

## Safety Audit - 05 November 2001 Final Report Of Findings

### INTRODUCTION:

On the 5<sup>th</sup> of November 2001, a community safety audit was conducted in the Bells Corners area. The physical boundaries of the audit included Robertson Road, Richmond Road and Moodie Drive. It encompassed both residential and businesses within the boundaries. The audit was conducted under the authority and supervision of the Bells Corners Safe Community Initiative Group and co-sponsored by the Women's Action Committee Against Violence (WACAV), Councilor Jan Harder's office, the City of Ottawa, OC Transpo; as well as the Police and Fire departments.

The safety audit was organized and conducted due to the concerns of some of the residents within the targeted area. These concerns ranged from issues around street lighting to sidewalks, cross walks to general safety and security within homes, playgrounds and businesses.

The audit included the following process:

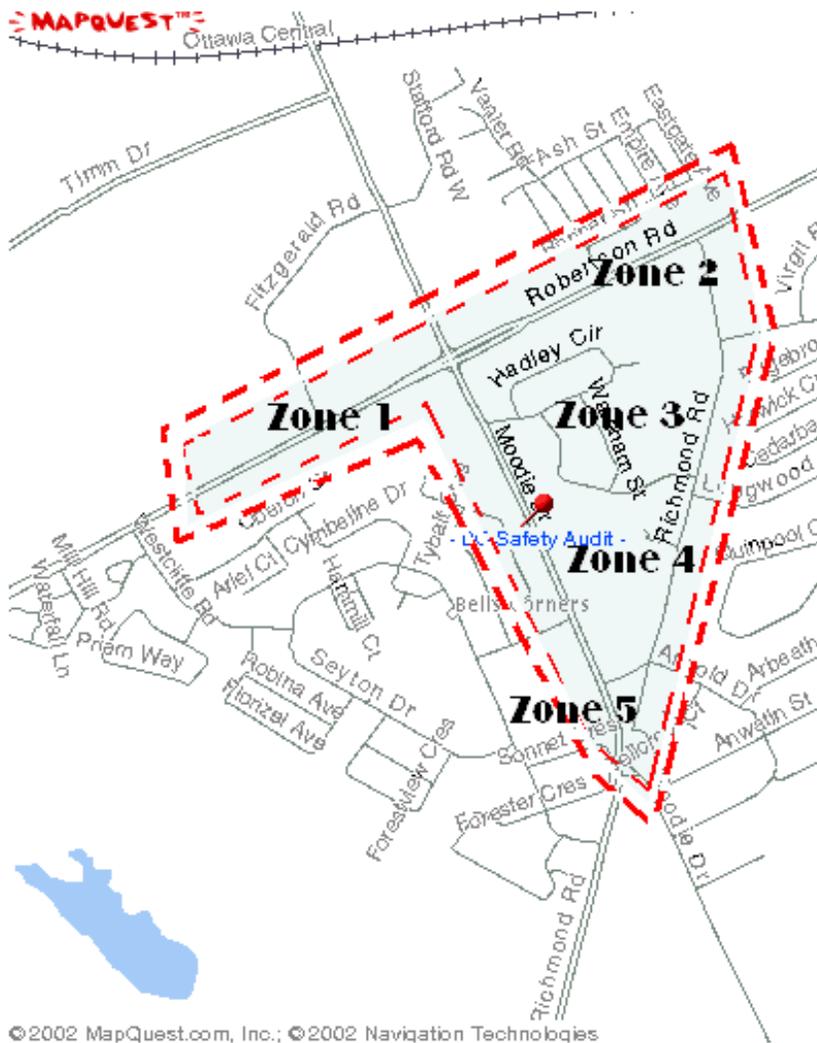
1. Forming an audit 'Committee' that would co-ordinate and oversee the audit and act as a Board of Directors for the Bells Corners Safe Community Initiative Group.
  1. This group consisted of volunteers from two of the townhouse complexes including members of the Board of Directors from these townhouses as well as representatives from WACAV.
  2. This group developed a checklist that would be used during the audit to identify issues of concern.
2. Identifying and contacting individuals, organizations, businesses and agencies that have a stake in the targeted area.
3. Breaking down these stake holders into two groups - Primary Stake Holders and Secondary Stake Holders.
  1. Primary Stake Holders includes the individuals and families that live and work in the area. It also includes businesses in the area and to a smaller extent the individuals that shop in the area.
  2. Secondary Stake Holders includes city services such as Police and Fire departments as well as OC Transpo and the City of Ottawa (roads and traffic as well as planning departments).
4. Meeting with Secondary stakeholders to determine their issues and concerns that they may have regarding the audit, the process, as well as any safety and

