

School Travel Plan

Queen Elizabeth Public School



Compiled by Green Communities Canada

October 2016

Acknowledgements

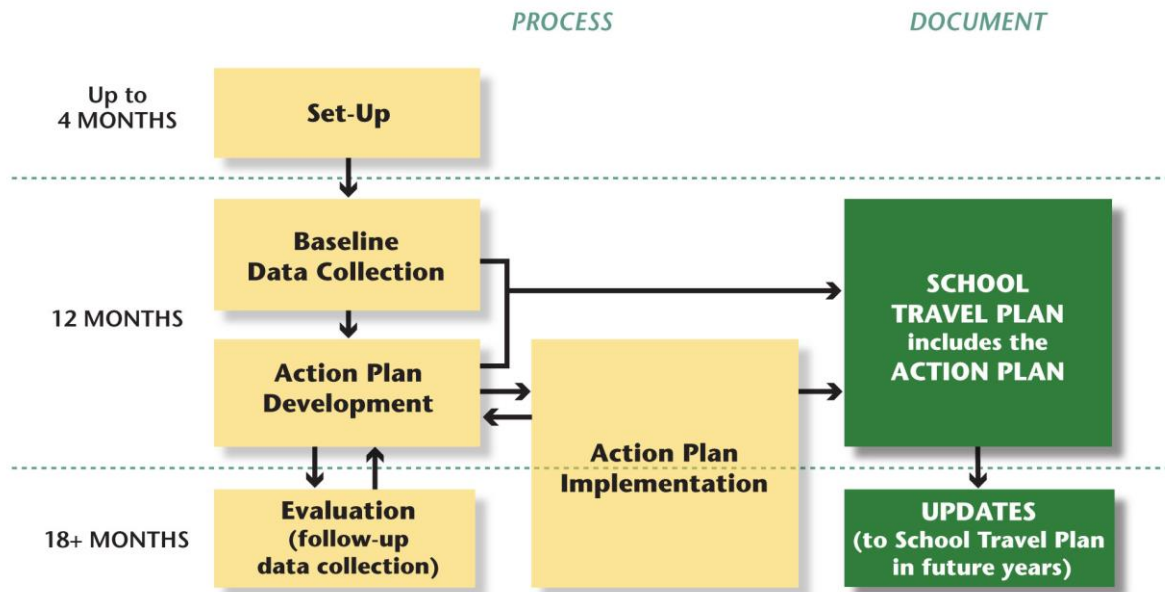
Green Communities Canada gratefully acknowledges these partners for their generous financial support to the Ottawa School Travel Planning Program:



Introduction

About School Travel Planning

A School Travel Plan is a living document belonging to the school. It will be revisited regularly in order to update the status of Action Plan items and to incorporate future Evaluation findings. It is part of a complete School Travel Planning process that has been successfully developed and implemented across Canada since 2007.



The national *Children’s Health, Mobility and Happiness: A Canadian School Travel Planning Model* project completed in 2012 used Active and Safe Routes to School programming combined with Transportation Demand Management principles to encourage active and sustainable modes of school travel for students, families and staff. The project was designed to address barriers to active travel caused by attitudes and car-dominated design in school neighbourhoods in an effort to reduce the health risk to children. Even before many Action Plan items had been fully implemented, by March 2012 some provinces saw a shift towards active travel of up to 6 per cent and some individual schools saw a shift of over 20 per cent.

Results since then demonstrate that, when effectively coordinated and implemented, STP can result in positive school travel behaviour change and provide substantial economic, environmental and physical activity benefits. Green Communities’ work in Ontario shows that the STP model performs well in a variety of community settings – inner city, inner and outer suburbs, and rural. When travel mode data was combined with the actual costs of delivering STP a benefit cost ratio of 2.4 was measured after one year of implementation.

A comprehensive STP toolkit is available here: www.saferoutestoschool.ca/school-travel-planning

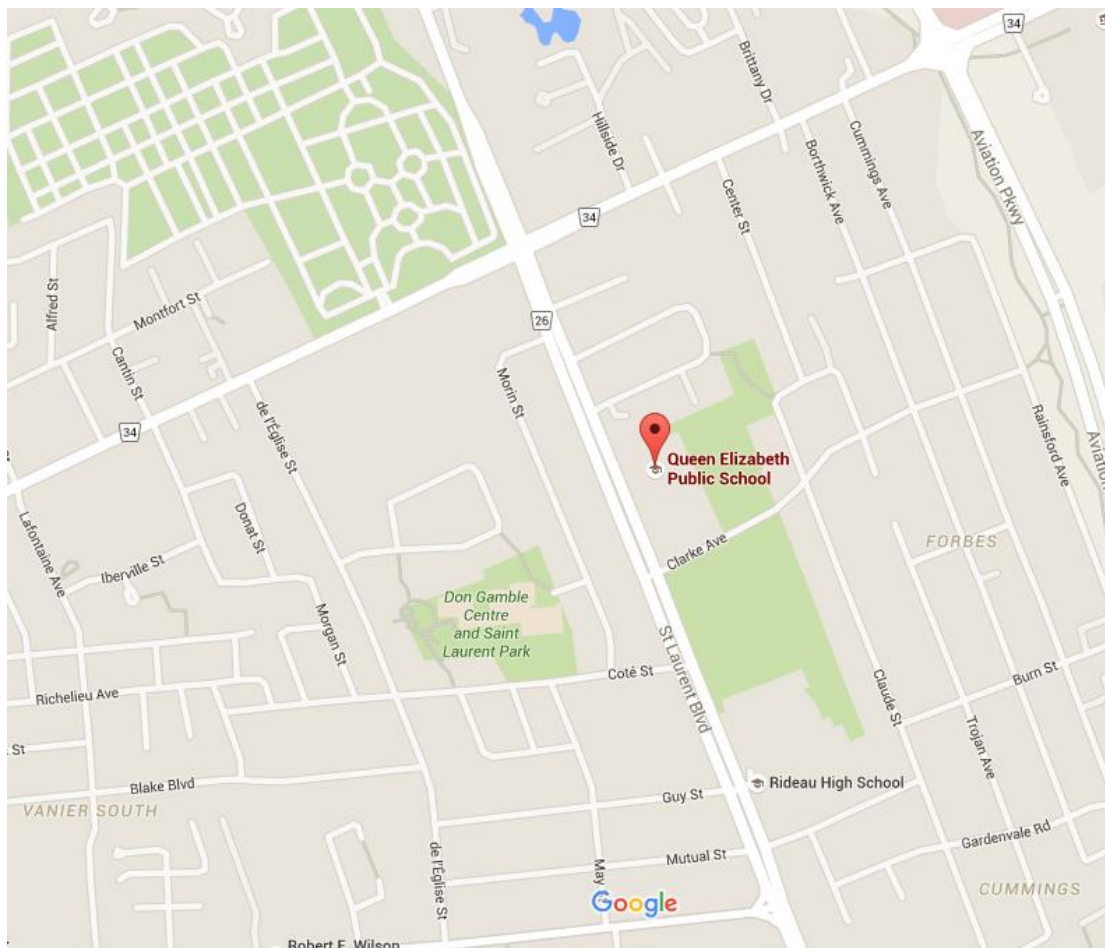
About STP in Ottawa

School Travel Planning was first introduced to Ottawa in early 2010 as a pilot project at 3 schools. Since then it has grown into a program that has helped to improve safety and increase levels of active transportation at almost 30 schools across the city. The program is coordinated by Green Communities and funded by the Ottawa Student Transportation Authority (OSTA) and the City of Ottawa. Implementation of each school’s travel plan occurs with the collaboration of the City of Ottawa, Ottawa-Carleton District School Board, Ottawa Catholic School Board, OSTA, Ottawa Police Services, Ottawa Safety Council and other partners.

