

Subject: Strategic Road Safety Action Plan Annual Report

File Number: ACS2023-PWD-TRF-0007

Report to Transportation Committee on 16 November 2023

and Council 6 December 2023

Submitted on November 6, 2023 by Krista Tanaka, Associate Director, Traffic Services,

Public Works Department

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Ward: Citywide

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

Dossier : ACS2023-PWD-TRF-0007

Rapport au Comité des transports

le 16 novembre 2023

et au Conseil le 6 décembre 2023

Soumis le 6 novembre 2023 par Krista Tanaka, directrice adjointe, Services de la circulation, Direction générale des travaux publics

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Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council:

- 1. Receive the 2023 Road Safety Action Plan – Implementation Plan Status**

Update.

2. Approve the 2024 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 2023; et**
- 2. d'approuver le plan de mise en œuvre du plan d'action en matière de sécurité routière de 2024, 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 2023 Implementation Plan, as well as an overview of the 2024 Implementation Plan. Initiatives identified in the 2023 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). Certain initiatives continue to be underway and will be complete either by the end of 2023 or shortly thereafter.

Some of the highlights of the RSAP in 2023 include cycling enhancements at three high-volume cycling safety locations, St. Patrick Street and King Edward Avenue intersection and along O'Connor Street, high visibility ladder markings at 10 locations, joined pedestrian signal phasing at 10 intersections and protected left-turn phasing at five intersections. Other highlights include constructed safety improvements at the Victoria Street and Cartwright Street rural skewed intersection, upgrading gravel shoulders in 12 rural corridors, installing 11 automated speed enforcement cameras, continued advancement of designs at high-volume cycling safety locations and delivering the Road Safety Training Course to elected officials.

In 2024, the RSAP will be continuing with similar initiatives identified in 2023, as well as undertaking a few new initiatives. As the draft 2024 RSAP Budget is \$20.5M, greater portions of funding will be directed to initiatives requiring geometric modifications to achieve engineering-related safety improvements. Such initiatives include pedestrian safety improvements, cycling safety enhancements, rural skewed intersection enhancements, protected left-turns, and traffic control devices. Further, in 2024, 20 new

automated speed enforcement cameras will be installed, and initiatives to pilot new and innovative technologies to enhance road safety for all users of the road will continue.

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 2023 et résume celui de 2024. Les initiatives décrites dans le plan de mise en œuvre de 2023 ont été exécutées dans la mesure du possible en vue d'accroître la sécurité routière relativement aux grands volets : 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 sont toujours en cours de réalisation et s'achèveront à la fin de 2023, ou peu de temps après.

Parmi les grandes réalisations du PASSR 2023, mentionnons les aménagements cyclables à trois endroits de sécurité à fort trafic cyclable tels que l'intersection de la rue St. Patrick et de l'avenue King Edward et le long de la rue O'Connor, les marques en échelle très visibles à 10 emplacements, la synchronisation de la signalisation pour piétons à 10 intersections et les phases de virage à gauche protégées à 5 intersections. Soulignons également la mise en place de mesures d'amélioration de la sécurité à l'intersection oblique rurale de la rue Victoria et du chemin Cartwright, la mise à niveau d'accotements en gravier le long de 12 corridors ruraux, l'installation de 11 radars photographiques de contrôle automatisé de la vitesse (CAV), l'amélioration continue de la conception d'espaces sécuritaires dans les zones très fréquentées et l'offre de formation en matière de sécurité routière pour les représentants élus.

La mise en œuvre du PASSR se poursuivra en 2024 avec certaines initiatives entamées en 2023 et d'autres, nouvelles. Comme le budget provisoire 2024 du PASSR s'élève à 20,5 millions de dollars, une plus grande part du financement sera accordée à des initiatives d'amélioration de la sécurité exigeant des modifications à la conception géométrique relevant d'un travail d'ingénierie, par exemple des améliorations pour la sécurité des piétons et des cyclistes, des améliorations de la sécurité aux intersections obliques en milieu rural, des virages à gauche protégés et des dispositifs de signalisation. De plus, en 2024 seront installés 20 nouveaux radars photographiques de contrôle automatisé de la vitesse et d'autres initiatives se poursuivront pour expérimenter de nouvelles technologies innovantes afin de rendre les routes toujours plus sécuritaires pour toutes et tous.