security issues in the area that may affect them.

5. Call for volunteers from the community - this included canvassing residential and meeting with business owners and managers.
6. Conducting the audit on 05 November 2001 with volunteers using the developed checklist.

The audit area was divided up into five 'zones'; this allowed the committee to divide up

the area with the available numbers of volunteers in order to maximize the effectiveness of the audit. Below is a listing of the 5 zones with an accompanying map:



**Zone 1** Robertson Road from the Compaq Call Centre to Moodie Drive and South on Moodie to Tyrell.

**Zone 2** Starting at Moodie Drive along Robertson Road to Richmond Road; South along Richmond to Tanglewood Drive (North Side) and along Tanglewood to Moodie Drive.

**Zone 3** encompassed Moodie Drive and Hadley Circle to Tanglewood Drive (South Side) and along Tanglewood to Richmond

Road. This included all of the Hadley and Wareham Streets.

**Zone 4 & 5** were grouped and included Richmond Road from Tanglewood to Moodie and included the Townhouses and ran down Moodie to Tyrell.

### COMMUNITY DEMOGRAPHICS

The community is essentially a mixed one comprising of residential, community and businesses. The residential component found in the area is single-family housing; four small (20 +/- unit) to large (100 + units) town home complexes; and one senior high-rise development. Community type uses include two schools (separate and public); a public library; four churches; and park (with playground) area. Businesses include a mix of commercial and retail including clothing; several restaurants; auto body shops; grocers; high tech. The business component of the community is located predominantly along Robertson Road and lie in small strip malls or are stand-alone. As well, there are several late night or 24 hour operated businesses in the area. Vacant land within the

target area includes two joined lots currently zoned commercial/medical on Moodie Drive just south of Hadley. There is also a hydro (Hydro One) cut through with high-tension power lines that intersects the centre of the area running East to West.

*Please note that while population density is unavailable at this time, it is considerable as we are speaking of several hundred homes and apartments within the area.*

#### **BELLS CORNERS SAFE COMMUNITY INITIATIVE BOARD & PLANNING COMMITTEE:**

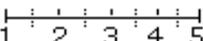
The Board and Planning Committee for the safety audit consisted of the following individual volunteers and representatives from agencies and companies. These names represent Primary stakeholders:

- **Bill DeSouza** - Board member of CCC161 (Moodie Manor) and Project Manager
- **Linda Lavergne** - Area resident and volunteer
- **Jane & Brian Scott** - Area resident and volunteer
- **Judy Wisking** - Board member of Hadley Court Townhomes and volunteer
- **Jim McHugh** - Property Manager and representative of Axia Property Management.
- **Joslane Cossette** - Women's Action Centre Against Violence (*Miss. Cossette was not able to stay with us for the duration of the project and was replaced by another WACAV representative*)
- **Lorne Berndt** - Executive Assistant for Councilor Jan Harder's office.

One additional representative joined the group later on in the process:

- A Health and Safety representative from the Compaq Call Centre on Robertson Road.

#### **GENERAL OVERVIEW - AUDIT FINDINGS:**

The following section is broken down into the respective zones for clarity. It was felt that by breaking up the overview and findings, and keeping the zones intact, it would allow a better understanding of how various issues affect the overall picture zone by zone. Also, we have broken down the seriousness of the issues into a sliding number scale from one (1) to five (5) -  ; number one being the least serious to number five being the most serious.

