

Subject: Strategic Road Safety Action Plan Annual Report

File Number: ACS2023-PWD-TRF-0002

Report to Transportation Committee on 23 March 2023

and Council 12 April 2023

Submitted on March 14, 2023 by Carol Hall, Associate Director, Traffic Services,

Public Works Department

Contact Person: Cathy Kourouma, Program Manager, Road Safety

613-580-2424, ext. 26622, Cathy.Kourouma@ottawa.ca

Ward: Citywide

**Objet : Rapport annuel sur le plan d'action stratégique en matière de
sécurité routière**

Dossier : ACS2023-PWD-TRF-0002

Rapport au Comité des transports

le 23 mars 2023

et au Conseil le 12 avril 2023

**Soumis le 14 mars 2023 par Carol Hall, directrice adjointe, Services de la
circulation, Direction générale des travaux publics**

**Personne ressource : Cathy Kourouma, gestionnaire de programme, Sécurité
routière**

613-580-2424, poste 26622, Cathy.Kourouma@ottawa.ca

Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council:

- 1. Receive the 2022 Road Safety Action Plan – Implementation Plan Status Update.**

2. Approve the 2023 Road Safety Action Plan – Implementation Plan, as outlined in this report.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil municipal :

1. de prendre acte du compte rendu sur le plan de mise en œuvre du plan d'action en matière de sécurité routière 2022; et

2. d'approuver le plan de mise en œuvre du plan d'action en matière de sécurité routière de 2023, tel qu'il est présenté dans le présent rapport.

EXECUTIVE SUMMARY

The Strategic Road Safety Action Plan (RSAP) Annual Report provides an update on the 2022 Implementation Plan, as well as an overview of the 2023 Implementation Plan. Initiatives identified in the 2022 Implementation Plan were completed wherever possible to enhance road safety, focusing on the Emphasis Areas: Vulnerable Road Users (pedestrians, cyclists and motorcyclists), Intersections, Rural Area and High-Risk Driver Behaviour (aggressive, impaired and distracted). Some initiatives were deferred due to labour and material availability and increase in costs due to inflation.

Some of the highlights of the RSAP in 2022 include high visibility ladder markings at 12 locations, joined pedestrian signal phasing at 11 intersections and protected left-turn phasing at five intersections. Other highlights include upgrading gravel shoulders in 11 rural corridors, installing 9 automated speed enforcement cameras, continued advancement of designs at high-volume cycling safety locations and delivering the Road Safety Training Course.

In 2023, the RSAP will be continuing with similar initiatives identified in 2022, as well as undertaking new initiatives. In 2023, 17 new automated speed enforcement cameras will be installed, additional construction funding for locations identified for cycling safety and rural safety enhancements, as well as piloting new and innovative technologies and services related to enhancing road safety for all users of the road.

The report also provides an update on the findings of a study to investigate funding requirements to achieve zero fatalities by 2035. The study concludes that strategies implemented in the City of Ottawa's current 2020-2024 Strategic Road Safety Action Plan (SRSAP) with a continued investment in this plan and Transportation Master Plan initiatives will help to ensure that the City provides transportation infrastructure that is

consistent and intuitive in minimizing the number of errors users make and forgiving enough reduce the risk of death or serious injury if mistakes do occur. Ongoing investments and a focus on prioritizing safety improvements to reduce fatal and major injury collisions, creating a culture of road safety, managing vehicle speeds, and building safe infrastructure are crucial to working towards zero fatalities by 2035.

RÉSUMÉ

Le rapport annuel sur le plan d'action stratégique en matière de sécurité routière (PASSR) rend compte de l'avancement du plan de mise en œuvre de 2022 et résume le plan de mise en œuvre de 2023. Les initiatives décrites dans le plan de mise en œuvre de 2022 ont été exécutées dans la mesure du possible en vue d'accroître la sécurité routière relativement à certains volets principaux : les usagers vulnérables de la route (piétons, cyclistes et motocyclistes), les intersections, les secteurs ruraux et les conducteurs ayant des comportements à haut risque (agressivité, facultés affaiblies et distraction). Certaines initiatives se sont vues repoussées par manque de main-d'œuvre et de matériaux et en raison de la hausse des coûts causée par l'inflation.

