca/schoolpatrol.
- Each year, a school that takes action to improve school zone safety can win \$2000. Children learn by watching, so be a good role model.

Calgary statistics

* Note: it has come to our attention that the accident statistics presented at the meeting were incomplete. Please contact us at slsctrffic@gmail.com if you would like more detail.



Moderated Question & Answer Session

Q. *My concern involves special needs kids. Our designated schools are closing, so we will have reduced-function older children without safety patrols. For example, Robert Thirsk High School will have these students cross over the access to the public library to Nose Hill Drive - a major, sloped road - to wait for buses.*

A. The AMA noted that although safety patrols are usually used at elementary schools because of the age of those students, it might be possible to create a patrol in this situation. As well, patrols are not the only solution to improving safety.

Q. *Mackenzie Towne School does not even have room to accommodate four buses. The school council's solution was to move the bus zone to the other end of the school's frontage, opening up a zone for parents in the front. To make that happen, a city bus stop must be moved. The cost for new signage would be \$2500, and parent council would need to pay for it. However, they do not have the funds.*

A. Alderman Demong asked that school council to contact his office so the City can work with them to find the budget.

Q. *I live in a house in a playground zone, with 23 kids under the age of 15 on my block. I have here a file folder of requests for enforcement on this block. Once a year, CPS comes out at 11 a.m. (instead of rush hour), and says the average speed of traffic is 42 k.m./hour. Our playground zone parallels a road with a school zone, and people always use this road to avoid the early slow-down hour.*

A. CPS noted that they would like to deploy officers during peak times, and agreed to take the file. Community members are encouraged to take advantage of the CPS website complaint form.

<http://calgarypolice.ca/pdf/CPS%20Complaint%20form.pdf>

or Google 'Calgary Police Services Complaint Form'

This form allows police to more accurately track the number of complaints, and actions taken. Ticketing can also be done with these completed forms. The data allows officers to determine traffic issues and take action. CPS believes education is our biggest tool and enforcement our last resort.

Q. *Some communities have physical traffic calming measures already in place. We would like to know how effective those measures are. Although they are expensive, they might be worth it. A physical speed bump slows vehicles down, where a rumble strip might just annoy those who live there.*

A. Alderman Demong observed that emergency services has the final say on what can or can't be done in these areas. Fire trucks and ambulances have to slow down three seconds to prepare for each speed bump. The cumulative effect can add up to a minute to the travel time, which they can't afford with cases like heart attack. Alderman Stevenson's proposal addresses this request, but EMS did not like the solution. Alderman Stevenson added that speed bumps were not part of the study, as primary snow plow routes are usually in school zones and are not a likely solution. Rumble strips, though annoying, are an option near houses.

Q. *The Northhills Community Association created a traffic committee, took photos of problem areas and asked for enforcement. A list of solutions was returned, but was nothing but finger-pointing between the city and the province. It took 55 e-mails to say 'no' to the community's suggestion for a three-way stop.*

As well, the painted lines to mark crosswalks are disappearing in as little as five months.

A. Alderman Stevenson noted that it can be frustrating to find what seems like a simple solution but be held back. He requested that the community association contact his office.

Suggestion: *As a parent and commuter, I see a lot of visual clutter with different zone signage, leading to the result that we speed up at the 'end of zone' sign. Even though another zone begins immediately, we just see the 'end' posting. It is very confusing to try to compute fine-print signs. One common sign for all zones might be a good solution.*

Suggestion: *Keep Grade 5 and 6 students at the elementary schools, instead of busing them out and replacing them with younger students from other areas.*



Safe streets for kids

Round Table Discussion

During this portion of the meeting, attendees were divided into groups. Each group was asked to discuss a particular question related to the overall issue of traffic safety in our city. Here are the results. **Some answers are tongue-in-cheek solutions to recurring problems, and are not meant to be seriously considered. Feedback from stakeholders suggested positive methods of re-enforcement are most effective.**

1. How can we remind commuters to drive with care through neighborhoods?

- Display posters of kids, like the 'My dad works here' campaign used in construction zones.
- Include traffic-calming devices when developing new neighborhoods.
- It would help to have a city-wide traffic safety plan, where schools and parent councils can easily access ideas and materials used by others. Since parent councils have a high turnover, a package could be made available at the start of each year, including lists of what has and hasn't worked in the area and where to go for help (contacts for each division, sample flyers and safety promotions, etc.)

2. How can we create new solutions for schools without safety patrols?

- Parents could drop off students instead of stopping and parking. Use brightly-colored paint to identify crossing areas.
- Safety in numbers - Bike Calgary formed a 'bike gang' at one school, where a group of children bike to school together.
- Use flashing lights and less confusing signage.
- Consider painting red lines to indicate exactly where five meters from a crosswalk actually is.

