

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 21-99-1000
DATE	30 April 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	COMMUNITY SAFETY ZONES

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. Implementation of the community safety zone pilot project, as described in the report;**
- 2. That staff report back with an evaluation of the community safety zones and recommended designation criteria for future zones; and;**
- 3. That the Traffic and Parking By-law No. 1 of 1996 be amended, as described in the report.**

EXECUTIVE SUMMARY

The Province recently amended the *Highway Traffic Act* thereby authorizing municipalities to establish community safety zones (CSZs) on roads under their jurisdiction. A section(s) of road can be designated as a CSZ by by-law if, in Council's opinion, public safety is of special concern. The Province has suggested that the zones may be particularly effective in the vicinity of schools, day care centres, retirement homes or areas with collision rates. The by-law must specify the zone limits, hours, days of the week and months of the year during which it will be in effect.

It is intended that CSZs will be implemented on a section of road to address a specific safety concern, and removed when the problem has been resolved. It is not intended that an entire municipality be designated as a CSZ. Signs have to be erected at the extremities of CSZs informing motorists that they are entering or leaving the zone, and if a zone is longer than one kilometre additional intermediary signs are required. The *Highway Traffic Act* has been amended to double the legislated penalty provisions for moving violations committed within a CSZ. Demerit points associated with each offence have not been increased from current levels.

Because this is a new traffic safety measure, it is essential that the Police Service provide sufficient resources to ensure its success. In this regard, we are informed that as many as six CSZs can be adequately enforced at any one time. As well, the area municipalities are equally concerned about public safety and want to implement CSZs on roads under their jurisdiction.

Therefore, due to the desirability of co-ordinating the design and implementation of CSZs within the Region, and more importantly to co-ordinate limited enforcement resources, a CSZ Task Force has been established involving the Region, six area municipalities, two school boards and the Ottawa-Carleton Regional Police Service. The role of the Task Force is to co-ordinate, implement, monitor and evaluate the effectiveness of the zones for a trial period, educate the general public about the zones and develop designation criteria for future zones.

Because the Province has not provided any technical criteria, it is recommended that some zones be implemented on a trial basis to gain first-hand experience with them, and based on that experience technical criteria for the designation of future CSZs be formulated. To gain the broadest possible exposure, test sites for CSZs will be selected from arterial, collector and local roads from across the Region encompassing urban, suburban and rural environments. They will include locations which have a safety and/or complaints related history, or are near schools and retirement homes. Through this pilot project, staff hope to gain insight into situations most suitable for CSZs, public acceptance, optimum levels of enforcement, as well as indications of the zones' effectiveness in increasing public awareness, improving driver behaviour and reducing collisions.

To maximize our experience base, it is proposed that two zones be established for one year duration, four be established for six months and 12 be established for two months, for a total of 18. This will provide experience in long, medium and short term scenarios in various situations.

It will be necessary to conduct studies to evaluate the effectiveness of CSZs, and it is proposed that they be divided into two sections: hard data and public perception. The hard data will consist of "before" and "after" speed and regulation compliance surveys. The public perception will consist of requesting comment from the public, Ward Councillor and, if applicable, the adjacent school or retirement home, etc.

To provide sufficient time for staff to conduct the "before" studies, develop educational material, educate the general public and to manufacture and install signs at the test sites, it is recommended that the project commence on 30 August 1999 (the first day of school for most children) for a duration of one year. A media event will be conducted to launch the pilot on Smyth Road. Before completion of the pilot project, a report will be submitted describing staff's experience with the zones and recommending technical criteria for future zones.

INTRODUCTION

In 1998, the Province gave Royal Assent to Bill 26, an Act which amended the *Highway Traffic Act* to enhance public safety through the creation of community safety zones (CSZs). Municipalities now have the authority to establish them on roads under their jurisdiction. This report will explain how and under what conditions the zones may be established.

CSZ TASK FORCE

CSZs are a new traffic safety measure now available for use by municipalities, but other than a general description of the zones provided by the Province there is no further guidance, such as designation criteria. The area municipalities share staff's concern about public safety and also wish to implement CSZs on their roads. The Ottawa-Carleton Regional Police Service is responsible for providing enforcement resources for the zones but have limited resources.