Parmi les éléments marquants du PASSR 2022, on compte l'application de marques en échelle très visibles à 12 endroits, la synchronisation de la signalisation pour piétons à 11 intersections et des phases de virage à gauche protégées à 5 intersections. Mentionnons aussi la mise à niveau d'accotements en gravier le long de 11 corridors ruraux, l'installation de 9 radars photographiques de contrôle automatisé de la vitesse, l'amélioration continue de la conception d'espaces sécuritaires dans les zones très fréquentées par les cyclistes et l'offre d'une formation en matière de sécurité routière.

En 2023, la mise en œuvre du PASSR se poursuivra avec certaines initiatives entamées en 2022 et d'autres, nouvelles. Ainsi, 17 nouveaux radars photographiques de contrôle automatisé de la vitesse seront installés, des fonds seront attribués à l'aménagement d'améliorations de la sécurité à vélo et de la sécurité en milieu rural aux endroits désignés, et des technologies et services innovants seront mis à l'essai pour améliorer la sécurité de tous les usagers de la route.

Le rapport rend aussi compte des résultats d'une étude visant à évaluer l'investissement nécessaire pour éliminer les décès sur les routes d'ici 2035. L'étude conclut que les stratégies mises en œuvre selon l'actuel PASSR de 2020-2024, accompagnées d'un investissement continu et d'initiatives liées au Plan directeur des transports, aideront la Ville à se doter d'une infrastructure de transport cohérente et intuitive permettant de limiter au maximum le nombre d'erreurs commises par les

usagers et le risque de décès ou de blessure grave si elles ne peuvent être évitées.

Pour atteindre l'objectif zéro décès d'ici 2035, il faudra continuer d'investir dans le réseau routier, accorder la priorité aux améliorations de la sécurité qui évitent les collisions causant des blessures graves ou mortelles, instaurer une culture de sécurité routière, contrôler la vitesse des véhicules et construire une infrastructure sécuritaire.

BACKGROUND

In December 2019, City Council approved the 2020-2024 Strategic Road Safety Action Plan (RSAP) ([ACS2019-TSD-TRF-0009](#)), a five-year plan that builds on the City's existing road safety programs. The plan is based on the Safe Systems approach to road safety and is guided by the theme of *Think Safety, Act Safely* in recognition of the shared responsibility and the change in culture required to continue the progress towards zero fatalities and major injuries.

The ultimate vision of the plan is that it serves as a comprehensive and proactive strategy for making Ottawa roads safe for all users. Though the 2020-2024 plan's goal calls for a 20 per cent reduction in the rate of fatal and major injury collisions by 2024, Council further approved a longer-term goal of *zero fatalities on our streets by 2035, with a focus on safety for the most vulnerable users of our transportation system—pedestrians, school children, older adults and cyclists.*

Due to the year over year fluctuations in collision data, a 5-year period is used for data comparison purposes to measure RSAP effectiveness. RSAP targets a rate of 12.4 FMI collisions per 100k population by 2024. Based on current collision data, the rate of collisions continues to decline when compared to the baseline data. It should be noted that due to the impacts of the COVID-19 Pandemic, there have been fewer trips by residents given the various restrictions, as well as a significant decrease in reported collisions and corresponding fatal and major injury collisions.

As part of the RSAP approval process, Council approved Recommendation 4:

“That Traffic Services bring forward a report to Transportation Committee annually, starting in 2021, to provide an update on the progress of the previous year’s RSAP Implementation Plan and to obtain approval on the initiatives brought forward as part of the present year’s Implementation Plan”.

In March 2021, Council received the first annual report related to the RSAP and approved the recommended 2021 RSAP Implementation Plan ([ACS2021-TSD-TRF-0001](#)). In February 2022, Council received the second annual report and approved the

recommended 2022 RSAP Implementation Plan ([ACS2022-PWD-TRF-0001](#)). This report provides a status update on the 2022 Implementation Plan and introduces the 2023 RSAP Implementation Plan for approval.

DISCUSSION

The City's 2020-2024 Strategic Road Safety Action Plan ([ACS2019-TSD-TRF-0009](#)) adopted a Safe Systems approach to road safety, according to which:

- Human life and health are prioritized.
- Safety is a shared responsibility between roadway providers, regulators and users.
- Human error on the roadway should not lead to death or serious injury, and road traffic systems must be designed accordingly.
- Road safety requires a culture change, whereby roadway providers, regulators and road users must cooperate and be ready to change to achieve the long-term vision and goals of the RSAP.

