



MEMO / NOTE DE SERVICE

Information previously distributed / Information distribué auparavant

TO: Transportation Committee

DESTINATAIRE : Comité des transports

FROM: Alain Gonthier,
General Manager, Public Works
Department

Contact :
Carol Hall, Associate Director, Traffic
Services, Public Works Department
613-580-2424 x23185
Carol.Hall@ottawa.ca

EXPÉDITEUR : Alain Gonthier,
directeur général, Direction générale
des travaux publics

Personne ressource :
Carol Hall, directrice adjointe, Services
de la circulation, Direction générale des
travaux publics
613-580-2424 x23185
Carol.Hall@ottawa.ca

DATE: April 17, 2023

17 mars 2023

FILE NUMBER: ACS2023-PWD-TRF-0003

SUBJECT: Report on the use of Delegated Authority during 2022 by the Public Works Department

OBJET : Rapport sur l'exercice des pouvoirs délégués en 2022 à la Direction générale des travaux publics

BACKGROUND

The purpose of this memorandum is to report to the Transportation Committee on the use of delegated authority for 2022.

By-law 2022-253 is "a by-law of the City of Ottawa respecting the delegation of

authority to various officers of the City” and is referred to as the “Delegation of Authority By-law”. The By-law was enacted by Council on August 31, 2022, repealing By-law No. 2022-29.

This By-Law provided delegated authority to officers within the Public Works Department to perform various operational activities and requires that use of delegated authority be reported to the appropriate standing committee at least once per year.

DISCUSSION

Traffic Services reports to the Transportation Committee. To meet the reporting requirements as identified in Schedule “G” Transportation Services By-Law 2022-253 a consolidated list highlighting their use of delegated authority during that time period has been produced (see Document 1).

CONCLUSION

Traffic Services will continue to report to Transportation Committee once per year on its use of delegated authority as per the current Delegation of Authority By-law (2022-253).

For additional information on any of the items listed in Document 1, please contact Carol Hall, Associate Director, Traffic Services at 613-857-3549, or by e-mail at Carol.Hall@ottawa.ca.

Respectfully,

*Original signed by
Alain Gonthier*

CC: Extended Senior Leadership Team
Public Works Departmental Leadership Team
Director, Public Information and Media Relations
Manager, Council and Committee Services
Coordinator, Transportation Committee
Traffic Services Service Area Leadership Team

SUPPORTING DOCUMENTATION

Document 1 – 2022 Use of Delegated Authority by Traffic Services - Schedule “K”
Public Works Department, By-Law 2022-253

Section K 5. (1) – Intersection and Road Modifications

Traffic Signals & Roundabouts

In 2022, Traffic Services supported intersection modifications through the New Traffic Control Devices Program and Investing in Canada Infrastructure Program (ICIP) funding. Delegation of authority for intersections and roadway modifications was required for 3 locations.

Table 1 – 2022 Use of Delegated Authority for Traffic Signal installations and Roundabout construction

Location	Ward #	Description
Perth Street, 30 m East of Gamble	21	Midblock pedestrian signal
Richmond Road, 80 m east of Wavell Avenue	7	Midblock pedestrian signal
Frank Kenny & Innes	1/19	Roundabout

Intersection Safety Improvements

In 2022, Traffic Services supported intersection safety improvements through the Road Safety Action Plan – 2022 Implementation Plan. Delegation of authority for intersections and roadway modifications was required for 3 locations.

Table 2 – 2022 Use of Delegated Authority for Intersection Safety Improvements

Location	Ward #	Description
Century Road at McCordick Road	21	Skewed intersection identified for remedial action as part of the Ottawa Skewed Intersection Study. Closure of skewed section of Century Road West and associated secondary “T” intersection with McCordick Road.

Location	Ward #	Description
Buckland Road At-Grade Rail Crossing	20	Modifications to the at-grade crossing to provide continuous pedestrian facilities to adhere to Transport Canada Grade Crossing Standards and Regulations.
Woodroffe Avenue At-Grade Rail Crossing	9/24	Active Transportation Improvements for the multi-use pathway (MUP) along Woodroffe Avenue, approaching the at-grade crossing. Removal of the bollards, installation of tactile surface treatments and improved pavement markings.

Pedestrian Crossovers (PXOs)

In 2022, Traffic Services supported the installation of one (1) Pedestrian Crossover (PXO) city-wide through PXO Program funding. There are a number of PXO locations designed or currently in design which are planned to be installed in 2023. Labour strikes in the construction industry, supply chain delays and global transportation related material shortages (i.e., signal hardware, signage and construction related material), as well as significant construction cost escalations over the past year (10%-30%) have delayed the implementation of planned 2022 PXOs.

The PXO implemented in 2022 was a Type C which require the installation of side mounted poles with PXO signs and flashing beacons, and the necessary pavement markings. Delegation of authority was required for needed roadway modifications. Details on the implementation location is listed in the table below:

Table 3 - 2021 Use of Delegated Authority for Type C PXOs

Location	Ward #	Description
Steeple Chase Drive at Springwater Drive	23	Curb depressions and TWSIs were installed on both sides of the roadway.

Section K 6. (1) and (2) Signs, Traffic Signals, Pavement Markings and Street Lighting

In 2022, Section K 6. (1) and (2) – Signs, Traffic Signals, Pavement Markings and Street Lighting was used to install, operate, and maintain the following:

- 12,089 signs installed and 31,000 signs maintained;
- ~ 4.715 Million meters of longitudinal pavement markings;
- 1,203 signalized intersections, of which 86 per cent are equipped with audible signals;
- 17 active speed cameras and 84 active red-light cameras across the city;
- 317 traffic cameras; and,
- 76,839 streetlights.

Costs associated with the above items include:

- \$12,924,265.26 for work undertaken on behalf of other departments or external agencies;
- \$4,019,935.81 for sign maintenance;
- \$7,410,922.85 for signal maintenance;
- \$4,507,821.31 for pavement markings; and,
- \$11,443,410.99 for streetlighting.

Note: The totals for sign maintenance and for pavement markings above include, but are not limited to costs incurred in 2022 for the installation of signs and pavement markings associated to various traffic control devices including Pedestrian Crossovers (PXO) as listed previously, various traffic control measures (i.e., No Right Turn on Reds at signalized intersections), designated zones (i.e., Gateway Zones, Community Safety Zones, etc.), and automated speed enforcement.

Section K 8. (1) – Temporary Traffic and Parking Control

In 2022, Section K 8. (1) – Temporary Traffic and Parking Control was used to respond to and manage:

- 932 incidents managed with moderate to high impacts on the flow of traffic;
- 810 incidents managed that required temporary lane or road closures; and,
- 493 Special Event/Film Permits, 250 Film Applications and 225 related Work Orders in support of miscellaneous events including demonstrations, festivals, parades, film, etc.)

The work associated with temporary traffic and parking control work related to special events, including demonstrations, festivals, parades, and temporary road closures/emergency events totalled \$242,924.70.