Due to the desirability of establishing uniform designation criteria and a co-ordinated approach to the design and implementation of CSZs within the Region, and co-ordinating limited enforcement resources, a CSZ Task Force has been established. Invitations were extended to all the area municipalities to participate, and the Task Force has representation from the Region, the Cities of Ottawa, Nepean, Kanata, Cumberland, and Gloucester, the Township of Osgoode and the Ottawa-Carleton Regional Police Service. Also represented are the Ottawa-Carleton District School Board and the Ottawa-Carleton Catholic School Board.

The role of the CSZ Task Force is to co-ordinate, implement, monitor and evaluate the effectiveness of the zones for a trial period, educate the general public about the zones and develop designation criteria for future zones.

CSZs - AN OVERVIEW

CSZs are a new traffic management tool and it is important to understand their unique features. The following information is separated into component segments for ease of description.

Legislative Authority: Subsection 214.1(1) of the recently amended *Highway Traffic Act* states that, "The Council of a municipality may by by-law designate a part of a highway under its jurisdiction as a community safety zone if, in the council's opinion, public safety is of special concern on that part of the highway".

A CSZ must therefore be designated by by-law, and the by-law must specify the zone limits, and hours, days of the week and months of the year during which it is in effect. In our context, a new part would be added to the Traffic and Parking By-law.

Location: CSZs are intended for use on parts of roads where public safety is of special concern, such as in the vicinity of schools, day care centres, retirement homes or areas with high accident rates. Ideally, there should be documented evidence (verses a perceived problem) which would lead to a conclusion that public safety is of special concern in the area designated. Designation of a CSZ where there is no particular safety concern may subject the by-law to scrutiny.

Size: The legislation does not specify limits on the size of a CSZ, only that the designation apply to part(s) of a road. The designation of an entire municipality is not an intended application of the CSZ concept. The size of a zone will depend on the nature of the safety issue(s). A CSZ could, for example, encompass all the streets surrounding a particular site such as a school or community centre. A limiting factor on size will be enforcement capability, because if the zone length is excessive an officer wouldn't be able to properly enforce its full length.

Duration: The legislation does not specify a duration for a CSZ, but the intention is that a zone will be implemented to address a specific problem and removed when the problem is resolved.

Hours: Crucial hours may vary with each location and make it difficult to establish uniform active times. The municipality must determine what is most appropriate for the community and the nature of the safety issue identified.

Signs: Signs for CSZs are prescribed in regulations under the *Highway Traffic Act*. The signs must be posted at each limit of the designated area, and if the zone length is greater than 1,000 m, additional signs must be erected at specific intervals. It is essential that a motorist be able to ascertain with absolute certainty where a CSZ begins and ends. Failure to provide signs at the zone boundaries may result in an offender not receiving the higher penalty if convicted of an offence in a CSZ. Since the prescribed signs are verbal rather than pictorial, it will be necessary to install both English and French signs at the zone extremities. Starburst signs will be placed on the CSZ signs to inform the public of the newly established zones.

Further, the Ministry of Transportation has distributed a clarification stating that a tab attached to the sign indicating the times and days that the zone is in effect will not be permitted. As stated previously, the by-law will specify the hours, days of the week and months of the year that the zone is in effect, but the sign will indicate only that the zone is beginning or ending. This is a departure of our usual practice and appears to be unique to this type of application.

Fines: The *Highway Traffic Act* has been amended to double the legislated minimum penalty provisions for moving offences committed within a CSZ. Demerit points associated with each offence has not been increased from current levels. The designated offences to which increased fines will apply can, for discussion purposes, be divided into three general areas, for which a brief description follows.

- (a) Speeding - speeding penalties are based on a specified cost per kilometre as opposed to a general fine range. Both the legislated minimum fine range and the set fines have been doubled for speeding offences.

Example: speeding 22 kilometres over the posted speed limit

	<u>Offence outside a CSZ</u>	<u>Offence within a CSZ</u>
Set fine	\$3.75/km over limit	\$7.50/km over limit
Fine amount	\$87.50 + \$15 VFS	\$170.00 + \$30 VFS
	(Note: fine amount includes \$5 court costs, VFS means Victim Fine Surcharge)	

Some speeding offences (i.e. 35-49 kilometres over the posted limit) when committed within a CSZ will result in the issuance of a Part III summons (court appearance).