While recommendations are provided in this report, it should be noted that they are of course not binding but strongly advocated. We provide several options and solutions that run from short term 'fixes' to longer-term corrections. It is also recognized that financial and other constraints may affect how or when these issues are looked into, but

the issue here is one of public and individual, as well as property safety.

The overall cost to correct any issue(s) should be seen as a long term cost savings in several areas:

<p><b>Lives</b> - the cost of health care and the impact of injuries on individuals and</p>	<p><b>Insurance</b> - the cost of increased insurance coverage and possible</p>	<p><b>Repair &amp; Replacement</b> - the short and long term cost to repair and/or</p>
<p><b>Well-being</b> - the well-being of family and friends and the reduction of stresses related to safety issues</p>	<p><b>Loss of Use</b> - the additional cost associated with 'down time' in relation to lost days at work due to injuries as well as down time in relation to loss of property (i.e. vehicle if stolen).</p>	<p><b>Cost of &amp; Standard of Living</b> - the savings associated with a reduction of the cost of living due to safety improvements and an increase in the standard of living due to improvements in safety and security.</p>

*Zone 1- Robertson Road from the Compaq Call Centre to Moodie Drive and South on Moodie to Tyrell:*

**Overall findings in zone 1** was positive - we found it to be fairly well lit with some exceptions along key pedestrian areas and generally safe for all concerned. There were few areas obscured and signage (road way) was satisfactory for the most part. While some strip mall signs did limit some sight lines, there were no areas that were blocked to cause 'grave' concerns at this time. It is recommended that property owners examine their areas to ascertain if any improvements could be made on this point. Zone 1 is a high traffic (pedestrian and automobiles) area and isolation was not a major concern. There was also only one major area which was a possible assault site and that was the two open lots on Moodie Drive (East side just South of Hadley). Maintenance issues regarding the upkeep of buildings were generally positive. Other than the intersection at Moodie and Hadley, intersection visibility and line of sight seemed very good.

**Zone 1 - Specific Issues & Recommendations:**

Starting on Robertson Road in front of the Compaq Call Centre, and moving East to Moodie Drive; we encountered several issues ranging in seriousness from 1 to

5. In front of the Call Centre, two of the street lighting on the North side of Robertson Road were burned out. This created a level 1 safety issue for workers within the Call Centre in the night hours during shift changes. As there is no sidewalk there, workers leaving the centre on foot may be at danger from being struck by fast moving vehicles along Robertson Road.

Sidewalks along Robertson Road, both North and South sides, are lacking. This creates a level 5 safety issue as pedestrians getting on or off transit buses along this stretch of Robertson Road are at serious risk of being hit by vehicles. During the audit, it was observed that several individuals waiting at a bus stop (No. 5288) in front of the McDonald's had to move out of the way of cars turning into the parking lot as the only indication of a space separating road way from people areas was a white line painted along the side of the road. Buses have to pull up onto and past this line to take up and let off passengers; thus creating a possible danger to individuals either waiting for a bus or walking along the road. As well, it was obvious and easy to see tire-thread marks in the area where pedestrians would be waiting for a bus or walking in the area in front of and just west of the McDonald's on the South side of Robertson Road. Cars have and do turn off where people stand or walk. As there is no proper sidewalk in the area, there is a concern that this area was an accident waiting to happen. And as there are many children and young people walking in this area, the risk is too great to ignore.

Sidewalks in front of Canadian Tire on the North side of Robertson are also needed. A sidewalk is in place on the north side of Robertson from Moodie Drive but it only goes as far as the first bus shelter (approx. 25 metres). Pedestrians walking along the North side of Robertson Road must currently use the road way and this creates a level 5 safety issue. On more than one occasion an individual in a power wheel chair was seen motoring along Robertson Road (on the road) in front of Canadian Tire in an effort to get into the store. This is a very dangerous situation.

The recommendation at this time is to put in sidewalks along Robertson Road on both the North and South sides between Moodie Drive and Westcliffe Road. This would solve the dangerous situation that currently exists. This is also something that cannot wait as it is only a matter of time before someone is injured or killed. And that price is far greater than the cost of installing the sidewalks.