School Profile

School Name	Queen Elizabeth Public School
School Type, e.g. public, separate, private	Public
Age of School / Year Opened	1960
Name of School Board	Ottawa Carleton District School Board
Number of Students	348
Number of Students Eligible for Bussing	154 (44%)
Grades, e.g. K-6, K-8	K-8
School Bell Times	9:00-3:30
Description of Location, e.g. city centre/suburban/rural	City centre (Overbrook)
Socio-Economic Description of Families	37% of students live in Low-Income Households 20% of parents have a University Education 44 % of students' first language is not English (Source: Ottawa Neighbourhood Study)
Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc	English, French Immersion, ESL programs Junior Learning Disability Class Junior/Intermediate Learning Disability Class Junior/Intermediate Developmental Disabilities Class ESL & Special Education Support for Grades 1 to 8
Existing Transportation Facilities At School Site,	2 bike racks, informal kiss and ride in school driveway, 2 transit stops on St-Laurent Blvd, school bus transports students to Boys & Girls Club for after-school program
Existing Safety Policy & Education Initiatives	Attendance callback School Resource Officer
Programs with goals similar to STP	Bronze Eco-School Certification
Communication channels	Newsletter, website, Synervice
Other Information	25.8% students receive special education services 5.1% of students are new to Canada from a non-English speaking country 3.1% of students are new to Canada from a non-French speaking country

Map of area covered by this School Travel Plan



Terms of Reference

Queen Elizabeth PS, Ottawa, Ontario

Purpose

The School STP Committee (the Committee) shall participate in the development and implementation of a School Travel Plan at Queen Elizabeth PS in an effort to improve safety and increase the number of children using active modes of transportation to and from school.

Structure

1. The Committee shall consist of one or more representatives from each of the following critically important groups:
 - School administration (Principal or VP).
 - Teachers.
 - Parents.
 - Student representatives or Student Council.

Depending on the subjects being discussed at each meeting, additional representatives (typically members of the Municipal STP Steering Committee) will be invited to attend; however, these individuals will attend as guests, not members. Meetings may also be opened up, as appropriate, to additional guests such as interested parents, community residents or business owners.

2. Each meeting will be organized and chaired by the STP Facilitator.
3. Minutes will be taken by a designated minute-taker and distributed promptly after each meeting.
4. The committee shall meet on a regular basis. In the first year, it is recommended to meet no less than five times to include: Walkabout discussion, baseline data results discussion, Action Plan development, Action Plan endorsement, and finalization of the School Travel Plan. Meetings in subsequent years will be less frequent and include evaluation of follow-up data and Action Plan implementation, and to update the School Travel Plan. Members will receive reasonable notice of meetings.
5. The Committee shall make decisions based on consensus. Each representative will be entitled to one vote and decisions will be made on majority vote, in absence of consensus.

Duties of the committee

1. The Committee shall be a collaborative committee and will organize and oversee the activities required for developing, implementing and evaluating the impact of a School Travel Plan: goal setting, baseline data collection, action planning, implementation and evaluation.
2. Members shall send a representative if they are not able to attend the meeting.
3. The School Travel Plan shall be referred to and updated promptly throughout the process, with the help of the STP Facilitator.

Main Tasks	Who's Responsible
Determine overall goals	School STP Committee
Develop timeline	School STP Committee
Complete School Profile	Principal & STP Facilitator
Conduct classroom surveys (baseline & follow-up)	Teachers
Conduct family surveys (baseline & follow-up)	STP Facilitator to prepare. School STP Committee to distribute.
Tabulate data from surveys	STP Facilitator
Participate in Walkabout with outside stakeholders	Principal, STP Facilitator, student representatives, other relevant invitees
Develop Action Plan	School STP Committee in consultation with STP Facilitator and relevant stakeholders
Compile School Travel Plan	STP Facilitator
Share key information with school community (e.g. baseline data findings, Action Plan draft)	School STP Committee
Complete tasks in Action Plan	Whoever is listed as responsible in the Action Plan

STP Team

School STP Committee (2015-16)

Principal: Kateri Deschenes

Teacher Representatives: Bethany Pye, Alexandra Descarie, Amy Charlton

Chief Custodian: Gerry Breton

Parent: Jennifer Channen

STP Facilitator (Green Communities Canada): Jessica Sheridan

Public Health Nurse: Kirsten Coupland-Tardif

Members of the Ottawa School Active Transportation Network Operations Committee (2015-16)

Jessica Sheridan	Green Communities Canada
Wallace Beaton	Green Communities Canada
Kaira Plourde	Ottawa Public Health - School Health Program
Kuy Ngo	Ottawa Public Health – School Health Program
Mike Anderson	City of Ottawa - Municipal Enforcement
Stacey Rathwell	City of Ottawa - Public Works, School Zone Traffic Safety
Tom Thistle	Ottawa-Carleton District School Board, Facilities Management
Peter Nabi	Ottawa-Carleton District School Board, Eco-Schools Coordinator
Denise Poirier	Ottawa-Carleton District School Board, Curriculum Services
Thomas D’Amico	Ottawa Catholic School Board, Deputy Director
Cindy Macmillan	Ottawa Catholic School Board, Facilities & Planning
Andrew Buchan	Ottawa Police Services – Youth Services
Robert Grimwood	City of Ottawa – Planning & Growth Management
Rob Wilkinson	City of Ottawa – Safer Roads Ottawa Program
Kelly Banks	Ottawa Safety Council
Kathleen Cameron	Ottawa Safety Council
Rob Masterson	Ottawa Student Transportation Authority
Vicky Kyriaco	Ottawa Student Transportation Authority



Letter of Agreement



School Travel Planning School Agreement

I, Kateri Deschenes, Principal (Title), agree on Queen Elizabeth Public School's behalf, that we will participate in School Travel Planning. I understand that the School Travel Planning process will begin immediately and continue on an ongoing basis—the first year being the most intensive with implementation continuing in year two and beyond. We have secured the approval of the OCDSB to participate in this project.

I understand that our school will have the following responsibilities:

- Participate fully in the five-step School Travel Planning process.
- Contribute in-kind staff time for data collection, meetings and implementation tasks.
- Allow select students to participate in meetings and assist with implementation.
- Provide meeting space as needed.