- (b) Careless Driving / Racing - careless driving offences have a penalty range of \$200 to \$1,000 outside a CSZ. There is no set fine for this offence if committed within a CSZ, and a Part III summons (court appearance) will be issued. Racing a motor vehicle does not carry a set fine and would result in the issuance of a Part III summons (court appearance) whether committed within or outside a CSZ.
- (c) Other Offences - A significant number of other moving offences are subject to increased penalties if committed within a CSZ. The general penalty provisions of the *Highway Traffic Act* apply a penalty range of \$60 - \$500, with a set fine range of \$90 plus a \$15 Victim Fine Surcharge. In a CSZ the penalty range is increased to \$120 - \$500, with a set fine of either \$125 or \$155 (Victim Fine Surcharge of \$20 and \$30 respectively).

It should also be noted that the minimum legislated fines for failing to stop at red or amber lights were recently increased from \$60 to \$150. If either of these offences is committed within a CSZ the fine amount is doubled. For example:

	<u>Red/Amber light Offence</u>	<u>Red/Amber Light Offence in a CSZ</u>
Penalty Range	\$150 - \$500	\$300 - \$500
Set Fine	\$155 + \$30 VFS	\$305 + \$60 VFS

Provincial Highways: The Solicitor General and Minister of Correctional Services may designate by regulation a part of a Provincial highway as a CSZ. Protocol for designation applications is currently under development and details will be released when finalized. Presumably, when this is completed, a municipality may apply for a part of a Provincial highway within a municipal jurisdiction to be designated as a CSZ.

ENFORCEMENT

Adequate police enforcement is crucial if the zones are to be successful. The public has to be made aware that if a traffic violation occurs within a designated CSZ there are serious consequences. Above all, the public must not view a CSZ as just another signed regulation that is sporadically or not enforced, otherwise the zones will not attain their full potential as a traffic management tool.

The Ottawa-Carleton Regional Police Service advises that due to other commitments, only six CSZs can be adequately enforced at any one time. This is a constraint that will have to be taken into account when designing a program; however, it can also be used to advantage because if the number of zones is small, they will have special significance when encountered by motorists.

Also, a feature of the recently implemented community policing concept is the establishment of a dedicated traffic section stationed at the Elgin Street headquarters. The purpose of the traffic section is to have a core of police officers that specialize in traffic management, and who will

implement traffic safety programs. For the purpose of traffic enforcement, the Region has been divided into western and eastern sections, using the Rideau River as the dividing line. The Region has already been sub-divided into 21 zones for community policing purposes. Police Services has advised that it would assist in the assigning of enforcement resources if CSZs could be established in equal or approximately equal numbers on both sides of the dividing line.

CRITERIA

There is no Provincially recommended technical criteria for the establishment of CSZs, other than the suggested use at locations where public safety is of special concern, such as in the vicinity of schools, day care centres, retirement homes or areas with high accident rates. With the enforcement constraint identified by the Police Service, it is apparent that CSZs can't be established in the vicinity of each Provincially suggested location. Municipalities in other parts of the Province have been contacted, and their staff are faced with the same dilemma - where and under what conditions should they be implemented?

After deliberation, the CSZ Task Force decided that the best approach would be to implement some CSZs on a trial basis and gain first-hand experience, and then based on that experience technical criteria can be formulated for the designation of future zones. Furthermore, by that time other municipalities in the Province will have gained experience as well, and this information will also assist with the criteria development.

PILOT PROJECT

To gain the broadest possible exposure, pilot sites for CSZs will be selected from arterial, collector and local roads from across the Region encompassing urban, suburban and rural environments. They will include locations which have a safety and/or complaints related history, or are near sensitive areas such as schools and retirement homes. Through this pilot the CSZ Task Force hopes to gain insights into situations most suitable for CSZs, public acceptance, optimum levels of enforcement, as well as indications of the zone effectiveness in increasing awareness, improving driver behaviour and reducing collisions.

To remain within the constraint of six zones at any one time, and to maximize our experience base, it is proposed two zones be designated for one year, four be designated for six month periods and 12 be designated for two month periods, for a total of 18. This will provide experience in long, medium and short term scenarios in various situations. The CSZ Task Force will select the test sites based on the experience of its component members on local safety concerns.

It will be necessary to conduct studies to evaluate the CSZs and determine their effectiveness, and it is proposed that they be divided into two sections: hard data and public perception. The hard data studies will consist of "before" and "after" speed and general regulation compliance surveys. The public perception will consist of requesting comment from the public, Ward Councillor and, if applicable, the adjacent school or retirement home, etc.