The plan is delivered by internal partners involved in the education, enforcement and engineering aspects of road safety. Delivery is coordinated by the Safer Roads Ottawa program, which is governed by a Steering Committee composed of senior representatives from Ottawa Fire Services, Ottawa Paramedic Service, Ottawa Police Service (OPS), Ottawa Public Health (OPH), Public Works and the Regional Supervising Coroner.

Continued and targeted interventions are needed to achieve the goals of the RSAP. This requires the development of an implementation plan that identifies specific countermeasures or actions to be undertaken by the partners each year. Reporting back on the status of deliverables ensures accountability on the part of those delivering the initiatives.

2022 Implementation Plan

The 2022 Implementation Plan included a number of engineering, enforcement and education-based countermeasures to address fatal and major injury collisions under the four emphasis areas of the RSAP.

Labour strikes in the construction industry, supply chain delays and global transportation related material shortages (i.e. thermoplastic pavement markings, signal hardware, signage and construction related material), as well as significant construction

cost escalations over the past year (10%-30%) have hindered the delivery of some initiatives planned for 2022.

Document 1 – 2022 RSAP – Implementation Plan – Status Update provides the status of all countermeasures identified in the 2022 Implementation Plan, the highlights of which are listed below.

Vulnerable Road Users:

- High-Volume Cycling/Vehicle Locations – Detailed design completed for three high volume cycling safety locations and detailed design for one location currently in-progress. The construction of cycling safety enhancements is pending and subject to the availability of funding for the following four locations: St. Patrick Street and King Edward Avenue, Scott Street and Bayview Road, O'Connor Street Cycling Safety Improvements, and Donald Street and Vanier Parkway.
- Red Revert Education Campaign – Developed and implemented an awareness campaign to educate and inform all road users. Permanent signage installed at 22 intersections, temporary signage installed at nine locations and educational material developed and distributed at eight direct outreach activities which occurred onsite at four locations.
- Motorcycle Safety Strategy – Development of a comprehensive motorcycle safety strategy underway with continued input from key internal and external stakeholders through the Motorcycle Safety Working Group.
- High Visibility Ladder Markings installed at 12 signalized intersections.
- Be Safe Be Seen – Lights and reflective materials distributed to all Ottawa Fire Stations and held three community events.
- Joined Pedestrian Signal Phasing - Installed signal timing feature to allow the walk signal to appear when a vehicle detection triggers the traffic signal to change to side street green at 11 intersections.

Intersections:

- Fully Protected Left-Turns – Implemented fully protected left turn phasing at five locations where no geometric revisions were required. Implementation locations include the intersections of Bank Street and Cahill Drive, Bronson Avenue and

Brewer Road, Hawthorne Road and Stevenage Drive, Industrial Avenue and Russell Road and Merivale Road and Kirkwood Drive

- Traffic Control Devices – Additional funding allocated to complete the construction of a roundabout at Frank Kenny Road and Inness Road.
- At-Grade Rail Crossing Compliance – Construction completed at the Buckland Road at-grade crossing to provide continuous pedestrian facilities and comply with Transport Canada Grade Crossing Regulations.

Rural:

- Skewed Intersections – Detailed design underway for the intersections of Victoria Street and Cartwright Street and Constance Bay Road and Dunrobin Road which are rural skewed intersections identified in the 2020 Safety Study of Ottawa Rural Skewed Intersections. Construction substantially completed at the skewed intersection of Century Road West and McCordick Road.
- Safety Edges – Implemented on one rural road corridor as part of the 2022 resurfacing program. Due to supply chain issues, contractors were not able to acquire the necessary products for safety edge installation within resurfacing timelines for additional rural corridors.
- Shoulder Maintenance – Approximately 23 linear km of gravel shoulders upgraded along 11 rural corridors.

