

CITY OF MARTENSVILLE
REGULAR COUNCIL MEETING 16-2015
TUESDAY OCTOBER 6, 2015
MINUTES

PRESENT: Mayor Kent Muench, Deputy Mayor Tyson Chillog, Councillors: Darren MacDonald, Jamie Martens, Terry Kostyna (arrived at 5:20 pm), Travis Wiebe, Bob Blackwell, City Manager Scott Blevins, Director of Infrastructure & Planning Joe Doxey, Community Economic Development Manager Dillon Shewchuk,

REGRETS: Director of Recreation & Community Service Dave Bosch,

LOCATION: Council Chambers, City Hall

RECORDING SECRETARY: City Clerk Carla Budnick,

CALL TO ORDER: Mayor Kent Muench called the meeting to order at 5:00 P.M.

RES: #249/10062015 (Martens/MacDonald)

AGENDA

“That we adopt the agenda dated October 6th, 2015”

CARRIED

RES: #250/10062015 (Wiebe/MacDonald)

MINUTES – SEPTEMBER 15th, 2015

“That we accept the minutes of the Regular Council Meeting No. 15-2015 dated September 15th, 2015”

CARRIED

RES: #251/10062015 (Blackwell/Wiebe)

EXPENDITURE APPROPRIATION

“That we authorize Expenditure Appropriation No. 16-2015, \$855,340.73 as attached hereto and forming part of the minutes.”

CARRIED

RES: #252/10062015 (Martens/MacDonald)

BANK RECONCILIATION

“That we accept the Bank Reconciliation for the month of August 2015.”

CARRIED

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RES: #253/10062015 (Martens/Chillog)

TRAFFIC POLICY

“That we adopt the Transportation Policy Recommendations as attached hereto and forming part of the minutes.”

CARRIED

It was noted that the process for signage will be based on data collection and background data. The question was raised on how areas will be addressed, what will be considered priority? Director of Infrastructure and Planning indicated that the plan is to focus on existing neighborhood development, corridors already experiencing problems and finally areas that are brought forward as potential concerns.

RES: #254/10062015 (Blackwell/Wiebe)

LIST OF LANDS IN ARREARS

“That we accept the List of Lands with Arrears of Taxes as attached to and forming part of these minutes.”

CARRIED

RES: #255/10062015 (MacDonald/Martens)

BYLAW NO. 21-2015 (FIRST READING):

“That Bylaw 21-2015, being the Water & Sewer Utility Administration Amendment, be read for the first time”

CARRIED

RES: #256/10062015 (Blackwell/Wiebe)

BYLAW NO. 21-2015 (SECOND READING):

“That Bylaw 21-2015, be read for the second time”

CARRIED

RES: #257/10062015 (Martens/MacDonald)

BYLAW NO. 21-2015 (THIRD READING):

“That we give Bylaw 21-2015, three readings at this meeting.”

CARRIED UNANIMOUSLY

RES: #258/10062015 (MacDonald/Blackwell)

BYLAW NO. 21-2015 (THIRD & FINAL READING):

“That Bylaw No. 21-2015, being the Water & Sewer Utility Administration Amendment, be read for a third and final time.”

CARRIED

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RES: #259/10062015 (MacDonald/Martens)

IN-CAMERA

“That Council go in-camera at 5:08 P.M.”

CARRIED

IN-CAMERA

- A) Land Development
- B) Police Commission Meeting
- C) SREDA
- D) Economic Development

RES: #260/10062015 (Kostyna/Blackwell)

RESUME REGULAR COUNCIL MEETING

“That we resume the October 6th, 2015 Regular Council Meeting at 7:13 P.M.”

CARRIED

RES: #261/10062015 (Martens/MacDonald)

ADJOURN

“That we adjourn this meeting at 7:14 P.M.”