To provide sufficient time for staff to conduct the “before” studies, develop educational material, educate the general public and to manufacture and install signs at the test sites, it is recommended that the pilot commence on Monday, 30 August 1999 (the first day of school for most children) for a duration of one year. Before completion of the pilot, a report will be submitted to this Committee describing staff’s experience with the CSZs, the reaction of the general public, schools, and retirement homes to the zones, and recommended technical criteria for the designation of future zones.

A description of the proposed sites for the CSZ pilot project is found in Annex A. A timetable for implementing the various test sites is contained in Annex B.

PUBLIC AWARENESS

To maximize the effectiveness of CSZs, being an unfamiliar new traffic management tool, it will be necessary to educate the public about what they are, what it means to contravene a traffic regulation within a zone, and to how to identify a zone. It is proposed that an information brochure be developed describing the CSZs which can be distributed from municipal offices and depots, police stations and zone offices, libraries, etc. As well, it is proposed that a media event be staged prior to the pilot’s implementation. Staff will make the necessary arrangements.

BY-LAW AMENDMENT

It will be necessary to amend the Traffic and Parking By-law No. 1 of 1996 to establish CSZs. It is recommended that the following new headings and section be incorporated into the by-law immediately following Part IX.

Part IXA

COMMUNITY SAFETY ZONES

COMMUNITY SAFETY ZONES

Establishment - Schedule “XXIX”

- 73A. (1) The parts of highways at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule “XXIX” are hereby established as Community Safety Zones during the hours and days set out in column 4 and the months set out in column 5 of the said Schedule “XXIX”.

Regulation of Use

- (2) When the highway is marked in compliance with the regulations under the *Highway Traffic Act*, the highway is designated as a Community Safety Zone within the meaning of Section 214.1 of the *Highway Traffic Act*.

Offences and Fines

- (3) Every person who commits an offence under specified sections of the *Highway Traffic Act* on part of a highway designated as a Community Safety Zone when it is in effect is liable, on conviction, to the fines set out in Section 214.1 of the *Highway Traffic Act*.

CONSULTATION

It is proposed that public consultation be conducted in two phases.

The first phase consisted of consulting with the area municipalities and Ottawa-Carleton Regional Police Service, which was done through the CSZ Task Force membership, to design the pilot project and identify the test sites. This will permit staff to proceed quickly with implementation of the pilot.

The second phase will consist of launching the pilot and informing the public of details about CSZs. Following the removal of each test site, staff will consult with the general public, schools, seniors residences, etc, that were located within the CSZ test site to ascertain the perceived effectiveness of the zone. These comments will be tabulated and included in the follow-up report. At that time, the general public will be invited to comment on the proposed technical criteria for the establishment of future CSZs, and to submit suggestions for additional zones.

CONFORMITY TO THE OFFICIAL PLAN AND TRANSPORTATION MASTER PLAN

Section 9.5 of the Official Plan states that Council shall ensure that traffic calming will be examined as possible solutions to safety and operational problems stemming from excessive automobile speeds or poor driver behaviour, and may improve the safety of the transportation environment for pedestrians and cyclists as well as motorists. Although not a traffic calming initiative in the true meaning of the concept, it perhaps could be argued that it is in a slightly altered form because the end result will hopefully be the same; therefore, the establishment of CSZs will address Council's intention when this directive was approved.

Section 2.5.2 of the Transportation Master Plan, although not specifically referring to this type of traffic management tool, does state that Council shall:

- Implement transportation system management measures, such as traffic and incident management plans, congestion management strategies and driver advisory systems, to optimize the operation of roadway facilities and maximize their available capacity.
- Ensure that transportation system management measures are accompanied by appropriate public awareness efforts.

FINANCIAL IMPLICATIONS

The cost to manufacture each CSZ sign is about \$75 with the installation cost an additional \$100. Therefore, implementation of the pilot (manufacture and installation) will cost about \$9,500. This cost will be shared as the partner municipalities will be responsible for the cost of CSZ signs on roads under their jurisdiction.

Fine revenue arising from violations of the *Highway Traffic Act* and other provincial statutes is currently not remitted to the Region. However, it is anticipated that such revenues will be available to the Region on an ongoing basis once arrangements for the transfer of *Provincial Offences Act* responsibilities are finalized, possibly as early as this fall. A one-time payment of *Provincial Offences Act* fine revenue, in the amount identified in the Local Services Realignment documentation, formed part of the provincial grant paid to the Region in April of this year.