High Risk Drivers:

- Automated Speed Enforcement (ASE) - Nine ASE camera sites installed in 2022 (six sites as committed in the 2022 RSAP Implementation Plan and three sites as committed in Q4 2021 as part of the Automated Speed Enforcement and School Bus Camera Pilot Projects Report ([ACS2021-TSD-TRF-0005](#)). Six planned camera locations were not installed in 2022. Labour strikes and shortages in the construction industry, supply chain issues and effects to key concrete ingredients impacted contractor availability and willingness to accept 2022 project delivery timelines. Designs are complete for the remaining six ASE sites and a construction contract has been awarded for 2023 installation. A memo providing members of Council with an update on ASE locations was released on Wednesday, February 22, 2023.
- Development of ASE selection criteria for playgrounds and high-speed locations underway.

- School Bus Camera Program – Review of best delivery model for the School Bus Camera Program underway.
- Traffic Calming in School Areas – Concept plan for the Broadway Avenue corridor is in-progress, with preliminary/detailed design in 2023 and construction planned in late 2023/early 2024.

Road Safety Culture:

- Communications Strategy – Delivered initiatives identified in the 2021-2022 RSAP Communications/Education Strategy (with an emphasis on changing road safety culture among road users throughout the City).
- 2023/2024 RSAP Communications Strategy – Development of strategy underway.
- Road Safety Training Course – Total of 77 staff, who make decisions about the roadway, received the two-day road safety training course.
- Road Safety Audits – Total of 10 road safety audits completed or in-progress on city-led transportation projects.

2017-2021 Fatal and Major Injury (FMI) Collisions

Overall collisions in the city were down significantly in 2021, likely due to fewer daily trips by residents affected by ongoing COVID-19 impacts. There were 8,127 reportable collisions in 2021, compared to an average of 13,880 per year over the five previous years. This reduction was also reflected in the number of FMI collisions. In 2021, there were 122 FMI collisions compared to an average of 142 per year, averaged over the five preceding years.

RSAP is a data-driven plan where resources and available funding should be directed towards initiatives that have the greatest likelihood of reducing FMI collisions.

Countermeasures are selected based on available fatal and major injury collision data for the four emphasis areas of the RSAP. For each emphasis area, Table 1 compares FMI data for the 2013-2017 baseline period and the most recent analysis period (2017-2021). The table includes metrics related to the goals of the plan.

Table 1: FMI Collision Summary for 2013-2017 Baseline Period and 2017-2021

Indicator	2013-2017 FMI Data	2017-2021 FMI Data	Change in Number of FMI Collisions
Total number of FMI collisions	743	673	Down
5-year average FMI rate (FMI collisions/100,000 population)	15.5	13.4	Down
Average number of fatalities (fatalities/year)	27	26	Down
FMI collisions at or related to intersections (% of total FMIs)	355 (48%)	383 (57%)	Up
FMI collisions in rural areas (% of total FMIs)	157 (21%)	155 (23%)	Down
FMI collisions involving a pedestrian (% of total FMIs)	190 (26%)	165 (25%)	Down
FMI collisions involving a cyclist (% of total FMIs)	79 (10%)	67 (10%)	Down
FMI collisions involving an e-bike rider (% of total FMIs)	3 (<1%)	6(<1%)	Up
FMI collisions involving a motorcyclist (% of total FMIs)	110 (15%)	93 (14%)	Down
FMI collisions involving one or more drivers engaging in one or more high-risk driving behaviours (% of total FMIs)	451 (60%)	450 (67%)	Down

Table 2 provides an annual breakdown of fatal and major injury collisions from 2013 to 2021.

Table 2 - Annual Breakdown - Fatal and Major Injury Collisions 2013 to 2021

Year	Intersection	Rural	Pedestrian	Cyclist	e-Bike Rider	Motorcyclist	High-risk
2013	76	27	49	16	0	16	81
2014	57	34	29	13	0	21	81
2015	67	20	39	14	1	23	75
2016	78	33	38	22	1	26	104
2017	77	43	36	14	1	24	100
2018	106	28	41	13	1	22	103
2019	75	29	36	16	1	20	92
2020	57	27	21	16	2	13	76
2021	68	28	31	8	1	14	79

It should be noted that the collision categories summarized above are not mutually exclusive and sometimes overlap. For example, a pedestrian and an impaired driver could have been involved in a collision at an intersection. Such a collision would be counted as a pedestrian collision, an intersection collision and a collision involving an impaired driver.