The OC Transpo bus shelter (at stop No. 0931) is currently half sitting on a gravel embankment and half on brick and wood platform that is in a ditch. This shelter is unstable and is seen as a level 2 hazard. Winter frost and high winds can move this shelter to the brink of falling. Also, it is in one of the areas with no

sidewalks (in front of the Compaq Call Centre on the South side of Robertson Road) and is used predominantly by call centre workers as various hours of the day and night.

- It is recommended that the shelter be affixed to a proper platform on a more stable surface. It is recommended that since it is half in the ditch, to either move the shelter and stop to a flat area or fill in that part of the ditch with a drainage area under it so the flow of water is not impeded.
  
- It was noticed during the audit that the lights on the North side of Robertson Road by Fitzgerald Road were out. This is considered to be a level 1 hazard and it is recognized that at the time of this writing the outage may have been looked into.
  
- Lighting was also seen to be a problem at the parking lot for Hooters. They were out and it was noticed that this could be a problem with regard to a possible area for assaults (level 3 hazard).
  
- The sidewalk on the West side of Moodie Drive, just South of Robertson at the corner, going all the way to the Moodie Manor town homes have cracks and warping that is a very real danger to individuals who are visually impaired and/or in a wheelchair. This is a level 3 safety issue at this time. The area in question has been getting progressively worse.
  
- It is recommended that this sidewalk be replaced or repaired at the same time that work is being done to create a sidewalk on Robertson Road West of Moodie.
  
- During the audit, it was observed that cars and light trucks (including SUV's) were turning into the Becker's / McDonald's parking lot and driveway (West side of Moodie and South side of Robertson Road) at high speeds. It is suggested that speed limit, pedestrian caution signs or even speed bumps be placed at the entrance to the drive by the property owner to cut down on the danger level (listed at level 3). Better street lighting at this entrance may also improve the level of safety as a large number of young people walk in the area.
  
- On Moodie Drive Northbound, vehicles turning left into Moodie Manor (at Hadley Cl.) Do so at extreme risk. There have been several accidents at this intersection (Moodie and Hadley) but many have not been reported to the police, as they have been minor in nature. However, there have also been several very close calls as there is no left turn lane (North bound on Moodie) although there is an island or median that was built for this purpose. However, several years ago

when this was built, it was not seen as an issue. It has now become a level 4 safety issue as the traffic along Moodie drive is moving faster, and has, in the view of this Group, also increased as new access to Moodie has been built on Moodie South from the Kanata area. Allowing more traffic into the area.

- It is strongly recommended that one of several options be implemented to improve safety in this area. The first is a left turn lane at this intersection. The second is a amber flashing caution sign indicating that vehicles are turning left. This sign should be placed at the South end of the existing island or median and a second sign with the same information be placed on the East side of Moodie by the hydro cut. Thus giving drivers in both lanes ample time to become aware of possible turning vehicles.
- It was identified by the secondary stake holders (primarily Police and Fire and ambulance departments) as well as the audit that there is a definite lack of address signage in the area. Moodie Manor was very poor in this area and on several occasions EMS vehicles on a call in the area drove by missing the address. Thus causing a delay that may be detrimental to the life of individuals. This was identified as a level 3 safety issue.
- It is recommended that proper address and unit number signs be installed. These signs must be reflective in nature and be easily visible to EMS drivers' day or night. It is also recommended that Moodie Manor have a unit map located at both entrances to the complex. This would aid in navigation of the EMS vehicles and cutting down delays in response times. The town homes at Moodie and Hadley (East side of Moodie and North side of Hadley) have no sign at all and it is recommended that one be installed. The town homes at Moodie (West side of Moodie) known as Moodie Manor should also look into improving unit and complex signage to eliminate the problem mentioned above.