I understand that when we have completed the baseline data collection and site visit, we will receive an honorarium of \$375 and that when we have completed our follow up data collection, we will receive an additional \$375; for a total of \$750 over the first year

School principal or vice-principal:

Kateri Deschenes
Name (print)

Queen Elizabeth P.S.
School Name

Kateri Deschenes
Signature

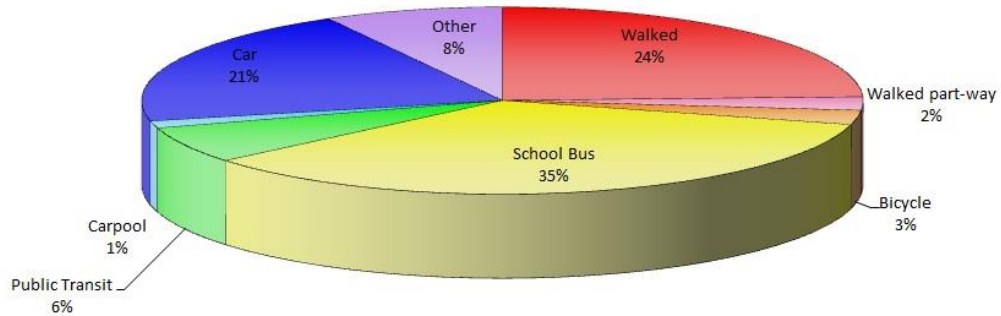
Oct. 15, 2013
Date

Travel Challenges Summary

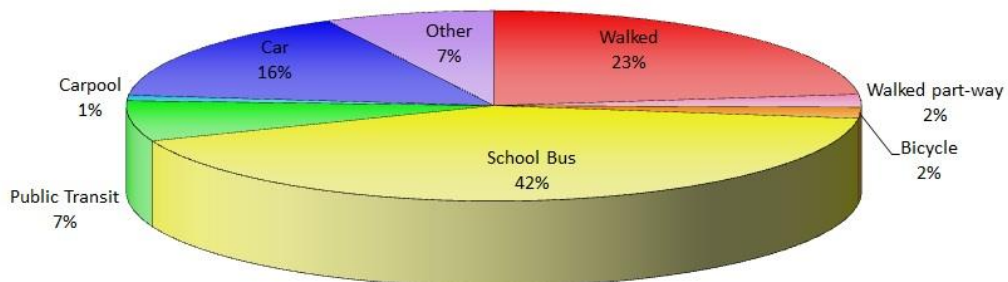
This section presents the main travel issues and challenges at Queen Elizabeth PS identified through baseline classroom and family surveys, a site visit & walkabout with stakeholders, traffic observation sessions, and input from the school’s STP committee.