Collision Data Reporting

Traffic Services receives data on collisions that occur within the City of Ottawa from the Ministry of Transportation (MTO) on a continual basis. The collision data is provided to the MTO by policing agencies including the Ottawa Police Service, the Ontario Provincial Police and The Royal Canadian Mounted Police at varying intervals. The data is validated through the City's collision management system to ensure there are no errors or missing information. Errors are addressed using MTO collision coding rules and staff may follow up with the reporting policing agency to gather additional information if available.

Historically, Traffic Services has waited until all collision data for a given year has been reviewed and validated prior to its release via communication to Council and posting to [OpenData Ottawa](#). Moving forward, available and validated collision data will be publicly released on a monthly basis via [OpenData Ottawa](#). This new process will ensure that the most currently available collision data is shared publicly in a timely manner. It should be noted that sometimes there are longer than expected delays from when a collision occurs to when Traffic Services receives and validates associated collision data; as such, publicly released data is not static and is subject to change as new information is received. For example, data from many of the collisions occurring in January of a given year may be included in a March data release but information from other collisions that occurred in January may not be reflected in the dataset until a few months later.

The 2021 collision dataset along with any collisions from 2022 which are currently validated in the City's collision management system will be posted on [OpenData Ottawa](#) by the end of April 2023. Collision datasets will be updated on a monthly basis starting in May.

2023 Implementation Plan

In October 2021, Council approved the Automated Speed Enforcement and School Bus Camera Pilot Projects Report ([ACS2021-TSD-TRF-0005](#)). The report recommended that all net revenues generated by automated enforcement initiatives be allocated to a Road Safety Reserve Fund and that such funding be used for initiatives identified in the Road Safety Action Plan (RSAP). Implementation of this recommendation has ensured ongoing funding, with the 2023 Budget allocating \$6.35 million to RSAP measures.

The 2023 Implementation Plan (see supporting Document 2 – 2023 RSAP – Implementation Plan) breaks down this funding by countermeasure. Many of the countermeasures build on those completed as part of the 2020, 2021 and 2022 implementation plans. The following lists highlight some of the countermeasures identified in the 2023 Implementation Plan, organized by emphasis area.

Vulnerable Road Users:

- Enhance “Be Safe Be Seen” awareness campaign
- Proactively review locations for Leading Pedestrian Intervals (LPI), No Right Turn on Red and Joined Pedestrian Signal Phasing.

- High-Volume Cycling/Vehicle Interaction Locations – Allocate partial construction funding to the Cycling Safety Improvement Program for up to three high volume cycling safety locations. As part of [Motion No 74/12](#) submitted in April 2022, staff were directed to investigate funding options to advance the implementation of the 29 priority high-volume cycling/vehicle interaction locations. See supporting Document 3 – Response to Motion Regarding High Volume Intersections for the results of this review.
- Motorcycle Safety Strategy – Implement education, engineering and enforcement measures identified in the motorcycle safety strategy with continued input from key internal and external stakeholders through the Motorcycle Safety Working Group.

Intersections:

- Fully Protected Left-Turns – Implement protected left turn phasing based on updated screening process at up to five locations where no geometric revisions are required.

Rural:

- Skewed Intersections – Allocate additional partial funding towards construction at two rural skewed intersections identified in the 2022 RSAP Implementation plan.

High Risk Drivers:

- Automated Speed Enforcement (ASE) - Install a total of 17 new Automated Speed Enforcement Cameras in the vicinity of schools, playgrounds/parks and as a pilot study, in high-speed locations. Details on the 2023 ASE locations were formally disclosed to Council on Wednesday, February 22, 2023 via the Memo on the topic of Automated Speed Enforcement Locations.

Road Safety Culture:

- 2023/2024 RSAP Communications/ Education Strategy - Deliver 2023 initiatives identified in the strategy with an emphasis on changing road safety culture among road users throughout the city.
- Road Safety Training Course – Continue to deliver road safety training to staff who make decisions about the roadway.
- Road Safety Training Course for Elected Officials – Delivery of the Road Safety training session developed for elected officials to continue to support road safety culture within the city.

Road Safety Funding

A review of City budgets from 2020 to 2023 determined the amount of funding allocated to programs that contribute to road safety within the city. Approximately \$27.5 million was allocated to existing programs in 2020, compared to \$37.1 million in 2022, and again compared to \$38.4 million in 2023. Table 4 breaks down existing program funding amounts for the period by emphasis area. See supporting Document 4 – Road Safety-Related 2020 - 2023 City of Ottawa Investments, for a detailed list of existing programs with their respective funding amounts.