**Zone 2** - *Starting at Moodie Drive along Robertson Road to Richmond Road; South along Richmond to Tanglewood Drive (North Side) and along Tanglewood to Moodie Drive:*

**Overall findings in zone 2** was positive - The general impression of the area is that it is safe with some issues around the new (private) senior / retirement residence on Robertson Road just west of Richmond Road and also on Hadley Court and Tanglewood areas. Zone 2 is a medium to low traffic area and other than the Robertson Road area between Richmond and Moodie, is residential. Isolation issues in this area are a concern since you do not have the same traffic patterns as zone 1 for example. Signage was also a problem and listed as poor to very poor by not only the audit volunteers, but by the Secondary Stakeholders such as emergency services (fire police and ambulance or EMS). This went hand in hand with lighting. EMS vehicles have a difficult time finding addresses without the proper signage and lighting. Maintenance issues regarding the

upkeep of houses and buildings were generally positive.

### **Zone 2 - Specific Issues & Recommendations:**

- Lighting for example was good where there were proper sidewalks (such as along Robertson) but on roads such as Richmond Road (South of Robertson) and along Tanglewood and Hadley, lighting was poor to very poor. This was listed as a level 3 to a level 4 issue (in front of some houses it was a level 5 problem). Directional signs were lit and satisfactory but for pedestrians it became a problem. Even to use the audit checklist for example became a problem for the zone 2 audit group volunteers. Parking areas on Hadley Court were dark and could pose a problem for assaults. Street lighting found on Richmond Road and along Robertson did improve the lighting, there were none on Tanglewood and Hadley. House lights were responsible for the total street lighting in these areas and this was not adequate. Drivers found it difficult to see pedestrians much of the time and some vehicles were seen going much faster than they should have been.
- Lighting was also a problem with respect to safety and security of individuals and property. A lack of proper lighting in and around houses provide for hiding places for attackers and burglars. This was seen as a level 5 problem for much of the zone outside of Robertson Road. Recommendations include additional lighting in 'blind spots'; replacing old style lighting fixtures with new ones that can illuminate a greater ground area; replacing regular bulbs with longer life fluorescent outdoor bulbs that can provide more light over a wider area for a longer time between replacements.
- It is strongly recommended that individual homeowners be encouraged to upgrade their lighting in and around their houses in the Tanglewood and Hadley Road areas. If we can work out some sort of promotion with local lighting or building suppliers to help reduce some of the cost to improve lighting, this may help. Another option is to have additional or improved street lighting installed at the City's expense, but with fiscal restraints, this is not currently seen as a viable option.
- Signage in several areas needs to be improved. Firstly, address or number signs must be more visible to EMS vehicles. Many of the house numbers in the area were not visible from the road. Some were not lit properly or were not clear enough to be read from the road while others were missing part or all of the numbers. Recommendations are to have homeowners and renters alike check their address numbers in the daylight and at night. Ensure that they can be seen from the road not only directly in front of but also to oncoming traffic. As well, ensure that it is well illuminated at night including dawn and dusk where it can

be hard to see at these times.

- Signage and lighting was also an issue in the two townhouse condo's that are within zone two on Hadley Court and Tanglewood. Condo Boards and / or property managers should ensure that this is promptly addressed as this is listed as a level 4 safety issues. EMS vehicles have reported a problem in identifying houses in these areas and this has caused delays in responding to emergencies. It is urgent that this problem be corrected as soon as possible.
- There are some bushes along Hadley Court that were identified as level 3 safety problems in relation to possible assault sites. It is recommended that both individual property owners and the City look at areas that are their responsibility to ensure that bushes are cut back from the road way and sidewalks to eliminate this potential problem.
- The bus shelter and stop located on Moodie Drive Southbound (East side of Moodie between Robertson and Hadley) needs to be relocated closer to Hadley. It currently lies directly between Robertson and Hadley and busses on route 69 have a safety problem pulling away from the curb and then having to turn left onto Robertson from Moodie. There is currently not enough room for them to negotiate through traffic safely. This creates a level 2 hazard to not only the riders on the bus but drivers in the Southbound lanes.