Baseline Classroom Survey findings

**Student Hands-Up Survey:
Total Travel Mode TO School Over a Week**

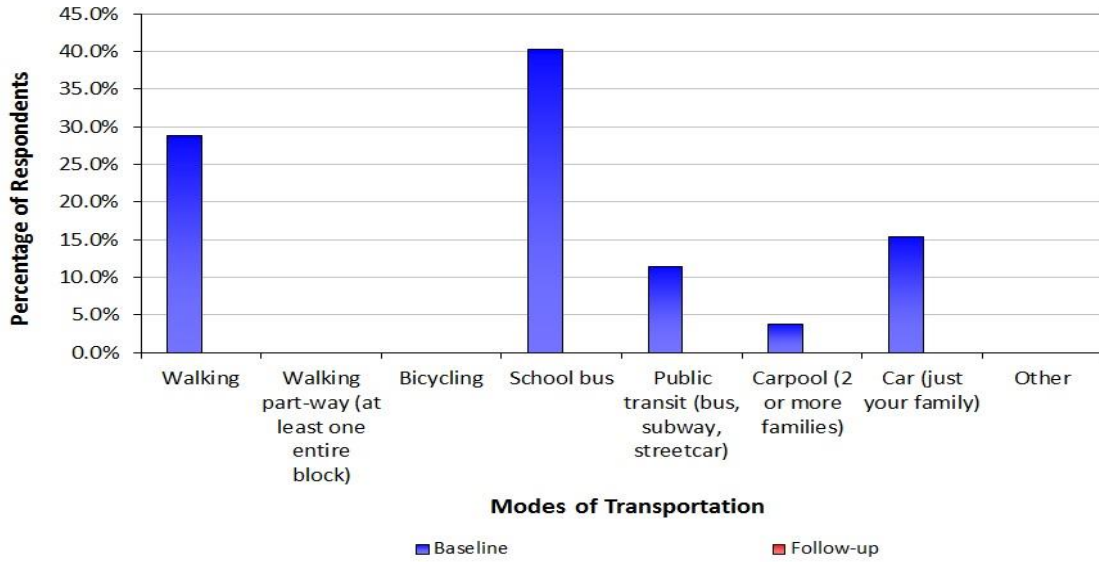


**Student Hands-Up Survey:
Total Travel Mode FROM School Over a Week**

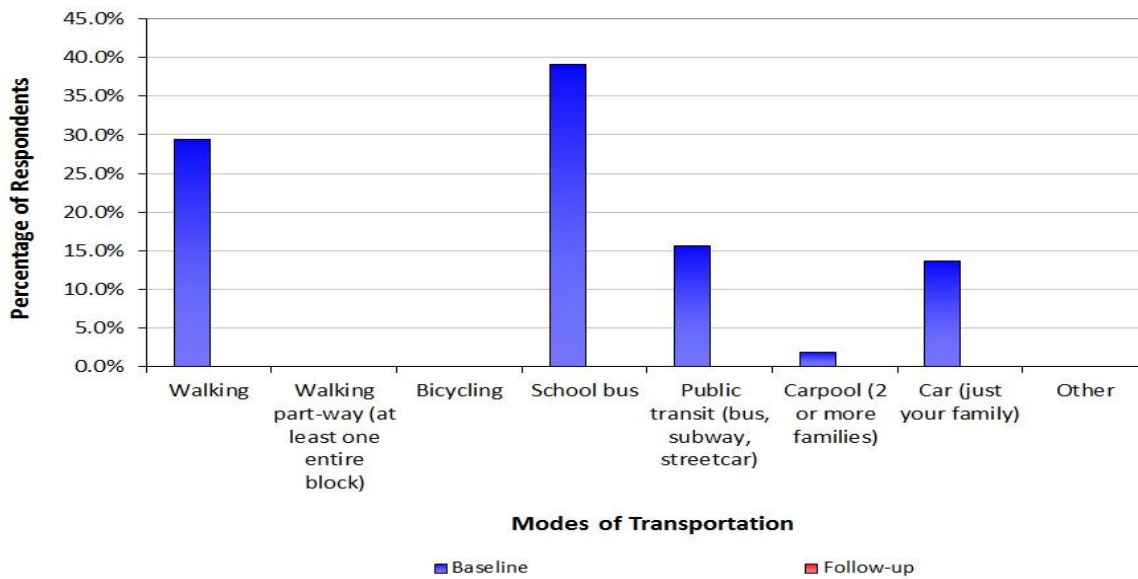


Baseline Family Survey Highlights

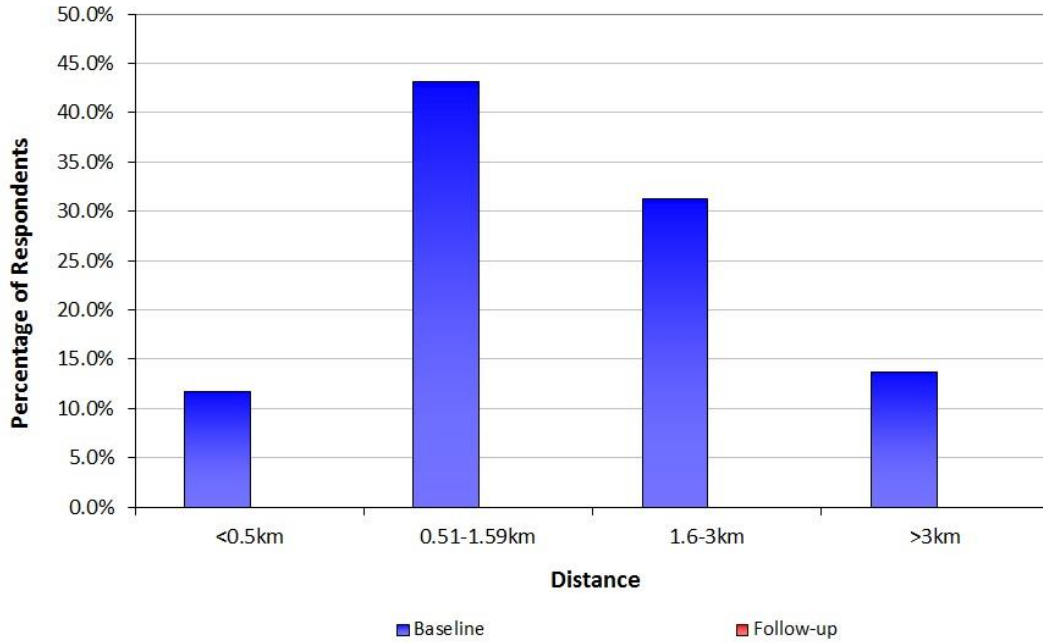
Q1a/2a - How does your child usually get TO school?



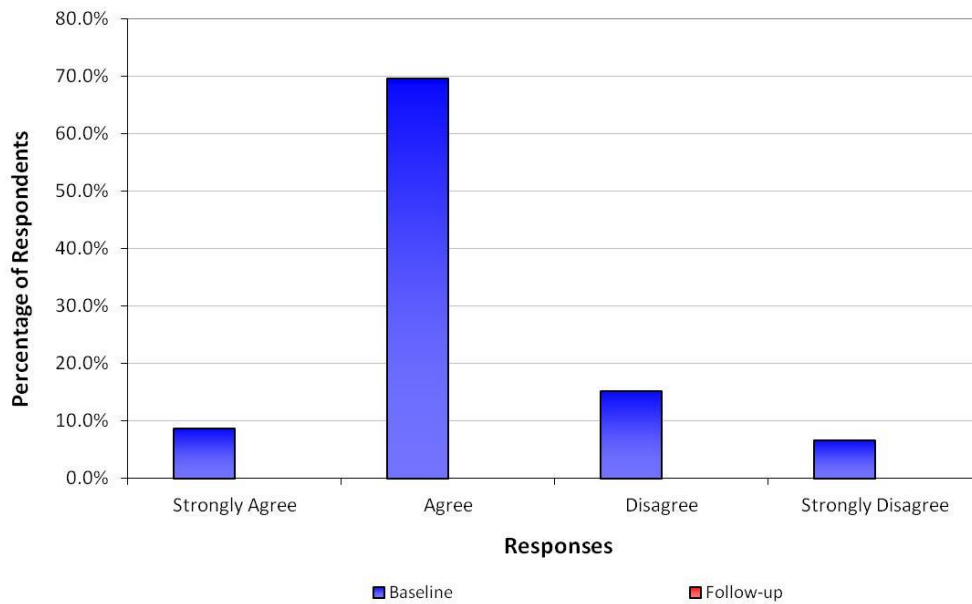
Q1a/2a - How does your child usually get FROM school?



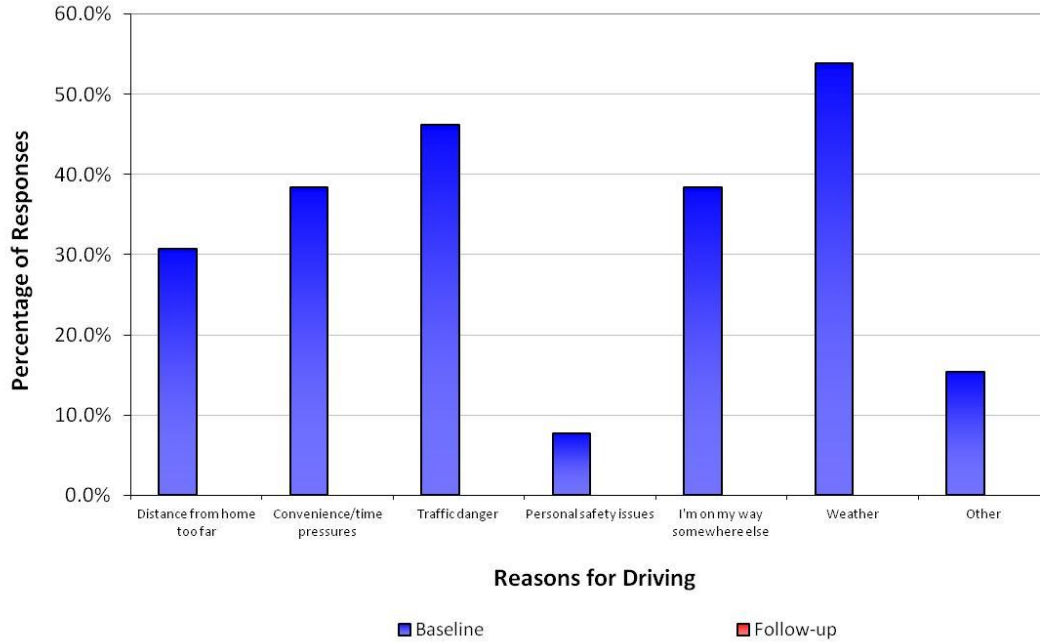
Q4/5 - How far away from the school do you live?