CARRIED

MAYOR

CITY CLERK

EXPENDITURE APPROPRIATION NO. 16 - 2015

October 6 2015

CHQ	SUPPLIER	AMOUNT	CHQ	SUPPLIER	AMOUNT
29264	PITNEYWORKS	\$ 2,100.00	29351	MERLIN FORD LINCOLN	\$ 229.95
29265	101056449 SASKATCHEWAN LTD	\$ 26,234.88	29352	METALMAN ART & DESIGN	\$ 3,026.58
29266	AKISTER, RHEANNON	\$ 65.00	29353	MIAZA, TAMMY	\$ 65.00
29267	ANDREAS, KOMAR	\$ 125.00	29354	MORAN, ANDI	\$ 100.00
29268	AQUA TOX TESTING AND CONSULTING	\$ 3,449.25	29355	MUENCH, KENT	\$ 75.00
29269	ASL PAVING LTD	\$ 2,007.87	29356	NATIONAL REFRIGERATION	\$ 1,057.62
29270	ASSOCIATED ENGINEERING	\$ 38,332.98	29357	NESBITT, LAURIE	\$ 120.00
29271	ASUNCION, CHRISTOPHER R	\$ 168.00	29358	NORCAN FLUID POWER LTD	\$ 19.56
29272	BARBER-WIEBE, NOVALEE	\$ 160.00	29359	P MACHIBRODA ENGINEERING	\$ 2,091.45
29273	BERGEN, RAQUEL	\$ 97.50	29360	PAR TOOLS	\$ 353.40
29274	BHUTTA, HASAAN AND HAMEED	\$ 22.00	29361	PARAMOUNT PARTS	\$ 166.96
29275	BLEVINS, SCOTT	\$ 75.00	29362	PEPSICO CANADA	\$ 467.67
29276	BOSCH, VAL	\$ 666.25	29363	PERRON, PAUL	\$ 130.00
29277	BOSS LUBRICANTS	\$ 2,247.25	29364	POILIEVRE, CHRISTINA	\$ 100.00
29278	BRAD'S TOWING LTD.	\$ 174.33	29365	PRAIRIE SPIRIT SCHOOL DIV	\$ 178,189.92
29279	BRANDRICK, NANCY	\$ 65.00	29366	PRECISION ELECTRO MECHANIC	\$ 4,171.20
29280	BROOMAN, DEAN	\$ 35.00	29367	RITTINGER, MARK	\$ 65.00
29281	BUDNICK, CARLA	\$ 40.00	29368	ROSEBERRY PROPERTIES LIMI	\$ 5,223.22
29282	CAMPBELL, CRYSTAL	\$ 50.00	29369	SASK RESEARCH COUNCIL	\$ 812.71
29283	CANGARD SECURITY SYSTEMS	\$ 322.60	29370	SASKATOON MUZZLE LOADING	\$ 336.00
29284	CANWEST PROPANE PARTNERSHIP	\$ 380.66	29371	SCHIERLING, RACHELLE	\$ 65.00
29285	CATTERALL & WRIGHT LTD	\$ 43,068.21	29372	SCHWAGER, NANCY	\$ 450.00
29286	CAWLEY, SHAUNNA	\$ 65.00	29373	SHARE CANADA	\$ 478.80
29287	CERVUS EQUIPMENT	\$ 360.66	29374	SHAUGHNESSY APPLIANCE SERVICE	\$ 1,288.76
29288	CEY, ANNE-MARIE	\$ 292.50	29375	SHERCOM INDUSTRIES INC	\$ 96.60
29289	CHRISTIANSON, JODY	\$ 65.00	29376	SPEEDY GLASS	\$ 607.36
29290	CONEY, AMY	\$ 105.00	29377	STC THE BUS COMPANY	\$ 25.88
29291	CORMAN PARK 4SEASON SALES	\$ 193.03	29378	STORMY MARKETING	\$ 446.50
29292	CROSBY HANNA & ASSOCIATES	\$ 20,211.40	29379	STRONSKI, MYKI	\$ 425.00
29293	CROSS, VICKI	\$ 80.00	29380	SUMA	\$ 179.23
29294	CROWE, DONALD	\$ 490.00	29381	SUMA (INSURANCE)	\$ 18,852.58
29295	CTV SASKATOON	\$ 3,243.45	29382	SWIMMING POOLS BY PLEASURE	\$ 377.31
29296	D & M FIRE SAFETY SYSTEMS	\$ 126.00	29383	TALARA, MANDY	\$ 65.00
29297	DANYLKO, LEANNA	\$ 143.52	29384	TERRY'S LOADER	\$ 945.00
29298	DARBYSHIRE, ANNA	\$ 150.00	29385	TOSHIBA BUSINESS SOLUTION	\$ 18.66
29299	DIRECTOR FAMILY RESPONSIBILITY	\$ 550.00	29386	TR PETROLEUM MARTENSVILLE	\$ 6,335.35
29300	EECOL ELECTRIC (SASK) INC	\$ 3.82	29387	VADIM COMPUTER MANAGEMENT	\$ 3,503.50
29301	ELGERSMA, ASHLEY	\$ 130.00	29388	VANLANDUYT, FRED	\$ 100.00
29302	ELLIOTT, RANDY	\$ 100.00	29389	WAL-MART	\$ 128.31