*Zone 3 - Moodie Drive and Hadley Circle to Tanglewood Drive (South Side) and along Tanglewood to Richmond Road. This included all of the Hadley and Wareham Streets:*

**Overall findings in zone 3** was positive. As in zone 2, lighting and signage was the major concern. The area was found to be "too dark" along Tanglewood and "fearful of [the] Williams Park" area. This was a well-maintained neighbourhood with low to medium traffic (pedestrian and vehicle) patterns. As such, the poor to very poor lighting created a level 3 to 4 safety issue with the Williams Park area getting a level 5 hazard due to a serious concern for possible assault areas. Signage was also a problem in which the audit found that emergency vehicles would have difficulty finding addresses rapidly. Due to the demographics of the area (99% residential) there were very few people or vehicles about. This created a situation in which it felt isolated (the lack of lighting adding to this feeling). Maintenance issues regarding the upkeep of houses and buildings were generally positive.

### **Zone 3 - Specific Issues & Recommendations:**

- Williams Park, located at Richmond Road and Tanglewood was very poorly lit;

which creates a level 5 safety issue. This high level was assigned to the park for two reasons. One, the darkness creates several areas for possible assault sites and two, it is an area that is used by children. 'Used' needles have been found in this area on several occasions and the lack of lighting has created a haven for individuals and groups to congregate after dark.

- It is strongly recommended that this area be looked into by the city to have high visibility lighting installed in this park.
- The playground located at Williams Park was found to have an inadequate amount of 'playground' sand. Some parts of the playground had such little sand that it could cause injuries if a child fell there. As well, the audit group found that the large play structure was too close to the edge of the sand area at one place. This was listed as a level 3 safety issue and does not meet the provincial code which states that sand in a playground should be at least 30cm deep (at a minimum) and around the perimeter playground equipment should be 2m from the edge of the grass or playground area.
- This should be corrected as soon as possible by adding additional sand and if necessary, widening the 'edge' area around the larger play structure. This will bring the playground up to provincial code.
- As in zone 2, Tanglewood Road is lit by house lights (driveway lights) and not by street lighting. This creates a very dark neighbourhood and the audit found several houses with blown outside bulbs and/or lights turned off. This only created a darker area and allowed for several areas for possible assault sites. This was classed as a level 3 and 4 due to the dark areas, and the low traffic patterns (pedestrian and vehicle). Isolation was a factor in the determination of the safety level.
- It is recommended that the City provide proper street lighting on Tanglewood and adjacent roads within the neighbourhood (Tanglewood, Wareham and Hadley) in order to improve safety. We do recognize that financial restraints may not permit this recommendation to be implemented right away. As an interim, it is recommended that homeowners be encouraged through incentives to upgrade or improve their outside lighting. These incentives could be in the form of property tax breaks that allow homeowners to upgrade and/or reductions in home ownership insurance premiums. This will do two things - upgrading existing lighting improves the personal safety of pedestrians walking along these roads, it also improves the safety and security of the homeowners by being a deterrent to break-ins. This can have a third financial benefit in the possible reduction of insurance rates for homeowners.

- There are a number of possible assault sites along Tanglewood (including Wareham) due to bushes that have been allowed to grow too large and/or too near the sidewalks.
- In order to correct this problem it is recommended that home and property owners or property managers (in the case of town homes) review their property to determine if they have an problem. As well, home owners can contact the Ottawa Police Services Volunteers and ask for a site inspection FREE of charge to point out any safety issues that may need to be corrected.

**Zone 4 - (grouped with zone 5) Richmond Road from Tanglewood to Moodie and included the Townhouses and ran down Moodie to Tyrell:**

**Overall findings in zone 4** was positive - The general impression of this zone was that it had good lighting with satisfactory illuminated walkways and sidewalks. There are some areas (i.e. Williams Park which also fell partly in this zones mandate & also on a section of Richmond Road) that had no lights and ambient lighting did not help. In fact it created possible assault areas due to the lack of lighting. Signage was found to be satisfactory to poor. The poor areas included the Lynwood Manor town homes which did not have adequate address signs. This was an issue that was also pointed out by the secondary stakeholders (police, fire, ambulance).

It was noted by the audit volunteers that additional speed limit signs should be in place along both Richmond Road and Moodie Drive. These signs should also be placed lower and possibly lit better for oncoming drivers. The audit also found that sightlines were good and did not cause a hazard. Due to the large number of town homes in this zone isolation was not a factor as there were many individuals about outside. Maintenance issues regarding the upkeep of houses and buildings were generally positive.