Table 3 - 2020 - 2023 Road Safety Related Budget (Existing Programs)

RSAP Emphasis Area	Total 2020 Budget in Thousands (\$000)	Total 2021 Budget in Thousands (\$000)	Total 2022 Budget in Thousands (\$000)	Total 2023 Budget in Thousands (\$000)
Vulnerable Road Users	17,399	23,597	26,091	25,236
Intersections	4,475	4,568	4,728	5,026
High-Risk Drivers	3,700	3,746	4,370	6,099
Programs that Impact all Emphasis Areas	1,912	1,874	1,943	2,066
Grand Total	27,486	33,785	37,132	38,427

The \$6.35 million investment in the Road Safety Action Plan increases the City's total investment in road safety initiatives and programs to \$44.8 million in 2023, compared to \$44.3 million in 2022 and compared to \$31.5 million in 2020. Table 4 summarizes how the \$6.35 million is allocated by emphasis area for 2020-2023.

Table 4 - 2020 - 2023 Road Safety Action Plan Budget

RSAP Emphasis Area	Total 2020 Budget in Thousands (\$000)	Total 2021 Budget in Thousands (\$000)	Total 2022 Budget in Thousands (\$000)	Total 2023 Budget in Thousands (\$000)
Vulnerable Road Users	975	1,765	2,495	2,515
Intersections	1,170	830	1,475	520
Rural Areas	440	925	2,250	2,340
High-Risk Drivers	550	450	950	850
Road Safety Culture	100	30	30	25
Initiatives that Impact all Emphasis Areas	765	-	-	100
Grand Total	4,000	4,000	7,200	6,350

In order to support the continued growth of the Automated Speed Enforcement (ASE) program and RSAP road safety engineering initiatives, one Road Safety Engineer position is required in Traffic Services. The position is needed to implement road safety engineering countermeasures and automated enforcement initiatives. The full-time equivalent (FTE) resource has been identified in the 2023 Budget, and funding for the position will be made available through automated enforcement revenue.

Zero Fatalities by 2035

As part of a motion submitted to [TRC on December 4 2019 and approved by Council the following week on December 11](#), staff received direction to investigate funding requirements to achieve zero fatalities by 2035.

Staff hired a consultant to develop, deploy and analyze a survey of leading jurisdictions in the Vision Zero field to investigate practices, lessons learned, and costs associated with achieving zero fatalities. See supporting Document 5 – Executive Summary of the

Jurisdictional Survey of Vision Zero Practice and Associated Costs for key outcomes of the study.

The study summarized findings related to operational and financial expenditures of jurisdictions that have achieved significant reductions in traffic deaths. The summary includes the following key findings:

- *“One of the key findings is that cities did not attribute their success as much to specific actions or to large budgets. Instead, their responses suggested that the systemic, integrated, and objective oriented approach they took was foundational to their success.”*
- *“They suggested that the actions they took and costs they spent related to road safety were difficult to pin-point because separating everything out into “road safety related” vs. “not road safety related” would be contrary to their systemic and integrated approach.”*

The findings provided in the study align closely to the strategies implemented in the City of Ottawa’s current 2020-2024 Strategic Road Safety Action Plan. This includes a focus on prioritizing safety improvements where the most benefit can be achieved to reduce fatal and major injury collisions, creating a culture of road safety, managing vehicle speeds, and building safe infrastructure through several city policies developed and adopted over the past few years (i.e., Complete Streets Framework, Building Better and Smarter Suburbs, 30km/h speed limit policy, Traffic Calming design guidelines, etc.).

These policies and continued investment in the Road Safety Action Plan and Transportation Master Plan initiatives, from all levels of government, will help to ensure that the City provides transportation infrastructure that is consistent and intuitive to help minimize the number of mistakes users make and forgiving enough to make crashes survivable if mistakes do occur.

Traffic Services will continue to work with stakeholders and partners to deliver the 2023 Road Safety Action Plan (RSAP) – Implementation Plan. A report will be presented to the Transportation Committee in late 2023, providing a status update on initiatives delivered as part of the plan and seeking approval for initiative brought forward as part of the 2024 Implementation Plan.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendations.