29303	ENVIROTEC SERVICES INC.	\$ 2,223.37	29390	WARMAN ULTIMATE CHEERLEAD	\$ 695.00
29304	ERBER, ZACH	\$ 500.00	29391	WHITE, ALEX AND WHITE, WE	\$ 103.71
29305	EXPERT LOCKSMITHS LTD	\$ 371.70	29392	WIG'S PUMPS & WATERWORKS	\$ 823.65
29306	FAHIE, DAVID	\$ 325.00	29393	WILCO CONTRACTORS SOUTHWEST	\$ 46,420.76
29307	FARROW, RON	\$ 80.00	29394	WMCZ LAWYERS	\$ 424.60
29308	FAST, ANGELA	\$ 24.50	29395	WOLSELEY CANADA	\$ 16,910.74
29309	FASTPRINT	\$ 715.03	29396	YOUNG FITNESS INC	\$ 275.10
29310	FEHR, KIM	\$ 82.50	29397	ZEAL MEDIA INC	\$ 2,823.48
29311	FER-MARC EQUIPMENT LTD	\$ 2,279.60	0-0624	CUETS FINANCIAL	\$ 2,969.51
29312	FIRE MARSHAL'S PUBLIC FIRE	\$ 513.45	0-0625	SASKTEL	\$ 3,367.75
29313	FIRSTONSITE	\$ 52.50	0-0626	SASK POWER	\$ 48,837.78
29314	FORT GARRY INDUSTRIES LTD	\$ 9,982.50	0-0627	SASK MAINTENANCE ENFORCEMENT	\$ 225.00
29315	FRIESEN, KERRI	\$ 422.50	0-0628	CUETS FINANCIAL	\$ 575.00
29316	GAWLUK, ANITA	\$ 80.00	0-0629	CUETS FINANCIAL	\$ 501.48
29317	GILLECTRIC CONTRACTING LTD	\$ 1,879.05	0-0630	RECEIVER GENERAL	\$ 31,373.42
29318	GODBOUT, MICHELLE	\$ 65.00	TOTAL \$ 676,250.41		
29319	GOERTZEN, CHARLOTTE	\$ 240.00			
29320	GORELITZA, BONNIE	\$ 308.95	PAYROLL - P#19		
29321	GRAYCON GROUP	\$ 372.90	DEPARTMENT	AMOUNT	
29322	GREATER SASKATOON CATHOLIC	\$ 7,871.25	General Government	\$ 12,064.21	
29323	GREGG DISTRIBUTORS CO	\$ 518.19	Protective Services	\$ 1,194.67	
29324	GRYBA, JULIE	\$ 65.00	Planning Development	\$ 8,503.82	
29325	GUARDIAN TRAFFIC SERVICES	\$ 717.00	Recreation & Community Services	\$ 29,543.44	
29326	HAMM CONSTRUCTION LTD	\$ 70,562.63	Transportation Services	\$ 13,089.85	
29327	HANDY GROUP OF COMPANIES	\$ 194.04	Water & Sewer	\$ 6,727.55	
29328	HBI OFFICE PLUS INC.	\$ 281.72	Council	\$ 8,942.43	
29329	IKS MEDIA & TECHNOLOGY LTD	\$ 990.00	TOTAL \$ 80,065.97		
29330	J-S GAUTHIER CREATIVE SERVICE	\$ 2,362.50			
29331	JENSON PUBLISHING	\$ 236.05	PAYROLL - P#20		
29332	JOHN DEERE LANDSCAPES	\$ 17.82	DEPARTMENT	AMOUNT	
29333	KEMSOL PRODUCTS LTD.	\$ 1,134.11	General Government	\$ 12,101.74	
29334	KIRK, VAL	\$ 375.00	Protective Services	\$ 28,735.77	
29335	KOBUSSEN, JULIE	\$ 225.00	Planning Development	\$ 8,503.82	
29336	MORGAN KREUGER, SARA	\$ 30.00	Recreation & Community Services	\$ 30,305.66	
29337	LAFARGE CANADA INC	\$ 7,846.27	Transportation Services	\$ 12,881.07	
29338	LORAAS DISPOSAL SERVICES	\$ 51.14	Water & Sewer	\$ 6,496.29	
29339	M.T.E. KOS. EXCAVATING LT	\$ 226.80	Council		
29340	MARTENSVILLE BUILDING & HOME	\$ 1,783.13	TOTAL \$ 99,024.35		
29341	MARTENSVILLE EQUIPMENT RENTAL	\$ 72.80	EXPENDITURE GRAND TOTAL \$ 855,340.73		
29342	MARTENSVILLE FIREFIGHTER	\$ 810.00			
29343	MARTENSVILLE HIGH SCHOOL	\$ 400.00			
29344	MARTENSVILLE LIBRARY	\$ 72.36			
29345	MARTENSVILLE MESSENGER	\$ 4,394.25			
29346	MARTENSVILLE NEW HORIZONS	\$ 300.00			
29347	MARTENSVILLE SUPER VALU	\$ 240.16			
29348	MASIMO CANADA ULC	\$ 224.40			
29349	MCGILL'S INDUSTRIAL	\$ 2,867.00			
29350	MEPP	\$ 17,150.02			