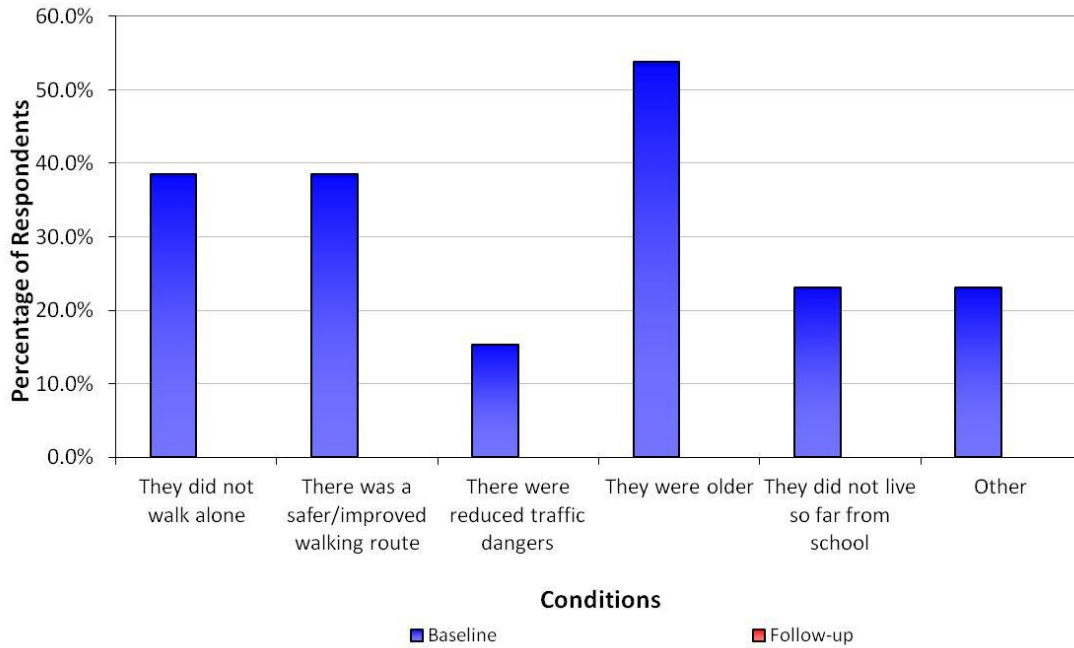
Q6 - Our neighbourhood is safe for children to walk to and from school



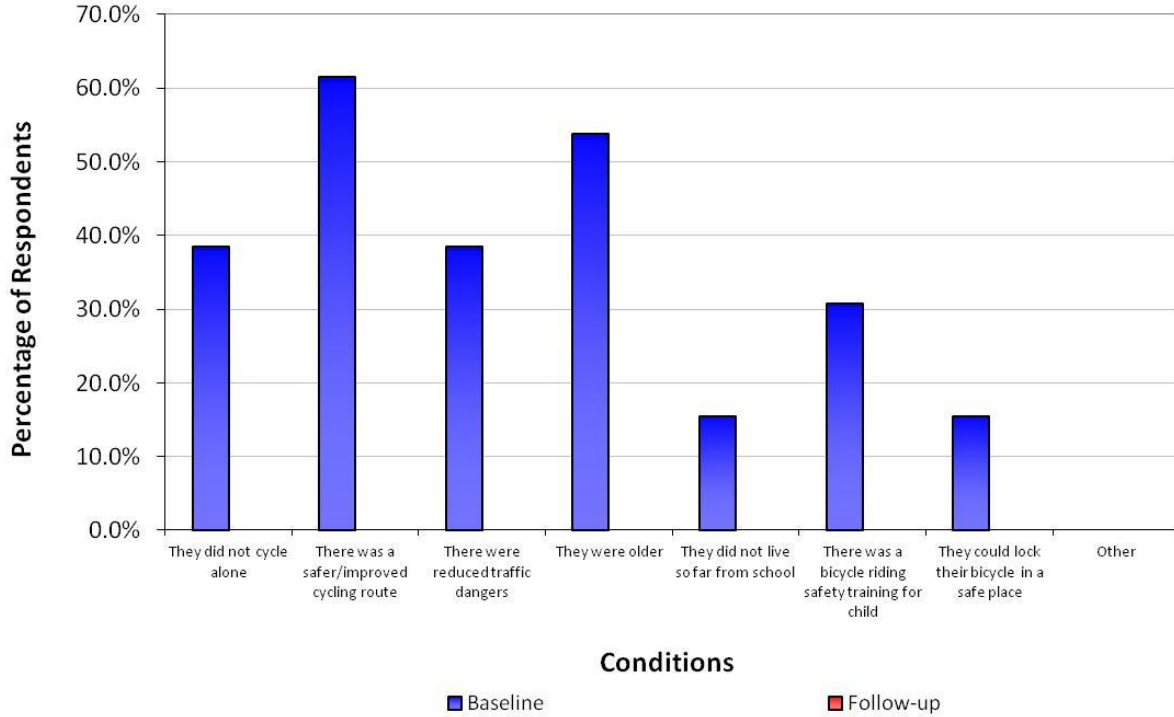
Q7 - If your child is usually driven to/from school, what are the main reasons why?



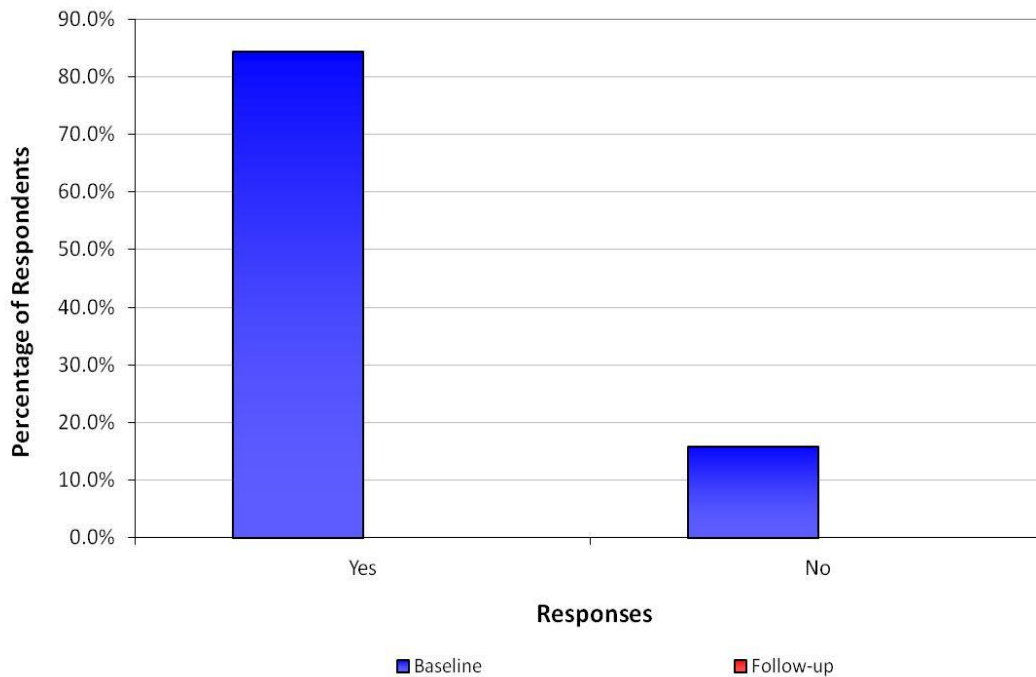
Q8 - I would allow my child to walk to school if...