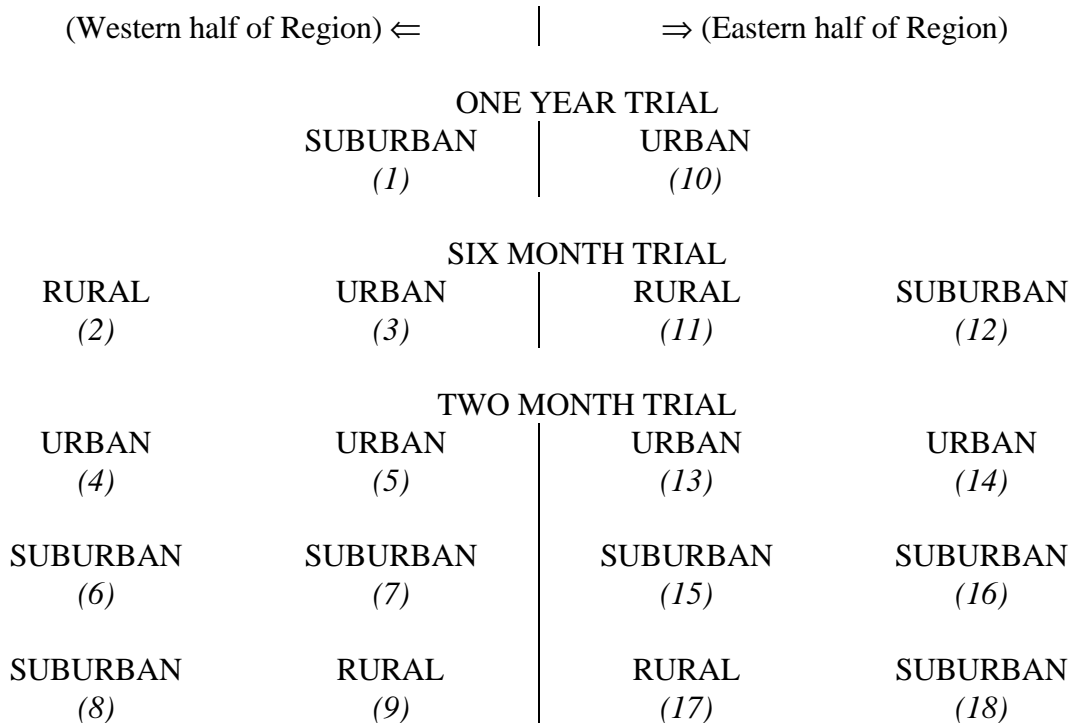
CONCLUSION

CSZs have the potential to be an important traffic safety tool, although as yet they are an unproven entity. It is important to keep in mind that the regulations being enforced already exist, the only difference being that there will be higher fines for moving violations and an accelerated level of enforcement. Areas that have a police presence now generally experience a heightened level of compliance, and the level of compliance returns to normal when the officer leaves. It will be interesting to observe what impact CSZs have on permanent driver behaviour modification.

Approved by
Doug Brousseau

SEM

Attach. (2)

COMMUNITY SAFETY ZONE PILOT PROJECT

The pilot project has been designed to accommodate how the Ottawa-Carleton Regional Police Service has divided up the Region for traffic enforcement purposes, i.e. the western and eastern halves. The chart shown above indicates the various CSZ sites that will be temporarily established for the pilot, and the number under each segment coincides with a brief description of the test sites, described below. The test sites are generally located on arterial and collector roads.

WESTERN HALF OF REGION

1. Viewmount Drive between Merivale Road and Fisher Avenue (City of Nepean road) is about 2.5 km in length and is considered a major collector. Roadway geometrics encourage speeding, and in particular motorists travelling in the eastbound direction often fail to adjust their travel speeds to match this changing environment. While the posted speed limit is 40 km/h, average travel speeds and 85th percentile speeds have been found to be 53 km/h and 60 km/h respectively. A mix of land uses exist along the subject section of road, including two high schools, a church, two parks, a day-care centre, a fire station, three senior citizens residences, a high-rise apartment and two medium density condominium complexes. Traffic controls along Viewmount Drive include four multi-way stop controlled intersections, a pedestrian crossover with traffic control signals at each end of the subject section.