Request for Decision

		Date:	October 6 th , 2015
Topic:	TRAFFIC POLICY		
Background:	The traffic policy will provide the tools needed to provide a predictable set of rules for our management of traffic that will provide for efficient travel, safety, and incorporate traffic calming tools where needed. It provides the basis for administration to respond to many of the most common public inquiries or concerns related to traffic using best management practices across the industry. The selected policies were revised where necessary to make them scaleable for our size of roads, volumes of traffic, and general types of traffic flows. The Transportation Policy recommendations are attached. The completed policy came to Council August 8th for information and to discuss any concerns. Since this meeting we have had no problematic concerns with the policy.		
1.	Infrastructure & Planning		
Correlation to Business (Strategic) Plan			
Benefits:	Will result in traffic control devices, and capital expenses are implemented to actually increase the measured safety of pedestrians, cyclists, and motorists alike.		
Disadvantages:	There are no dis-advantages. The policy still allows Adminsitration and Council to use professional judgement where experience in transportation will allow them to recognize special conditions and make adjustments when and where necessary.		
Alternatives:	Ad-hoc – every request could potentially result in a Council motion or resolution, but could result in highly variable implementation strategies.		
Finance/Budget Implications:	Some increased budget implications, but they will be minor. Traffic monitoring will need to increase to ensure that sufficient data is provided. Much of this would be operational (or manpower) intensive, but it could evolve to require future motoring equipment tools.		
Operating Costs:	-0-	Capital Cost:	-0-
Budget Available:	-0-	Source of Funds:	-0-
Budget Cost:	-0-	Underbudgeted Cost:	
Communication Strategy:			
Direction Proposed:	That Council pass a motion to adopt the Transportation Policy Recommendations as attached		
Report Writer:	Joe Doxey	City Manager:	
Position:	Director of Planning and Infrastructure		

City of Martensville
Box 970, Martensville, SK S0K 2T0



DILLON
CONSULTING

Transportation Policy

Summary of Recommended Policies

City of Martinsville

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1.0

Recommended Policies

1.1

Yield Control

A Two-Way Yield may be warranted when one or more of the following conditions apply:

1. Minor approach to an intersection where the safe vehicle speed on the approach is greater than 15 km/h.
2. When the application of the right-hand rule at an intersection is unduly dangerous.
3. Where an unrestricted right turn is permitted without an adequate acceleration lane.
4. A right turn channel at an at-grade intersection.
5. At an intersection where engineering studies identify a unique problem that is correctable by the installation of yield signs.

1.2

Two-Way Stop Control

A Two-Way Stop may be warranted when one or more of the following conditions apply:

1. When a local street intersects with a major collector or arterial street.
2. When a minor collector street intersects with a major collector or arterial street.
3. When a major collector intersects with a major collector or arterial street.
4. When the geometry or alignment of a street results in an inadequate sight line.
5. When the application of the right-hand rule at an intersection is unduly dangerous.
6. When the safe approaching speed at an intersection is less than 15 km/h.
7. If the vehicular volume entering the intersection of major and minor streets exceeds 250 during the peak hour.
8. At an intersection where the number of reportable accidents occurred in the last 12 months is three or more and that could only be preventable by the installation of two-way stop signs.
9. At an intersection, where engineering studies identify a unique problem that is correctable by the installation of two-way stop signs.

1.3

All-Way Stop Control

An All-Way Stop may be warranted when one or more of the following conditions apply:

- **Volume:**
 - When the traffic volume on the minor roadway is at least 30% of the total traffic volume at the intersection for a three-way intersection (directional split of 70/30) and at least 40% of the total traffic volume for a four-way intersection (directional split of 60/40) during peak hours; AND

- The total number of vehicles approaching the intersection from the minor volume street(s) and the number of pedestrians (converted into equivalent adult units) crossing the major volume street(s) shall be greater than 80/hr during the peak hour; AND
- A minimum vehicular volume of 350 vehicles during the peak hour from all directions at the intersection.
- **Collision:**
 - When an average of three reported collisions considered preventable by all-way stop controls (i.e. right angle and turning movement collisions) has occurred per year in the past two years.
 - When four or more reported collisions considered preventable by all-way stop controls (i.e. right angle and turning movement collisions) has occurred in the last 12 months.
- **Visibility:**
 - Where the sight distance from a point 2.7m from the edge of the major street is less than 55m to the left or 60m from the right.
- **Other:**
 - When a traffic signal has been warranted and could not be installed immediately, then all-way stop signs are implemented as interim measure to control vehicular movement.
 - When engineering studies identify a unique problem that is correctable by the installation of all-way stop signs.

The proposed intersection for installing all-way traffic control cannot be located within a 250 meter radius of another all-way traffic control or traffic signal.