LEGAL IMPLICATIONS

There are no legal impediments in approving the recommendations as outlined in this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Not Applicable

ADVISORY COMMITTEE(S) COMMENTS

Not Applicable

CONSULTATION

In 2022, Safer Roads Ottawa (SRO) continued consultations with the Stakeholder Working Group, which consists mainly of representatives from local road safety partners. This well-established group meets quarterly and has supported the SRO program for many years.

In addition, an online public survey was conducted in 2022 as part of the Communications Strategy to determine how much road safety messaging residents have been exposed to. This data was compared to the baseline information collected in 2021 to determine if outreach and communications tactics delivered as part of the 2021-2022 RSAP Communications Strategy have been effective. The information will be used to guide the development of the 2023-2024 RSAP Communications Strategy.

ACCESSIBILITY IMPACTS

The 2020-2024 Strategic Road Safety Action Plan seeks to implement measures to address collision types leading to death or serious injury for all road users, including drivers, passengers, pedestrians, cyclists and motorcyclists. Roadway safety enhancements including but not limited to the implementation of various types of traffic controls, education and outreach campaigns, the application of pavement markings, implementation of Leading Pedestrian Intervals and/or No Right Turn on Red and the redesign of intersections to improve safety, benefit all residents. See Document 2 for a complete listing of initiatives that support vulnerable road users, which includes persons with disabilities.

Countermeasures (signage, pavement markings, traffic control infrastructure, etc.) implemented as part of the Road Safety Action Plan meet provincial regulations, including the *Integrated Accessibility Standards Regulation* adopted under the

[Accessibility for Ontarians with Disabilities Act \(2005\)](#), as well as the City's [Accessibility Design Standards \(ADS\)](#).

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management Program objectives. Integrated projects that include scope for road reconstruction will provide the best opportunity for the full implementation of RSAP program recommendations. The City will be able to realize cost efficiencies by implementing the recommendations under the integrated projects. The Long Range Financial Plan targets will need to be aligned with the Strategic RSAP policy expectations. There may be some additional, though limited, opportunity through resurfacing projects due to the nature of resurfacing project delivery and budgetary limitations. Remaining safety enhancements are to be implemented under the Road Safety Action Plan (RSAP) program. Traffic Services will work with the Asset Management Branch to determine such eligible enhancements under resurfacing contracts. To fulfill its obligation to deliver safe and reliable services to the community, the City must ensure that assets supporting City services are managed in a way that balances levels of service, risk and affordability.

CLIMATE IMPLICATIONS

By aiming to achieve the principles under Vision Zero and a safe systems approach, the City can support Ottawa's vulnerable road users (i.e. pedestrians and cyclists) in choosing low-carbon modes of transportation through increased road safety and security.

INDIGENOUS, GENDER AND EQUITY IMPLICATIONS

The Strategic Road Safety Plan is critical in helping build a safe and inclusive city. It is an important mechanism to remove barriers for equity seeking groups by prioritizing vulnerable road users.

The plan's alignment with the principles of a safe systems approach and Vision Zero ensures consideration to the relationship between fatal and major injury collisions and other demographic factors including children and older adults. The plan's countermeasures, as presented to City Council in the yearly Implementation Plans are applied evenly and consistently throughout Ottawa, and are not biased towards or against any sector of the population.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated to this report.

RURAL IMPLICATIONS

This report applies to the entire city with an emphasis on mitigating fatal and major injury collisions on rural roadways.

TERM OF COUNCIL PRIORITIES

The report aligns with the Integrated Transportation Priority in the City of Ottawa's 2019-2022 Strategic Plan.

DELEGATION OF AUTHORITY IMPLICATIONS

Countermeasures implemented as part of the 2023 Annual Road Safety Action Plan – Implementation Plans are delivered in accordance with various schedules of the Delegation of Authority By-law (By-law 2023-2).

SUPPORTING DOCUMENTATION

- Document 1 - 2022 RSAP Implementation Plan – Status Update
- Document 2 - 2023 RSAP Implementation Plan – Initiatives
- Document 3 – Response to Motion Regarding High Volume Intersections
- Document 4 - Road Safety-Related 2020 - 2023 City of Ottawa Investments
- Document 5 – Executive Summary of the Jurisdictional Survey of Vision Zero Practice and Associated Costs

DISPOSITION

The Public Works Department will deliver the 2023 Implementation Plan as outlined in this report.