**Zone 4 - Specific Issues & Recommendations:**

- Zone 4 also looked at Williams Park and as in Zone 3, the audit volunteers found that there was no lighting at all. As mentioned in the zone 3 issues and recommendations, this was listed as a level 5 hazard as there are too many areas for possible assault and as there have been 'used' needles found in the

park. Ambient lighting from the Lynwood Manor area was not enough to provide any illumination to the South area of the park.

- The recommendation of high visibility lighting installed in the park is made in the strongest possible manner.
- Lynwood Manor, while having good lighting, does have some areas (primarily some end units) that do not have proper lighting. This in conjunction to large pine trees provides possible assault sites.
- We recommend that the Board of Directors of Lynwood Manor as well as the property manager conduct a twilight walk-about to determine which lights need to be improved or added and what trees need to be trimmed. This would improve this level 3 hazard.
- Signage in the Lynwood Manor town house condominium is an issue; specifically in the area of address markings. The audit found that address markers at the entrance and at the sides of the town house blocs were not always visible (either being blocked by trees or faded). Also, this was an area that caused concern for the secondary stake holders.
- It is strongly recommended that improved signage pointing to unit and addresses be installed (replacing older signs). These signs should be high-visibility signs. This area should have unit or site maps located at both entrances to the complex. This would aid in navigation of the EMS vehicles and cutting down delays in response times.
- On Moodie Drive (West side - Southbound lane), there is a walkway that in fact is called a maintenance strip. This strip runs along Moodie Drive from Sonnet Drive and Moodie down to Moodie and Robertson. There are bus stops along this strip and it is used just as often as the proper sidewalk across the road. However it is not maintained in the winter and is currently in need of repair in several areas now. It is seen as a level 2 and 3 hazard as it is used by children, families and individuals. The visual and mobility impaired, seniors citizens from Harmer House on Seyton Drive, as well as people pushing child strollers are at risk because of the condition of this maintenance strip.
- We are recommending that a proper sidewalk be installed replacing this strip and that it be maintained in the winter (snow cleared). An alternative to the total replacement of a sidewalk would be to make this strip wider and/or to at least maintain the strip by repairing the damage areas that have become dangerous and clearing the snow in the winter time.

- There is an old abandoned roadway or walkway located South of Tyrell on Moodie that is currently overgrown and not lit. This is a level 5 safety hazard as it is a possible assault site. Visibility is very poor and it is in need of general maintenance and this contributes to the safety and security hazard of this lane-way. It leads West from Moodie to a large open lot located off Seyton Drive.
- The recommendation of this audit group is to cut back the overgrown brush and install better overhead lighting in the area. It is unknown at this time if this is a City owned or private property and this is something that must be looked into to have the proper custodian take action.

**Zone 5 - (grouped with zone 4) Richmond Road from Tanglewood to Moodie and included the Townhouses and ran down Moodie to Tyrell:**

**Overall findings in zone 5** was positive - This is the smallest zone but due to several accidents on the corner of Moodie and Richmond Road (South) it would be beneficial to examine this as a separate area. This is busy, high traffic area (predominantly vehicles) but there are several houses that border on both sides of the street and this is where we have a safety hazard that is classed as level 5. OC Transpo busses for example, turning from Richmond Road (Southbound) onto Moodie Drive (Southbound) have difficulty during rush hour. Also, there is no cross walk or lights at this three way intersection. Children coming from either of the schools or library or churches located on Richmond have to cross at this dangerous corner to get to the homes or town homes located on the West side of Moodie Drive. The alternative is to walk North to Tyrell or walk South to Sonnet Drive. These two options may not always be a safer option as there is no sidewalk that runs along Moodie/Richmond Southbound on the East side of the road. This is a grass strip and is not cleared in the winter.

Parents or guardians pushing a stroller can not navigate this area safely in the winter. Lighting was listed at satisfactory but signage was seen as poor. This included a lack of or properly marked speed or merging traffic signs. Maintenance issues regarding the upkeep of houses and buildings were generally positive with some exceptions.