1.4

Traffic Signals

TAC signal warrant.

1.5

Pedestrian Crossings

TAC methodology and warrants for pedestrian crossing, outlined in the *Pedestrian Crossing Control Guide* (October 2011). The steps to identify whether a site is a candidate for pedestrian crossing control are:

1. As an initial step in the application of this element of the Decision Support Tool, check the traffic signal warrant applicable to the local jurisdiction. Situations in which a traffic signal is warranted should be examined in light of the guiding principles prior to application of the treatment.
2. If the traffic signal warrant is not met, continue with the evaluation of pedestrian and vehicular traffic.

Hourly pedestrian volume is converted to Equivalent Adult Units (EAUs) to account for pedestrian age and physical ability. These conversions are shown in Figure 1. The

minimum average hourly pedestrian volume at which the installation of a pedestrian traffic control device should be considered is 15 EAUs. This threshold is based on a minimum volume of 100 pedestrians over a 7-hour continuous counting period. In jurisdictions where it is impractical to count pedestrians for a 7-hour continuous counting period, shorter duration counts may be used to establish an average hourly pedestrian volume. The same threshold of 15 EAUs/hr should be applied to these counts. However, caution should be used when selecting the count period to ensure that the observed pedestrian volume is representative of a sustained level of pedestrian demand at the site.

Available research indicates that the minimum practical traffic volume at which the installation of a pedestrian crossing control device should be considered is 1,500 vehicles/day. This Guide recommends the use of this minimum threshold. Daily traffic volumes should be established by applying standard traffic monitoring procedures.

3. If the minimum pedestrian and vehicular volumes are met, continue by assessing the proximity of this site to another traffic control device (e.g., in this context, a traffic control device refers to a traffic signal or another pedestrian crossing control device). Having control devices in close proximity to each other can result in incorrect driver decisions which, in turn, may lead to collisions with pedestrians and other road users. Close proximity of various devices can also result in traffic flow disruptions and hence, low level of service along a corridor.
4. If the given site is not within close proximity to an existing traffic control device then this site is a candidate for pedestrian crossing control. The type of device to install depends on specific site conditions.
5. If the given site is within close proximity to an existing traffic control device, it is necessary to assess whether this site provides system connectivity for pedestrians. In other words, despite the close proximity to another traffic control device, would the installation of a pedestrian crossing control device at this location encourage the overall continuity and connectivity of the pedestrian network? If yes, then this site is a candidate for pedestrian crossing control. The type of device to install depends on specific site conditions. If this site is not on a desire line or there is no need for system connectivity, then this site is not a candidate for pedestrian crossing control. In this case, pedestrians may be directed to the nearest crossing either by guidance signs indicating where to cross, or by installing urban fences or rails at the edge of the curb, thereby channelizing pedestrians to the recommended crossing location.
6. If the minimum pedestrian and vehicular volumes are not met, assess whether this site provides system connectivity for pedestrians. In other words, despite the low level of observed demand, would the installation of a pedestrian crossing control device at this location encourage the overall continuity and connectivity of the pedestrian network? If yes, then assess the proximity of this site to another traffic control device. If the site is too close to another traffic control device then the site is not a candidate for pedestrian crossing control. However, if the site is not too close to another traffic control device, this site is a candidate for pedestrian crossing control. In these situations, the installation of a GM1 treatment is recommended. If this site is not on a desire line or there is no need for system connectivity, then this site is not a candidate for pedestrian crossing control.

If a site has been identified as a candidate for pedestrian crossing control, go to Table 1 to determine the type of treatment based on site conditions.

Ground-mounted systems (GM): These are the most basic of all systems, comprising a crosswalk with side-mounted signs (GM1) or a crosswalk with overhead-mounted signs (GM2). The unique aspect of these systems is that they involved passive signs rather than active signs (i.e., those with flashing beacons or any other type of dynamic device).

Overhead Flashing Beacon System (OF): There is only one system in this category (special crosswalk).

Traffic Signal Systems (TS): These systems provide pedestrian crossing opportunities using traffic signals.

Additional information on the appropriate measures and their layouts can be found in the TAC *Pedestrian Crossing Control Guide* (October 2011).

TABLE 1: TAC PEDESTRIAN CROSSING CONTROL GUIDE TABLE 1

Pedestrian Crossing Control Guide



Table 1: Decision Support Tool – Treatment selection matrix.