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.*

In March 2023, Council received the third annual Strategic Road Safety Action Plan Update report and approved the recommended 2023 RSAP Implementation Plan ([ACS2022-PWD-TRF-0002](#)). This report provides a status update on the 2023 Implementation Plan and introduces the 2024 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 - shared responsibility does not imply an equal responsibility but a recognition that all individuals hold some level of responsibility when it comes to safety.
- 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.

2023 Implementation Plan

The 2023 Implementation Plan included several engineering, enforcement, and education-based countermeasures to address fatal and major injury collisions under the four emphasis areas of the RSAP.

Document 1 – 2023 RSAP – Implementation Plan – Status Update provides the status of all countermeasures identified in the 2023 Implementation Plan, the highlights of which are listed below.

Vulnerable Road Users:

- High-Volume Cycling/Vehicle Locations – Construction underway at two locations with completion anticipated by the end of 2023 (St. Patrick Street and King Edward Avenue; O'Connor Street Cycling Safety Improvements). Full construction funding allocated to Scott Street and Bayview Road with construction starting in 2024.
- Motorcycle Safety Courses – delivered 16 sessions to 197 motorcyclists in 2023.
- High Visibility Ladder Markings - installed at 10 signalized intersections.
- Be Safe Be Seen – Lights and reflectors distributed to residents throughout the City at select Ottawa Fire Stations.
- Joined Pedestrian Signal Phasing - installed at 10 intersections. At semi-actuated traffic signals, the side street vehicle and pedestrian movements are activated by vehicles through a detection system or by pedestrians using the push button. This new signal timing feature allows the walk signal to appear when a vehicle detection triggers the traffic signal to change to side street green, without the use of the pedestrian push button.

- Amber Lock - With the completion of software development, locations continued to be reviewed on an as request basis and implemented per criteria. Staff were directed to undertake a review of the amber lock signal feature throughout 2022 and 2023 and to report back on the outcome of the review as part of the 2024 Road Safety Action Plan report. Staff continue to review and assess new installations and have not observed any negative operational impacts with the amber lock deployment.

Intersections:

- Fully Protected Left-Turns – Implemented fully protected left turn phasing at five locations where no geometric revisions were required (Russell Road and St. Laurent Boulevard, Greenbank Road and Lisa Avenue, Carling Avenue and Iroquois Road, Woodroffe Avenue and Deerfox Drive, and, Terry Fox Drive and Campeau Drive).
- At-Grade Rail Crossing Compliance – Completed 10 detailed safety assessments jointly with the rail authority.

Rural:

- Skewed Intersections – Construction underway at the intersection of Victoria Street and Cartwright Street which is rural skewed intersections identified in the 2020 Safety Study of Ottawa Rural Skewed Intersections. Remaining 2023 RSAP skewed intersection funding allocated to the intersection of Constance Bay Road and Dunrobin Road, however additional funding is required for design and construction.
- Safety Edges – Implemented on six rural road corridor as part of the 2023 resurfacing program including Canaan Road, Piperville Road, Sale Barn Road, Upper Dwyer Hill Road, Cedarview Road and Saumure Road.
- Shoulder Maintenance – Approximately 22 linear km of gravel shoulders upgraded along 12 rural corridors.

High Risk Drivers:

- Automated Speed Enforcement (ASE) – six delayed 2022 ASE camera locations were installed in 2023. A total of five of 17 planned 2023 ASE camera locations have been installed and are enforcing. The remaining 12 sites are currently with Infrastructure Services for installation, with anticipated completion by the end of Q4 2023, resulting in a total of 40 ASE camera locations.

- School Bus Camera Program – Consultant review of best delivery model for the School Bus Camera Program complete. Further consultation required with school bus consortia, Ottawa Police Services, and other stakeholders prior to reporting back to TRC/Council. A recommendation for the program will be brought forward to TRC/Council in the Q4 2024.
- Traffic Calming in School Areas – Detailed design at three locations underway with construction anticipated in 2024 (Naskapi Drive between Ogilvie Road and Rothwell Drive, Bilberry Drive between Jeanne d’Arc Boulevard east and Jeanne d’Arc Boulevard west fronting St Mathew High School, and Bilberry Drive north of Jeanne d’Arc Boulevard near Orleans Wood Elementary).