Q9 - I would allow my child to cycle to school if...



Q12/16 - Do you support ongoing School Travel Planning efforts?



Location	# of comments	Description
St. Laurent	7	High speeds, too busy, congestion
St. Laurent & Montreal	17	Driver behaviour - turning on reds without looking/yielding to pedestrians, too busy
Clarke Avenue	13	No Parking for cars, unsafe driver behaviour; failure to yield, uturns, school bus occupies majority of space

Traffic Observation

STP committee members and the STP Facilitator carried out traffic observation sessions on March 24, 2014 to observe and record traffic conditions at key locations near the school during am/pm bell times. Highlights include:

Location #1 Montreal Rd and St. Laurent:

North- South	East-West
18 second countdown on pedestrian signal	4 left turns on a red light
1 cyclist on the sidewalk	21 rolling stops while turning right
1 tractor trailer on the sidewalk while turning	21 second countdown on pedestrian signal
3 vehicles in pedestrian crossing	7 vehicles stopping in crosswalk
Pedestrian signals operate automatically	1 cyclists in crosswalk
14 rolling stops	1 ped swearing copiously at driver cutting him off
21 pedestrians	

Location #2: Clark St. at School Loading Zone:

- Students dropped off by van or bus are walking through the parking lot to enter school
- 6 parents dropping off kids in school bus drop off zone
- 3 illegal U turns on Clarke
- Parent parked in school bus loading zone got out of car and walked student into the school
- Parent parked in the middle of the street and blocked traffic behind them
- Small children walking through parking lot around cars and snow banks
- Cars pulling into parking lot in order to turn around
- Numerous vehicles parked in no stopping zone and bus zone (transport mini vans et personal vehicles)
- 3 students walking through parking lot so they can walk down Clarke
- When the buses are parked cars entering/exiting parking lot have view obscured to oncoming traffic

- Numerous pedestrians walking on road (there is one side of Clarke without a sidewalk)
- School bus blocking parking lot entrance/exit

Location #3: Clarke and Claude

- 14 cars performed rolling stops at the stop signs
- 2 cars no stop at all at the sidewalk
- Numerous cars speeding, there is no speed limit sign
- There is no sidewalk on Clarke to Cummings
- 4 pedestrians walking on both sides of the street
- Buses passing- pedestrians had to wait between to parked cars
- Cars entering intersection before kids have fully crossed
- There is a very obvious sign stating no u-turns from Claude to St. Laurent on Clarke
- 6 vehicles not performing complete stops at the stop sign
- Numerous pedestrians walking on both sides of the street
- 1 car pulling over to pick up students in the opposite/oncoming lane

Location #4: St. Laurent (in front of the school)

- Cars double parked in the kindergarten drop off area in front of school
- People walking in the middle of the driveway
- Lots of cars backing up in a very small space (the school driveway) while others are turning into the driveway
- 3 cars illegally parking in the handicap spot
- No signage about speed and parking in school driveway
- Many cars speeding on St. Laurent
- Cars drastically slowing down on St. Laurent to turn into school driveway, cars behind them having to stop suddenly
- Cars parked along sides of school driveway causing pedestrians to walk in the middle of the driveway
- 3 students running across the driveway and not looking
- 10 students jaywalking across St. Laurent
- 14 students standing in the middle of the bus lane leaning repeatedly into oncoming traffic
- 6 students standing on meridian of St. Laurent
- Big pot holes on street
- Students walking along meridian and then going back to bus stop (playing?)
- Students walking across the street very slowly
- Students pushing and shoving at bus stop- bus arrived at 3:40pm!

Location #5: St. Laurent and Coté

- Lots of fast moving large truck and bus traffic on St. Laurent
- Vehicles appear to be speeding
- 9 people jaywalking across St. Laurent when light takes too long to change
- 7 students jaywalking across coté instead of crossing at intersection
- 3 illegal left turns onto coté at 8:50am
- Cyclists on sidewalk going the wrong way down St. Laurent
- Light cycle to cross St. Laurent is very short and doesn't automatically change
- 59 walkers in this location in the morning, 60 in the afternoon

- 5 students walking on the side of the road of Coté because there is no sidewalk
- Pedestrian walk signal across St. Laurent only flashes if button is pushed
- 6 Illegal left turns onto coté
- Students horsing around very close to fast, heavy traffic at the OC transpo stop

Location #6: North Edge of School Driveway exiting onto St. Laurent (northbound)

- Cyclists on sidewalk
- 10 vehicles performing rolling stops at the end of the driveway turning onto St. Laurent
- 4 students running across St. Laurent (jay walking)
- 4 cars blocking sidewalk before turning onto St. Laurent
- 20 pedestrians
- 1 woman with a stroller
- 23 cars coming out of the driveway

Location #7: St. Laurent and Clark (light Intersection)

- 11 u turns
- 11 cars that did not come to a complete stop when turning on the red light
- 10 students jay walking and walking along the meridian
- Light is indicating walk- but cars have the green light to turn right. 1 car did not slow down/look and pedestrian had to stop to let car turn

Site Visit & Walkabout

The school's site visit & walkabout took place in April 2014 with representatives from the Ottawa Carleton District School Board, City of Ottawa Public Works, OC Transpo, Ottawa Public Health, QEPS and Green Communities Canada. Information and resulting action items include:

St. Laurent at Cote:

Issue: Bus arrives at 3:40 and pedestrian signal is slow to activate which means students are rushing/jaywalking to get to their stop. Crosswalks are poorly marked, potholes through crosswalk.

Action: Adam L (OC Transpo) has confirmed that as of May 12 the #7 will arrive at 15:42 instead of 15:40

Action: Scott Muir (Public Works) to request assessment for zebra stripes and possible adjustments to pedestrian signals.

Action: Jessica (Green Communities) to contact Kathy Riley about Travel Training (OC Transpo) for students

Clark at St. Laurent

Issue: Very busy intersection, light takes a long time to change (jaywalking), cars speeding, failure to yield to pedestrians.

Action: Scott Muir (Public Works) to add to assessment list for Adult Crossing Guard.

Clark Avenue

Issue: Numerous U turns occurring in the school bus loading zone and parking lot entrance. Cars illegally stopped/parked in school bus loading zone. Parking on south side with children crossing in traffic, walking in street due to lack of sidewalk (particularly in winter).

Action: Scott Muir (Public Works) look into U turn signage to see if more can be added or if it needs to be placed in alternate locations.

Action: School to explore alternative drop-off locations, develop communication tools for parents.

Action: City Bylaw / Ottawa Police to provide enforcement if requested by school.

Action: Jessica (GCC)/Kateri (School) to schedule meeting with School Board to address parking lot issues.