3. How can we make up for/address the gap in legislation?

- B.C. has implemented a 'kid zone' which has longer hours and is used instead of school or playground zones.
- Shift our way of thinking about signage - can we have signs that are not just a flat piece of metal? Could play-

ground zone signs flash when school is in session? The cost would be huge. We also need to make sure signage is not masked by trees.

- Create a non-profit school safety group that blankets the whole city. Fundraise to allow schools that need funding access to better solutions that cost money.
- Give municipalities the ability to change playground zones to match the school start times.

4. How can we increase respect for children waiting for buses and crossing roads?

- This group joked that tossing a child-sized mannequin in front of speeding cars, or painting child-fatality crime scene images on the road, might effectively slow vehicles down.
- More CPS support for bus drivers, who do an excellent job. Allow buses to turn on the 'don't pass' flashing lights when stopped for pick-ups.
- Consider walking school buses.
- Put up noticeable 'School Bus Pick-up' signs, rather than relying on Calgary Transit signs at bus stops.

5. How can we encourage parents to follow the law?

- A big problem is that parents do not respect the rules or the community around the school (i.e. parking in driveways).
- Educate the children to lead by example: one school asked families to create traffic safety posters as part of a contest, with the winner receiving a prize.
- Positive reminders: Another school handed out post-cards the week following an information campaign by the AMA. Parents who followed the rules received a thank-you card and had their names entered in a draw.
- More consistency and clarity of signage is required. The current signage is too small and too complicated. Use one sign for school/playground zone - 'Kid Zone!' Perhaps painted markings could extend further into the street so drivers notice them.



Safe streets for kids

Round Table Discussion (continued)

- Have students count the number of traffic violations and make families aware of the result, as was done at Nellie McClung School.
- Use public humiliation - 'bad driver of the day' photo posted in the office!

6. How can we develop a city-wide, easily accessible school traffic safety plan?

- Consolidate 'best practice' solutions for common safety issues - ideas like school traffic safety campaigns, pamphlets or brochures, poster contests. The school boards or CAPSC could act as the point of entry for schools and communities trying to solve these issues, saving time and resources.
- Get input from the City of Calgary, Calgary Police Services, the school boards and the AMA in developing materials.
- Provide advice on advocating for changes to signage, traffic studies, and finding information.
- Consider new physical configurations, such as replacing part of a field with a drop-off area.
- Encourage key stakeholders to promote safety by preserving patrols, using flashing lights/stop signs or other ideas presented during the meeting.

Parent Parking Patrol & Sign

Midnapore School

Posted sign encouraging parents to choose safety over convenience.

Kiss & Drop Program

Olympic Heights School

Parent volunteers load and unload children from vehicles so parents don't have to park.

More Ideas & Information

<http://www.ama.ab.ca/community-and-ama>

<http://www.saferoads.com/streetsafe/index.html>

<http://www.calgarysafetycouncil.com/CSCSafetyCityPedestrian.htm>

<http://www.bcaaroadsafety.com/resources/school-safety-patrol/>

Road Safety Postcard Project

Glendale School • Red Deer

Police officers stopped vehicles to hand out postcards made by Glendale students. The cards listed reminders about safe driving skills and habits.

Safe Streets for Schools Pledge

Several Edmonton schools

Parents are asked to read, sign and return a pledge form to demonstrate that they will improve safety for students.

Traffic Safety Poster Contest

Sam Livingston School

Students create posters about traffic safety, which are judged by families in the school community. Winning poster artists receive a prize.

Back to School

Police Services and AMA School Safety Patrol

First day of school event that reminds both pedestrian and drivers about basic traffic safety rules for school areas.



Safe streets for kids

Other Suggestions

These ideas were not presented as part of the formal meeting, but e-mailed as suggestions or discussed during the informal reception that followed.

Consider developing a variation of the safety patrol program that would allow K-4 students to act as a visual reminder (but not as crossing guards).

Coordinate a city-wide traffic safety awareness week, with many schools working together to remind drivers to take care.

Develop strategies to control speed in alleys around schools.

Road workers are provided with reflective materials, signs and bright clothing so that drivers can see them from a distance. Consider similar measures for school bus stops and children moving through neighborhoods and catching buses in early morning.

Place reminder ads about how to drive safely in school zones in community and school newsletters. Include details on fines for violations.

If school buses must offload students on a narrow street, do not allow parking on the opposite side during school rush hours to discourage jaywalking between buses.

Thanks to everyone who donated time and resources to this event:

- Our Stakeholders • Willow Park School
- Lord Beaverbrook High School • FM Systems
 - Calgary Co-op • Safeway
 - Superstore • Sobeys
- Student Council, Staff & Families of École Sam Livingston School

Consider ways to make pedestrian traffic signs bigger, brighter and more noticeable.