Road Safety Culture:

- Delivered educational initiatives identified in the 2021-2022 RSAP Communications/Education Strategy.
- New Communications Strategy – Developed and started testing a new road safety communications strategy, utilizing a data-driven approach to influence behavioural change in all road users. The application of behavioural change techniques to road safety can be used to increase the awareness of risks associated with certain behaviours and influence change in such behaviours. The ad campaign is currently under development and is part of the strategy being developed to cover all four emphasis areas of the RSAP. As a result, the ads and messaging that will be released later in 2023 and throughout 2024 will speak to all road user behaviour.

Education is one of three critical pillars of the Road Safety Action Plan and internationally led Vision Zero plans, while also focusing on engineering and enforcement measures. To achieve the goal of eliminating fatal and major injury collisions on Ottawa Roads, the RSAP plan continues to put efforts towards education, speaking to each contributing factor noted in Ottawa’s specific fatal and major injury data trends.

- Road Safety Training Course – Offered two road safety training courses to elected officials.
- Road Safety Audits – Total of seven road safety audits completed or in-progress on city-led transportation projects.

2018-2022 Fatal and Major Injury (FMI) Collisions

Overall reported collisions in the city were down significantly in 2022. There were 9,046 reportable collisions in 2022, compared to an average of 13,020 per year over the five previous years. This reduction was also reflected in the number of FMI collisions. In 2022, there were 100 FMI collisions compared to an average of 126 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 (2018-2022). The table includes metrics related to the goals of the plan.

Table 1: FMI Collision Summary for 2013-2017 Baseline Period and 2018-2022

Indicator	2013-2017 FMI Data	2018-2022 FMI Data	Change in Number of FMI Collisions
Total number of FMI collisions	743	632	Down
5-year average FMI rate (FMI collisions/100,000 population)	15.5	12.6	Down
Average number of fatalities (fatalities/year)	27	22	Down
FMI collisions at or related to intersections (% of total FMIs)	355 (48%)	366 (58%)	Up
FMI collisions in rural areas (% of total FMIs)	157 (21%)	147 (23%)	Down
FMI collisions involving a pedestrian (% of total FMIs)	190 (26%)	156 (25%)	Down
FMI collisions involving a cyclist (% of total FMIs)	79 (10%)	65 (10%)	Down

Indicator	2013-2017 FMI Data	2018-2022 FMI Data	Change in Number of FMI Collisions
FMI collisions involving an e-bike rider (% of total FMIs)	3 (<1%)	7 (1%)	Up
FMI collisions involving a motorcyclist (% of total FMIs)	110 (15%)	87 (14%)	Down
FMI collisions involving one or more drivers engaging in one or more high- risk driving behaviours (% of total FMIs)	451 (60%)	533 (84%)	Up

Table 2 provides an annual breakdown of fatal and major injury collisions from 2013 to 2022.

Table 2 - Annual Breakdown - Fatal and Major Injury Collisions 2013 to 2022

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	42	13	1	22	135
2019	75	29	35	16	1	20	109
2020	57	27	21	16	2	13	95
2021	75	32	34	10	3	14	111
2022	53	31	24	10	0	18	83

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.

Available collision data is publicly released on a monthly basis via [OpenData Ottawa](#) once validated. This process ensures that the most currently available and validated collision data is shared publicly in a timely manner. 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.

2024 Implementation Plan

As approved by Council in October 2021 as part of the Automated Speed Enforcement and School Bus Camera Pilot Projects Report ([ACS2021-TSD-TRF-0005](#)), all net revenues generated by automated enforcement initiatives are allocated to a Road Safety Reserve Fund. The Road Safety Fund is used for initiatives identified in the Road Safety Action Plan (RSAP) and the 2024 Draft Budget is allocating \$20.5 million to RSAP measures.

The 2024 Implementation Plan (see supporting Document 2 – 2024 RSAP – Implementation Plan) breaks down this funding by countermeasure. Many of the countermeasures build on those completed as part of implementation plans put forward from 2020 to 2023. The following lists highlight some of the countermeasures identified in the 2024 Implementation Plan, organized by emphasis area.