2. Main Street (Regional Road 5 in the Village of Stittsville - Goulbourn Township) between Regional Road 5A and Abbott Street is about 1.2 km in length. Within the subject area there are two elementary schools and three senior citizens residences. The roadway is operating at or close to capacity throughout the peak periods and while speed is not a major concern during these periods, other issues are such as through motorists blocking intersections, right turning motorists at signalized intersections failing to yield to pedestrians and speeding during off-peak hours.
3. Booth Street between Eccles Street and Arlington Avenue (City of Ottawa street) is a major collector roadway seven blocks in length with sidewalks on both sides. The road experiences high vehicular volumes because it offers connections to Highway 417, the Chaudiere Bridge, and arterial roads such as Albert Street, Somerset Street West and Carling Avenue. Between Somerset Street and Highway 417 there is a school zone and other community facilities such as the Somerset West Community Health Centre and the Loeb grocery store. The speed limit along this section of road is 40 km/h, and compliance with this and other signed regulations remain an ongoing concern with the community. Furthermore, a signed school crossing at Willow Street has been established and is used by children from St. Anthony's Catholic School and Cambridge Street Public School. Because of the documented lack of compliance with signed regulations, the presence of the school zone and the failure of less restrictive measures to control traffic it is recommended that a CSZ be established.
4. Steeple Chase Drive between Bridlewood Drive and the southeasterly limit (City of Kanata street) is a concern to both the municipality and the community vis-à-vis traffic safety. There are sidewalks on both sides of the street, and fronting this section of road are residential homes, W.O. Mitchell Public School, park entrances and a posted school zone. There is no school crossing guard program. The school population is approximately 700, with 500 of the students walking. 200 additional walking students may be attending this school next fall. The community concern is the speed of vehicles.
5. Dynes Road between Fisher Avenue and Prince of Wales Drive is a collector roadway five blocks in length with sidewalks on both sides. McGregor Easson Public School fronts on it and provides access to St. Augustine School on the adjacent street. A pedestrian crossover exists on the east side of Claymor Avenue. Both school councils and the community association have identified driver compliance with the pedestrian crossover when activated and manned by school patrollers as a major concern. The other community concern is speeding, of which a contributing factor appears to be St. Pius X High School students.
6. Greenbank Road between CNR crossing (vicinity of Banner Road) and Bellman Drive/Bateman Drive (Regional road in City of Nepean). This section of road is a typical four lane suburban arterial road dividing adjacent communities. Fronting onto the street are two elementary schools, a high school, two day-care centres, two churches and a police station. The remainder of the street frontage is primarily residential. The posted speed limit is 60 km/h but the vehicular operating speeds often exceed that. School age children are required to cross Greenbank Road and a CSZ would ensure that vehicles reduce their speed.

7. Beaverbrook Road between Teron Road and Weslock Way (City of Kanata street) is a collector road which also services two other collector roads: Leacock Drive and Varley Drive. There is a sidewalk on the north side only. Along this section of road there is commercial area, accesses to townhomes, park entrances and a school zone. Beaverbrook Road functions as an indirect access to the Kanata North Business Park, as well as linking two communities to the adjacent arterial roads: March and Eagleson Roads. Concerns have been expressed about speeding and lack of compliance with the multi-way stop control at the intersection of Leacock/Varley Drives. School busing cutbacks have increased pedestrian volumes and additional vehicular volumes composed of parents picking up/dropping off children.
8. Broadview Avenue between Byron Avenue and Carling Avenue (City of Ottawa street) is a collector roadway seven blocks in length with sidewalks on both sides. There are three schools located on this section of road which contribute to high pedestrian and vehicular volumes. Student safety has long been a school and community concern. A three-way stop was established at the intersection of Avondale Avenue, a heavily used pedestrian crossing point, to alleviate the situation; however, significant non-compliance has been observed. Speeding has also been documented on this section of road, some of which emanates from the two high schools.
9. Perth Street (Regional Road 10 in the Village of Richmond - Goulbourn Township) between Shea Street and Queen Street is a four lane collector about 1.8 kilometres in length. There are sidewalks along both sides for most of the distance. Within the limits there is a mixture of community buildings and private business composed of a public library, senior citizens lodge, community hall and recreation complex (including a curling rink, arena, ball diamond and playground area), a shopping centre and numerous small businesses. Parking is permitted in both curb lanes. In addition to the local population, this road serves commuters travelling between the southerly part of the Region to the urban areas to the north. Concerns have been expressed about excessive speeding through the village, particularly during the a.m. peak period when parking demand is virtually non-existent.