Use this table ONLY if instructed to do so in Figure 6 (p S2-8)

AVERAGE DAILY TRAFFIC	SPEED LIMIT (km/h)	TOTAL NUMBER OF LANES (includes all types of lanes [^])			
		1 or 2 lanes	3 lanes	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤50	GM1	GM1	GM1	GM2
	60	GM2	GM2	OF	OF
	70	GM2	GM2	OF	OF
4,500 < ADT ≤ 9,000	≤50	GM1	GM1	GM1	GM2
	60	GM2	GM2	OF	TS
	70	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤50	GM1	GM2	OF	OF
	60	OF	OF	TS	TS
	70	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤50	GM2	OF	OF	OF
	60	OF	OF	TS	TS
	70	OF	TS	TS	TS
>15,000	≤50	OF	OF	OF	TS
	60	OF	TS	TS	TS
	70	OF	TS	TS	TS

[^] The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 and 3.7 m according to TAC Geometric Design Guidelines (Table 2.2.2.3). A cross-sectional feature (e.g., a bike lane) that extends the average crossing distance per lane beyond this range of lane widths may need to be considered as an additional lane in this table.

- A **TS treatment system** should be selected: (1) for cross sections with GREATER THAN 6 lanes where a raised refuge is present; (2) for cross sections with GREATER THAN 4 lanes where no raised refuge is present; (3) for speeds GREATER THAN 70 km/h; and (4) in cases where the table recommends an OF system but these systems are not used in the jurisdiction.
- Installation of an **OF treatment system** can negatively impact traffic operations when there is high pedestrian demand and vehicular traffic volumes are greater than 12,000 vehicles per day. As a general rule, pedestrian demand may be considered high when the volume of crossing pedestrians exceeds 100 EAUs per hour, averaged over a seven-hour continuous counting period. In these cases, **replace the OF system with a TS system**.
- If this table recommends a TS or OF system AND the application environment is a roundabout, **select a GM2 system** instead for installation. OF or TS systems should not be installed at roundabouts.
- Always check stopping sight distance at the site as per TAC Geometric Design Guidelines, and if it is insufficient, create it by applying available tools.

GM1 Go to Table 3A Page S2-18	GM2 Go to Table 3B Page S2-19	OF Go to Table 3C Page S2-20	TS Go to Table 3D (half) or 3E (full signal) Page S2-21
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October 2011

S2-11

1.6

School and Playground Areas and Zones

The Alberta Infrastructure and Transportation *Guidelines for School and Playground Zones and Areas*. It states that:

- **School Areas** (warning signs) can be considered for roadways near Elementary and Middle schools, where there is a possibility of children entering the roadway.
- **School Zones** (reduced speed limits near schools) are generally discouraged along “walk-to-school routes” away from the school vicinity.

The factors to be considered in the establishment of School Areas and Zones are:

- **School Type:** Elementary, Middle or High;
- **Road Classification:** Local, Collector or Arterial;
- **Fencing Characteristics:** Fully Traversable, Partially Traversable or Non-Traversable;
- **Property Line Separation:** Abuts Road, Less than 50 metres or Greater than 50 metres;
- **Location of School Entrance:** Main, Secondary or None; and
- **Location of Sidewalks:** None, School Side or Both Sides.

A procedure was developed to systematically consider these criteria to establish the need for a School Zone or School Area. The procedure assigns a Maximum Point Value to each criterion, reflecting its relative importance. It also assigns a weighting factor 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. The input worksheet is shown in Figure 2. Once a score is calculated, the matrix shown in Table 2 is used to determine whether a school area or zone is needed.

TABLE 2: SCHOOL AREA OR ZONE MATRIX

Total Score	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.

FIGURE 2: SCHOOL ZONE INPUT WORKSHEET

Alberta Infrastructure and Transportation**GUIDELINES FOR SCHOOL AND PLAYGROUND ZONES AND AREAS****DECEMBER 2007****TABLE 2.1 SCHOOL ZONE INPUT WORKSHEET**

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

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

ESTABLISHMENT OF SCHOOL AND PLAYGROUND ZONES AND AREAS**D3-9**

The Alberta Infrastructure and Transportation *Guidelines for School and Playground Zones and Areas* also address Playground Areas and Zones:

- **Playground Areas** (warning signs) can be considered for playgrounds near the roadway, where there is a possibility of children entering the roadway. Playground Areas are generally discouraged for any other recreational uses and for walking routes to playgrounds that are not adjacent to the playground property itself.
- **Playground Zones** (reduced speed limits near playgrounds) are generally discouraged along roadways where:
 - Playground or field is fully fenced;
 - Playground is located an appreciable distance from the roadway; or
 - Playground entrance is not located along the subject roadway.

The factors to be considered in the establishment of Playground Areas and Zones are:

- **Playground Type:** Field with children's playground, Narrow frontage, Indoor/Enclose;
- **Road Classification:** Local, Collector or Arterial;
- **Fencing Characteristics:** Fully Traversable, Partially Traversable or Non-Traversable;
- **Property Line Separation:** Abuts Road, Less than 50 metres or Greater than 50 metres;
- **Playground Entrance:** Main, Secondary or None;
- **Location of Sidewalks:** None, Playground Side or Both Sides.