School Driveway:

Issue: Idling cars, double parking, potholes, lack of stop signs/lines at exit

Action: Jessica (GCC) /Kateri (School) will meet with School Board to address issue

St. Laurent in front of school:

Issue: Speeding vehicles, jaywalking

Action: Scott Muir (Public Works) will get speed display boards out within the next few weeks and send to GCC.

Action: School to address jaywalking behaviour with students.

School Travel Planning goals

Throughout the STP process, stakeholders have identified the following goals for Queen Elizabeth School

- Reduce congestion and increase safety at the school site
- Increase active school travel on the school journey through events and activities.
- Add visibility to crossing locations surrounding the school

Specific steps to achieve these goals are outline in the Action Plan below.

Action Plan

Action/Initiative	Tasks	Responsibility	Timeframe	Status	Cost
Objective 1: To encourage more students to walk or cycle to and from school					
Kick-off Assembly	Singing, dancing, poetry	School: Kateri , Green Team	Sept 2014	COMPLETE	
Celebrate iWALK Day	Walk in the community, possible STEP enforcement, Walking songs, more ideas on ASRTS website	School: Green Team GCC Public Health	October 2014 October 2015 April 2016 (spring walk) October 2016	Complete Complete Complete Complete	
Bike Rodeo	Safety & skills training for students	GCC: Jessica School: Alexandria	Spring 2015	Complete – did not pursue due to lack of student bikes	
Walking Wednesdays	Newsletter and verbal announcements encouraging families to walk/bike every Wednesday.	School: Green Team	Spring 2015	Complete	
Winter Walking Day	Promote walking; walking groups; decorated hats & boots; refreshments; “Phyz” mascot, Walk in the community and schoolyard	School GCC	Feb 2014 Feb 2015	COMPLETE COMPLETE	
Walking Club	Walking initiative run by students/teachers/OPH to promote	OPH School	Spring 2014	ONGOING: weekly run/walk club by Gr	

	walking.	School:		7/8s	
Objective 2: To improve the safety of children en route to and from school					
Walking Buddies	See http://shapeab.com/programsevents/walking-buddies/	School: GCC			
Walking School Bus	www.ottawaschoolbus.ca/wsb	OSTA Ottawa Safety Council GCC	Spring 2016	Complete- route introduced in April 2016.	
Bus Drop Off Zone	Install additional U-Turn signage on Clark St "No Stopping" signage along south side of Clark St. New Bus Zone Signage	City Of Ottawa: Stacey Rathwell Councillor Tobi Nussbaum GCC: Jessica Sheridan OSTA: Rob Masterson OCDSB: Facilities	Spring/Summer 2016	Complete	
Traffic Calming around school	<ol style="list-style-type: none"> 1. Zebra Stipe assessment for Cote/St. Laurent and and Clark/St. Laurent 2. Speed Boards on St. Laurent 3. Enforce traffic issues if requested by school 4. St Laurent Bike lanes (North of Mtl. Road) 5. Zebra stripes at intersection of 	City of Ottawa: Scott Muir, School: to request City: Councillor Nussbaum City: Stacey Rathwell	Spring 2014 Spring 2014 Ongoing Summer 2015 Summer 2015	Complete Complete Complete Complete	

	Montreal Road at St. Laurent				
Walking/Biking Safety Education	In-school pedestrian safety presentations (OPH)	OPH: Kristin Coupland-Tardiff GCC: Jessica to send info	October 2014	Complete	Free
Travel training Assistance	Travel training education by OC Transpo		May 2015	On hold	
Adult Crossing Guards	Review Clark & St-Laurent, St-Laurent & Côté for ACGs	City: Scott Muir GCC: Jessica to request	Spring 2015 Spring 2016	Complete: did not make warrant	
OC Transpo Bus Times	Adjust stop times at Côté/St Laurent bus stop to reduce student jaywalking across St-Laurent to catch bus after school.	OC Transpo: Adam Luciano GCC: Jessica to request	May 2014	Complete	
Bike Racks	Request for additional Bike racks	School: Gerry OCDSB: Brian	2014	Ongoing- request has gone to OCDSB Facilities	
Objective 3: To reduce traffic congestion around the school					
Infrastructure issues on school grounds	Meet with OCDSB Representative to identify issues and resolutions -ploughing needs to be pushed back so students have a place to walk -barriers so cars can't come onto playground	GCC: Jessica School: Kateri and Gerry OCDSB: Brian Garbutt	May 2014	Complete	

School Driveway/ Staff lot congestion	<ol style="list-style-type: none"> 1. Put up stop signs and lines at entrance and exit of both driveway and staff lot 2. Remove pipes in driveways, fix potholes 3. Assess School grounds for a paved pedestrian path going from Clark Street along interior of parking lot to school entrance 4. Install parking blocks to create visual barrier for cars/unofficial path for children 5. Install gate to block off teachers lot during bell times. 	<p>School: Gerry to request to OCDSB</p> <p>OCDSB: Brian to submit request to Susan MacDonald (superintendent)</p>	<p>Fall 2014</p> <p>Fall 2014</p> <p>Fall 2014</p> <p>Fall 2016</p> <p>Fall 2014</p>	<ol style="list-style-type: none"> 1. COMPLETE 2. COMPLETE 3. Complete 4. Complete 5. Complete 	
Objective 4: Provide effective communication to students, parents, staff and community members					
Safe driving & drop-off plan/walking map	Create & distribute new drop-off plan/iwalking maps to parents.	<p>SSTP Committee: (Jennifer to design map</p> <p>School: Kateri to approve and distribute</p> <p>GCC: provide samples</p>	July 2014	Cancelled: OSTA has created route maps.	
Student AT Club	Create and promote a Walking Wednesday campaign.	<p>School: Amy Charlton, Gr 6 students</p> <p>GCC: Jessica</p>	Spring 2016	Completed.	
School Newsletter	Regular updates on STP activities & active travel benefits to students & parents.	School: Kateri	Ongoing		

Objective 5: Complete all data collection exercises related to School Travel Planning					
Baseline Data Collection	Complete baseline classroom & family surveys, traffic observation, site visit & walkabout	School: Committee GCC: Jessica City, OCDSB	April- June 2014	Complete	
Follow-up Surveys	Follow-up classroom surveys	School: Kateri to Distribute GCC: Jessica to produce	May 2015 May 2016	COMPLETE	

Action Plan Highlights



iWALK Events: Students participated in iWALK celebrations in 2015 and 2016

Walking Wednesdays: Grade 6 students created posters, held discussions, developed a strategy to encourage students to walk such as weekly surveys, school-wide announcements and promoting Walking Wednesday competitions throughout the spring of 2016