**Zone 5 - Specific Issues & Recommendations:**

- This area is very 'unfriendly' and unforgiving to pedestrians due to a lack of

sidewalks and an ill-maintained or not maintained walkways along Moodie Drive South of Richmond. This creates a level 5 safety hazard as it is used as an area for pedestrians coming from Richmond and on their way to homes or town homes on the West side of Moodie.

- A strong recommendation of improving / replacing or installing proper sidewalks along both sides of Moodie/Richmond Roads right up to Sonnet is made. This is the only way to ensure the safety of the children, families and individuals that use this area on a daily basis.
- It is also recommended that a cross walk or stop lights be installed at Richmond Road and Moodie Drive (3way intersection just South of Tyrell). Last year (2001) we had a fatal accident at this same intersection. The traffic along Moodie and Richmond Roads is too fast and with no controls it will lead to another death.
- The right hand turning at the above noted intersection is OK and does not pose any higher safety hazard than a level 1 (using normal precautions). However left turns is made more difficult as you are turning across two lanes of high speed traffic going North and trying to turn onto two lanes of South bound traffic that is also moving at high speeds.
- As with the previous recommendation of traffic controls regarding pedestrian safety, this same recommendation is made to improve vehicle (driver) safety as well.
- The traffic control lights located at Moodie Drive and Tryell was seen by the audit volunteers as changing too fast for individuals with mobility issues. Crossing Moodie at this intersection for an able bodied person (adult or child) finds the crossing indicator change from a 'crossing person' to a flashing hand half way across. This does give the crosser ample time to finish his/her crossing. However, it was found that someone in a wheelchair, visually impaired or senior walking slowly will have only enough time to get half way across the road.
- It is recommended that these lights be lengthened in time so as to allow for those with mobility issues time to cross and not feel rushed. For example, if a senior or someone with difficulty walking is being rushed, there is a risk of falling and thus being struck by a vehicle.

#### **CONCLUSION:**

This safety audit was organized and conducted due to the concerns of some of the

residence within the targeted area. It expands on an audit that was conducted by Molly Mcgoldrick-Larsen (former Councillor) in June 2000. The recommendations made in this audit are not made lightly and any issue affecting the safety and security of individuals and families should be actioned as soon as possible.

Lighting, signage, access and personal safety were the predominant hazards that were found in this audit and as such is not something that can be put off for too long. It is possible to have a short term immediate fix for many of the concerns and issues identified in this report. While this may not always be the best option, it should be looked at with the eye to the future of a more permanent correction of a problem. We do recognize that financial consideration and fiscal restraints may delay some more less immediate long term corrections. However, it would not be prudent to delay the more immediate hazards as the cost to delay may be over taken by the cost to the public safety in lives, injuries, health care costs and insurance premiums.

This report is not intended to place the burden of correcting safety hazards on the back of the City. The safety and security of the public is a two way street and that is recognized by this Group. Individual property owners have an equal responsibility to ensure that there is proper lighting in and around their property (single family home or town house complex). As well, property owners must be held responsible for overgrown brush that create possible assault sites and for proper signage.

Address signs that are missing, faded, blocked or just not lit properly should be repaired or replaced as soon as possible. There have already been issues with emergency vehicles trying to identify an address and drove by it. This causes unnecessary delays and increases the risk to possible victims.

The City of Ottawa and its services must also be held responsible for safety hazards that clearly fall within their purview and jurisdiction. Sidewalks, street lighting and traffic controls (signs and lights) including transit busses (bus stops and shelters, etc) are the cities area of responsibility. As mentioned above, we recognize that financial constraints do play a part in when corrections and fixes are made. But what we are stressing and what our recommendations point to are priorities that if not corrected now, will cost the city much more later on.

We want to work with all concerned to promote safety and security in our community and this audit is just the first step. This identifies the issues and now its time for phase 2, the correction of these issues. It also does something else; it brings out the issues to the public so we can all take responsibility for our safety and security together.