A procedure was developed to systematically consider these criteria to establish the need for a Playground Zone or Playground Area. The procedure assigns a Maximum Point Value to each criterion, reflecting its relative importance. It also assigns a weighting factor 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. The input worksheet is shown in Figure 3. Once a score is calculated, the matrix shown in Table 3 is used to determine whether a school area or zone is needed.

TABLE 3: PLAYGROUND ZONE RESULTS MATRIX

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

FIGURE 3: PLAYGROUND ZONE INPUT WORKSHEET

Alberta Infrastructure and Transportation**GUIDELINES FOR SCHOOL AND PLAYGROUND ZONES AND AREAS****DECEMBER 2007****TABLE 2.3 PLAYGROUND ZONE INPUT WORKSHEET**

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

TOTAL SCORE (sum of T,F,C,L,E and S)

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

ESTABLISHMENT OF SCHOOL AND PLAYGROUND ZONES AND AREAS**D3-17**

1.7

Traffic Calming

Warrant 1:

- **Petition:** A petition requesting implementation of traffic calming measures must be signed by at least 70% of households on the street. Warrant 2 and 3 will not be considered until Warrant 1 is satisfied.

Warrant 2: All criteria must be fulfilled to satisfy this warrant.

- **Emergency Response:** On streets where traffic calming is proposed, impacts on Emergency Services will not be significant.
- **Sidewalks:** On streets where traffic calming is proposed there must be a continuous sidewalk on at least one side of the street.
- **Road Grade:** Traffic calming measures should not be implemented at or near locations where the road grade exceeds + or – 5%.

Warrant 3: All criteria must be fulfilled to satisfy this warrant.

- **Minimum Speed:** On streets where traffic calming is proposed, the 85th percentile speed over a 7-day period must be a minimum of 15km/h (but less than 20 km/h) over the posted speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR On streets where the 85th percentile speed over a 7-day period exceeds the posted speed limit by a minimum of 20 km/h there is no minimum volume required in Warrant 3.2.
- **Minimum and Maximum Traffic Volume:** For local roads where traffic calming is proposed, the traffic volume must be between 750 vehicles per day and 8,000 vehicles per day. For collector roads where traffic calming is proposed, the traffic volume must be between 1,500 vehicles per day and 8,000 vehicles per day.
- **Minimum Block Length:** On streets where mid-block traffic calming measures are proposed, the block length must exceed 120 meters.

The traffic calming study area to be investigated should be established. Traffic calming measures should be assessed on an area-wide basis rather than on a localized basis. As stated in the *Canadian Guide to Neighbourhood Traffic Calming*, in considering measures to resolve a traffic problem in one location, any potential effects on adjacent streets must be considered. If not applied area-wide, traffic calming measures might simply create or exacerbate problems elsewhere in the neighbourhood.

Once a location has been warranted for traffic calming, it needs to be ranked to verify its priority in relation to other traffic calming needs. The ranking points system is outlined in Table 4. The locations will be prioritized for implementation from highest points (top priority) to lowest points (least priority).

TABLE 4: CITY OF MARTENSVILLE TRAFFIC CALMING RANKING SYSTEM

Traffic Calming: Ranking System			
Ranking	Speed	Local Road	Collector Road
Max 100 points	(0 to 25 points)	1 point for each km/hr that the 85 th percentile speed is above the posted speed limit	1 point for each km/hr that the 85 th percentile speed is above the posted speed limit
	Volume (0 to 25 points)	Local Road 1 point for every 100 vehicles of daily traffic to a maximum of 25 points	Collector Road 1 point for every 200 vehicles of daily traffic to a maximum of 25 points
	Collisions (0 to 25 points)	5 points for 1 preventable collision recorded by police in the past 3 years; or 10 points for 2 or more preventable collisions recorded in the past 3 years; or 15 points for 1 or more preventable collisions recorded resulting in personal injury in the past 3 years	
	Pedestrian Factors (0 to 25 points)	5 points for each pedestrian generator within 150 meters of the study area (e.g. park, school, senior's centre, recreation centre, church, or other public institutions) to a maximum of 20 points.	

Traffic calming measures to be implemented will depend on the type of problem requiring resolution. Community outreach and engagement should be undertaken when investigating measures for implementation.