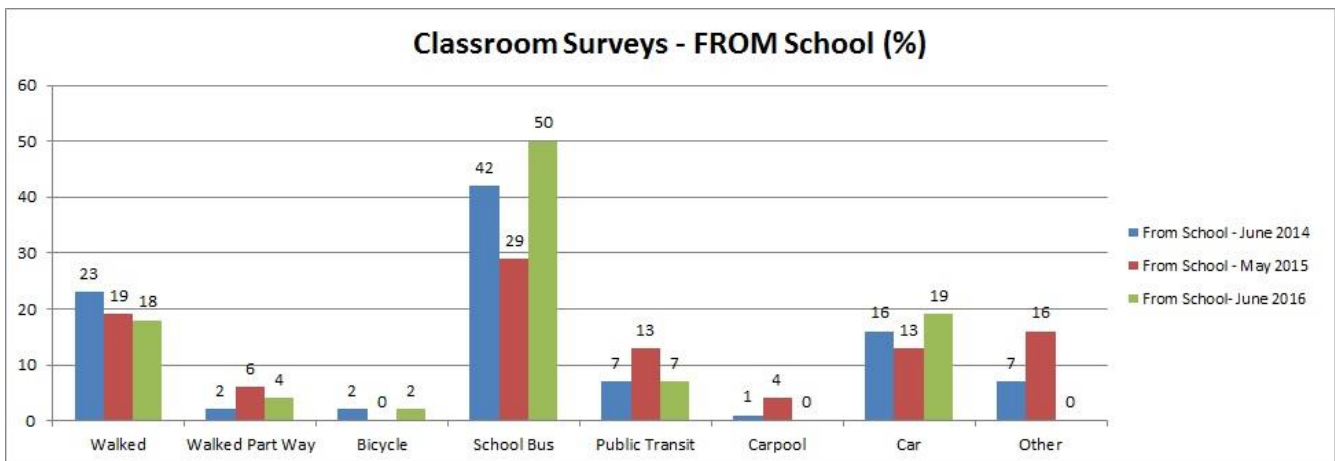
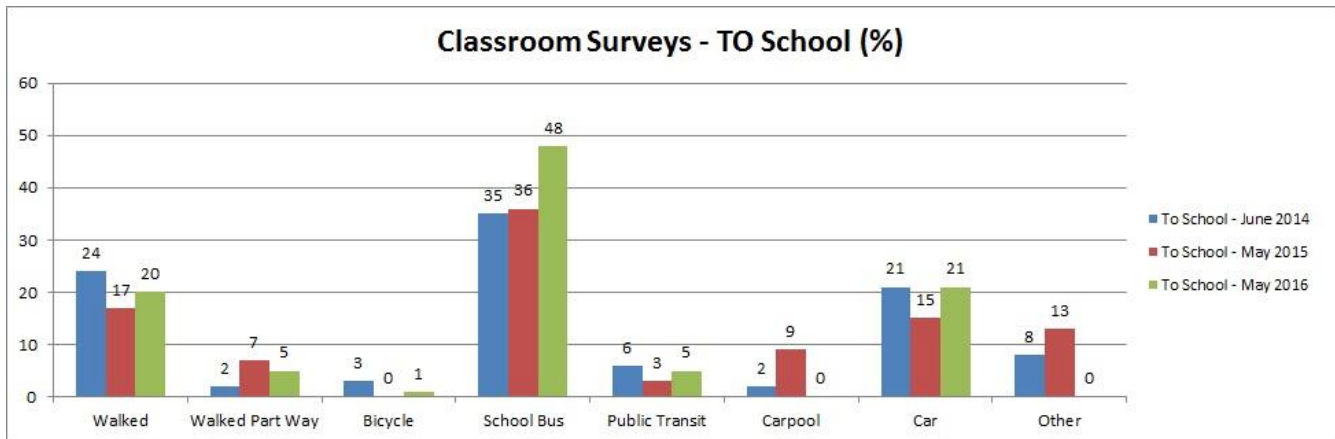
Walking School Bus: Thanks to the Ottawa Student Transportation Authority and the Healthy Kids Community Challenge, a daily walking school bus route was introduced to QEPS in April 2016.

Queen Elizabeth Public School - Walking School Bus



Evaluation

Throughout the School Travel Planning process annual classroom surveys were conducted as a way to measure progress. Many factors determine the travel modes of students such as weather, traffic, infrastructure, age, parental attitudes, and encouragement & education activities. The graph below demonstrates the comparative results from QEPS’s classroom surveys conducted in 2014, 2015 & 2016.





Appendix

Adult Crossing Guard Assessment - St. Laurent Blvd. and Montreal Road

Date: Wednesday August 3, 2016

Hi Jessica,

We have completed the review for this location (Montreal Rd and St. Laurent Blvd) and unfortunately, it did not achieve the required council approved warrants to have an Adult School Crossing Guard installed. The minimum threshold for children was not met as this location; 3 children were observed crossings and the requirement is set at 10. Since there were less than 10 children observed, no further study could be completed and this location could not be considered for an Adult School Crossing Guard.

If you have any questions, please let me know.

Regards,

Stacey Rathwell, CET

Coordinator, School Zone Traffic Safety

City of Ottawa | Transportation Services | Road Safety and Traffic Investigations

100 Constellation Drive, 5th Floor West, Ottawa, ON, K2G 6J8

Phone: 613-580-2424 ext. 21908

Stacey.Rathwell@ottawa.ca

Adult Crossing Guard Assessment: St. Laurent and Cote:

Date: August 3rd, 2016

Hi Jessica,

We have completed our review for a crossing guard at the intersection of St. Laurent Blvd and Cote St and unfortunately, it did not achieve the required council approved warrants to have an Adult School Crossing Guard installed. I have provided a summary of the results as well as what requirements are needed for a signalized intersection such as this for your information.

Minimum number of students

The critical student crossing mass established for this warrant has been set at ten (10) students. Students included in this volume would be those in Grade 8 and below, crossing within a period 30 minutes prior to school start-up or 30 minutes after school dismissal. Students accompanied with parents or guardians, or on a bicycle are to be included in the volume. If the volume is less than ten, alternative routes should be utilized. During our review, we observed a total of 10 students crossing; therefore based on this information, the volume warrants were achieved for this intersection.

Signalized Intersection Criteria

For signalized intersections, signal timing and phasing should be reviewed first and modified if possible to accommodate pedestrian and turning vehicle movements such that no delay exists during the time period when elementary school children are crossing at a safe routes to school crossing. If this cannot be accommodated, an assessment of pedestrian vehicle conflicts and need for pedestrians to yield their right-of-way to vehicle traffic is required. If there are 2 or more conflicts identified an adult crossing guard is to be considered. A conflict is defined by a situation where either the driver or pedestrian has to take evasive action to avoid a collision. Our review showed that there was one low conflict where a child had to yield the right of way to a motorist that turned ahead instead of letting the pedestrian fully cross. Since two conflicts were not observed, we cannot suggest an adult crossing guard at this location at this point in time.

Please let me know if you have any questions.

Regards,

Stacey Rathwell, CET

Coordinator, School Zone Traffic Safety

City of Ottawa | Transportation Services | Road Safety and Traffic Investigations

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Phone: 613-580-2424 ext. 21908

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