Traffic Safety Stakeholder Meeting

April 25, 2013

Calgary Board of Education

Site Planning and New School Construction

Overview of Municipal School Reserves

- Municipal School Reserve (MSR) is allocated in concept at the time when an Area Structure Plan (one or more communities) is developed. Location is determined by transportation requirements, land ownership patterns and other factors.
- At the Outline Plan stage, specific location and sizes of sites are determined. At this time a Joint Use Concept Plan is also created showing allocation of school building envelope, community association site, playfields, dry ponds and associated site sizes.
- The land is held in joint trust by the City of Calgary, (the City) and the two school boards (Public, Separate) and administered through the Joint Use Agreement (JUA) by the Joint Use Coordinating Committee (JUCC).

CBE School Sites

- Elementary and middle school sites are formally acquired from developers as dedication and are serviced to standards as part of the City Master Residential Development Agreement (MRDA). These standards are based on City and Urban Development Institute (UDI) agreed to development requirements.
- Elementary school sites are approximately 10 acres in size with a four acre building envelope and six acres of playfields (soccer, baseball, playground). The Calgary Board of Education (CBE) builds large capacity elementary schools (K-4) that can accommodate 600 students.
- Junior high/middle school sites are approximately 12 acres in size with a four acre building envelope and eight acres of playfields (soccer, baseball, playground). The CBE builds large capacity middle schools (Grade 5-9) that can accommodate 900 students.
- Senior high school sites are 20-23 acres in size with a ten acre building envelope and 10-13 acres of playfields (soccer, football/track, baseball, other). Senior high schools (Grade 10-12) can accommodate 1500-1800 students.

CBE School Site Planning

- The CBE is involved in the site selection process for new school sites and review detailed plans submitted by developers. Plans are reviewed by the CBE and all City departments for final City approval.
- The Site Planning Committee (CBE, CSSD, Parks, Planning, Roads, Transit, Drainage) of the JUCC reviews all detailed plans submitted by developers.
- The detailed outline plan shows street layout, land use, public transit stops, street blocks, parking, school location and size of the school building envelope and playfields.
- Bus parking is on one collector frontage and in the range of 110-130 metres and frontage can accommodate six to eight buses.

- Parent parking pick-up and drop-off is on the other collector width school frontage and frontage is in the range of 110-130 metres where possible.
- Where possible, Calgary Transit does not have stops along the school frontages, and should be on the opposite side of the street.
- Crosswalks (require 5 metre setbacks) are preferred at street corners as opposed to mid-block (reduces parent parking space along frontages). School driveway entrances require 5 metre setbacks as well.
- Most houses in developing communities are designed with front drive garages/driveways and reduce available parking spaces on the opposite side of the street.
- Vehicle, traffic and parking generators of medium to high density multi-family housing and commercial uses are not desired next to school buildings.

CBE School Construction

- New school construction is funded through Provincial approvals as part of the annual School Capital Plan process. Provincial design, construction and budget requirements affect parking and transportation.
- Drop-off lay-bys are not provided in the school construction budget as access is to be accommodated within collector width roads along school frontages. Lay-bys would also require more land to be dedicated for reserve.
- Additional transportation improvements are not in the school construction budget for school sites such as access lanes, crosswalk lights and intersection lights (more likely at high school sites).
- The school construction budget provides minimum bylaw parking standards to meet Leadership in Energy and Environmental Design (LEED) initiatives. No additional parking on site above bylaw standard.
- **Bylaw Standards (K-6)** - 1 stall/15 students; 2.5 pick-up/drop-off stalls/100 students; minimum of 5 pick-up/drop-off stalls.
- **Bylaw Standards (Grade 7 -9)** - 1 stall/18 students; 2.5 pick-up/drop-off stalls/100 students; minimum of 5 pick-up/drop-off stalls.
- **Bylaw Standards (Grade 10-12)** - 1 stall/8 students; 1.5 pick-up/drop-off stalls/100 students; minimum of 5 pick-up/drop-off stalls.
- Bylaw parking standards essentially meet staff and some visitor parking depending on utilization of school. Volunteers and visitors may be required to park off-site. Additional on-site parking would also require more land to be dedicated for reserve.

Bus Transportation and Walk Limits

- The drop-off and pick-up period at school opening and dismissal is for a short duration of approximately 30 minutes each morning and afternoon, with a large number of buses and cars converging on the school site.
- Although the walk limit is 1.2 km for elementary (K-4) students, many of the younger students are driven to school. This puts pressure on available school frontage due to the large number of students being driven.
- The walk limit is 2.4 km for middle school (Grade 5-9) students; however, many older students are still driven to school putting pressure on the available school frontage at the larger middle schools (900 capacity).
- In new communities, where most students are within the walk limit, only one or two buses may be required and bus parking frontage can be reduced and used for parent parking.