Form 1 (section 3)
LIST OF LANDS IN ARREARS
City of Martensville
 Province of Saskatchewan

List of lands with arrears of taxes October 1, 2015

Section 3(1) of *The Tax Enforcement Act*

Description of Land

Assessment ID	Lot	Block	Plan	Title #	Amount
485001950	12	19	80S04334	143318190	8,363.74
485033500	10	28	87S51687	141044802	7,277.25
485056050	14	39	98SA24054	143663980	4,124.52
485100350	45	19	96S33143	145184597	5,249.92
485103050	88	19	97S45654	109086868	6,685.76
485105300	3	33	97S41213	134513793	5,519.51
485106120	8	36	101869094	141428505	7,506.30
485110650	13	35	101847944	141061610	5,510.44
495020400	26	8	78S39107	144439173	5,993.94
495027250	12	10	61S12626	143739580	4,668.63
495034100	22&23	18	101651633	144840720	6,030.00
495104150	10	75	101982146	144071186	8,357.35
505002355	Unit 5		84S12047	135385814	3,935.04
505006140	Unit 40		98SA07092	136973155	5,225.39
505012050	8	3	77S32410	135501667	6,841.91
505012600	20	3	79S06402	130363332	4,575.00
505014050	2	4	61S08605	112292614	7,207.82
505021200	3	6	67S00276	139215977	8,766.36
505028900	34	9	78S22367	132233790	5,457.98
505030100	22	10	78S47351	137724633	7,019.97
505048650	37	13	87S31495	127705811	7,423.59
505057800	142	11	102002410	141442073	9,383.28
505110220	81	13	101901899	141572101	10,906.15
505124200	5	56	101901899	134011336	6,929.34
515014450	21	61	101992057	144220070	4,998.69
515019030	Unit 30		101977982	139332966	6,298.82
515024400	29	70	101958284	142665981	8,525.33
515025500	51	70	101958284	142901074	9,443.96
515111450	7	62	101937629	138914679	7,451.83
515112800	7	63	101937629	144174900	6,679.47
515121550	12	71	102048791	143312048	6,462.02
515126100	26	72	102039724	141057648	5,233.80
515127800	13	73	102039724	140791158	6,089.27

Submitted to the head of Council

this 6th day of October 2015


 (Treasurer)

CITY OF MARTENSVILLE
WATER AND SEWER UTILITY ADMINISTRATION AMENDMENT
BYLAW NO. 21-2015

A BYLAW OF THE CITY OF MARTENSVILLE TO AMEND THE WATER AND SEWER UTILITY ADMINISTRATION BYLAW NO. P19-93.

The Water and Sewer Utility Administration Bylaw No. P19-93 is amended as hereinafter set forth:

- (a) By deleting Appendix “3” and substituting Appendix “3” as attached to and forming part of this Bylaw.

- (b) This Bylaw shall come into force and take effect upon final passage thereof.

Read a first time this 6th day of October, 2015.

Read a second time this 6th day of October, 2015.

Read a third time and adopted this 6th day of October, 2015.

MAYOR

CITY CLERK

CITY OF MARTENSVILLE
WATER AND SEWER UTILITY ADMINISTRATION BYLAW NO. P19-93
APPENDIX "3"

☐ DEPOSIT	MOVE IN: _____	NEW ACCOUNT# _____
☐ REFUND	MOVE OUT: _____	OLD ACCOUNT# _____
☐ TRANSFER	Transfer Pre-Auth Payment: Yes / No	New Pre-Authorized Form filled out ☐

APPLICATION FOR WATER AND SEWER UTILITY SERVICES

ACCOUNT NAME: _____

Note: the account deposit will be held in this name.

ADDITIONAL NAMES: _____

COMPANY

↑ INDIVIDUAL

↑ JOINT

NEW CIVIC ADDRESS: _____ FORMER ADDRESS: _____

MAILING ADDRESS: _____

(Also to be used for forwarding address)

CONTACT NUMBERS: HOME: _____ CELL: _____

OTHER CONTACT: NAME: _____ NUMBER: _____

☐ ☐ OWN HOME ☐ RENT HOME RENT FROM: _____

** Tenant Release Form filled out: Yes/No **

I HEREBY AUTHORIZE THE CITY OF MARTENSVILLE TO FORWARD A COPY OF THE MONTHLY UTILITY STATEMENT TO THE REGISTERED OWNER OF THIS PROPERTY:

SIGNATURE(S): _____ APPLICATION DATE: _____

☐ PHONED / IN PERSON

CITY INITIAL: _____

DEPOSIT REQUIRED

(3/4) ☐ \$115.00 R # _____

(5/8) ☐ \$90.00 R# _____

Renter \$250.00 R# _____

**Other Deposit Amt \$ _____

R# _____

CONNECTION FEE \$25.00

Notes:

Other Options offered:

E-billing:

Pre-authorized Payment Plan:

**Other Deposit amount would be if they went from owners (\$115) to renters (\$250) the difference of \$135 would need to be collected.

OFFICE USE ONLY: ☐

New Home

Install Date _____

☐

Sent for Read _____

Meter ID# _____

☐

Read on Route

Garbage Bin# _____