EASTERN HALF OF REGION

10. Smyth Road between Alta Vista Drive and Saunderson Street (Regional road in City of Ottawa). This section of road is a four lane urban cross-section fronting three schools, two hospitals, the Rehabilitation Centre and the National Defence Medical Centre. In addition, Dauphin Road between Smyth Road and Haig Street (to be designated by the City of Ottawa) will be included in this zone because of the close proximity of Hillcrest High School to Smyth Road. Due to the presence of four schools in the area concerns have been expressed about motorists speeding and the safety of children crossing the road.
11. Albert Street (in the Village of Metcalfe - Osgoode Township) between Victoria Street and Osgoode High School is a rural collector street about .7 km in length. Sidewalks exist on the west side for the full length and about 50% of the east side between Victoria and Church Streets. The road fronts three schools, one seniors residence, an arena, a library, two

churches and a residential area. School and parent representatives have requested increased traffic enforcement in this area.

12. Albion Road (City of Gloucester street) between Lester Road (Regional Road 24) and Bank Street (Regional Road 31) is a two lane residential street. There are no sidewalks along this section of road and safe pedestrian movement is a concern, including students that must cross the road to access schools in the area. The 85th percentile speed is 69 km/h in the 50 km/h posted zone. In the five year period from 1992 to 1997 inclusive, there have been 78 collisions on this section of road, and there are about 20 intersections (intersecting streets and private driveways) along this section of road resulting in conflicting vehicular movements.
13. Heatherington Street between Albion Road and Walkley Road (City of Ottawa street) is a collector road nine blocks in length with sidewalks on both sides. The vicinity has a high population density and correspondingly high pedestrian volumes. The road has a curvilinear alignment with Prince of Peace School located on the inside of the curve. School patrols have been removed from two crossings in the area due to safety concerns. Recent speed surveys indicate that a significant percentage of motorists are travelling in excess of the posted speed limit of 50 km/h. Traffic collision records show that speed may be a factor with most reported collisions involving parked vehicles.
14. Cummings Avenue between Burn Street and the southerly limits of the City of Ottawa (City of Ottawa street) is a collector road which experiences high vehicular volumes. It offers a connection between neighbouring arterial roads and provides an alternative route for motorists by-passing St. Laurent Boulevard. Some industrial and commercial development contributes to the high traffic volumes in the residential areas of Cummings Avenue. Children have to cross Cummings Avenue to attend a school located in the area, and concerns have been expressed about motorists speeding and not observing a multi-way stop at Gardenvale Road.
15. Sunview Drive (City of Gloucester street) between Des Epinettes Avenue and Des Perdrix Crescent is a two lane residential collector street where concerns have been expressed about speeding, traffic volumes and through traffic. An elementary school is located on the west side of the street and there are concerns about conflicting vehicular movements with parents dropping off/picking up children. As well, there are concerns about the safety of children crossing the road to access the school.
16. Gardenway Drive (Township of Cumberland road) between Arc-en-Ciel Street and Harrowsmith Way is a minor collector located in a residential neighbourhood. There is a school located within this section of road, with a sidewalk on the same side. The street is often used by motorists as a short cut between Charlemagne Boulevard and Orchardview Drive, and speeding is a concern for pedestrians attempting to cross the street to access the sidewalk and eventually the school. The posted speed limit is 40 km/h.
17. Main Street (Regional Road 114 in the Village of Osgoode - Osgoode Township) between Second Line Road and Elizabeth Street is a two lane rural collector about one kilometre in length. Sidewalks exist in the rural cross-section on the south side, and on both sides in the

urban cross-section west of Logan Farm Drive. Along this section of road there is one school, an arena, a library and a shopping centre. Community associations have petitioned Osgoode Council and the Region in the past for a traffic control signal at the intersection of Main Street and Second Line Road. The Ottawa-Carleton Regional Police Service have acknowledged concerns with speeding and support community concerns. Unsigned crosswalks present hazards for pedestrians.

18. Innes Road (City of Gloucester street) between Tauvette Street and Cleroux Crescent (West) is a two lane rural cross-section. There are concerns about speeding and traffic volumes. Fronting this section of street are commercial buildings, senior citizens residences, schools, condominiums and apartments. Children living south of the road must cross to access schools north of the street. Further, there are about 20 intersections (intersecting streets and private driveways) along this section of road resulting in conflicting vehicular movements.