Vulnerable Road Users:

- Interactive Educational Events to Promote Cycling & Pedestrian Safety Near Heavy Vehicles - Conduct four interactive events using heavy vehicles, bicycles and life-sized pedestrian cut-outs situated around the heavy vehicle in various locations, including some visible to the driver and some in the large and dangerous blind spots. Allow residents to enter the heavy vehicle and/or sit on bicycles to observe blind spots.
- 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 construction funding to the Cycling Safety Improvement Program to implement cycling enhancements at the intersection of Elgin Street and Laurier Avenue and westbound, along Laurier Avenue from Queen Elizabeth Driveway to Elgin Street. Allocate funding for functional and detailed design of three high volume cycling safety locations (Ogilvie Road and Cummings Avenue, King Edward Street and Sussex Drive, and Alta Vista Drive and Industrial Avenue).
- 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; allocate construction funding to complete geometric modifications at the intersection of Earl Armstrong Drive and Spratt Road, required for protected left turn installation; and allocate funding for functional design for geometric modifications at the intersections Alta Vista Drive and Smyth Road, and Bantree Street and Innes Road to allow for protected left turn installation.

Rural:

- Skewed Intersections – Allocate additional funding to implement geometric modifications at one rural skewed intersection (Dunrobin Road & Constance Bay Road); allocate funding for functional and detailed design of two skewed intersections (Leitrim Road and Russell Road; Canon Smith Drive and Fitzroy Street).

High Risk Drivers:

- Automated Speed Enforcement (ASE) - Install a total of 20 new ASE cameras in the vicinity of schools, playgrounds/parks. See supporting Document 3 – 2024 RSAP – Existing and 2024 ASE Locations, for a summary of existing locations, locations currently under construction and planned 2024 locations.
- Speed Policy Review - Review best practices and develop an update to the existing policy. The updated policy will also include a new School Zone Policy for selecting school areas and zones. Updated policy and criteria, as approved by Council, to be

in effect by Q1, 2025.

Road Safety Culture:

- 2023/2024 RSAP Communications/Education Strategy - Deliver 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. Develop and deliver specialized training to staff for items related to specific road safety issues.
- Road Safety Audits (RSA) – continue to proactively implement road safety audits on City-led roadway design projects. Integrate through the Traffic Impact Assessment (TIA) process, RSA requirements for developer-led transportation projects within the City right-of-way.

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 \$38.4 million in 2023, and again compared to approximately \$40.0 million in the 2024 Draft Budget. Table 3 breaks down existing program funding amounts for the period by emphasis area. See supporting Document 4 – Road Safety-Related 2024 City of Ottawa Investments, for a detailed list of existing programs with their respective funding amounts.

Table 3 - 2020 - 2024 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)	Total 2024 Draft Budget in Thousands (\$000)
Vulnerable Road Users	17,399	23,597	26,091	25,236	25,475
Intersections	4,475	4,568	4,728	5,026	4,996
High-Risk	3,700	3,746	4,370	6,099	7,494

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)	Total 2024 Draft Budget in Thousands (\$000)
Drivers					
Programs that Impact all Emphasis Areas	1,912	1,874	1,943	2,066	2,039
Grand Total	27,486	33,785	37,132	38,427	39,975

Table 4 summarizes how the annual Road Safety Action Plan budget is allocated by emphasis area for 2020-2024.

Table 4 - 2020 - 2024 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)	Total 2024 Draft Budget in Thousands (\$000)
Vulnerable Road Users	975	1,765	2,495	2,515	9,445
Intersections	1,170	830	1,475	520	4,565
Rural Areas	440	925	2,250	2,340	5,140
High-Risk Drivers	550	450	950	850	1,300
Road Safety Culture	100	30	30	25	50

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)	Total 2024 Draft Budget in Thousands (\$000)
Initiatives that Impact all Emphasis Areas	765	-	-	100	100
Grand Total	4,000	4,000	7,200	6,350	20,500

The \$20.5 million investment in the Road Safety Action Plan increases the City's total investment in road safety initiatives and programs to approximately \$60.5 million in 2024, compared to \$44.8 million in 2023 and compared to \$31.5 million in 2020.

To support the continued growth of the Automated Speed Enforcement (ASE) program and RSAP road safety engineering initiatives, one Road Safety Engineer and one Safety Improvement Program Coordinator position is required in Traffic Services. These positions are needed to implement road safety engineering countermeasures. The full-time equivalent (FTE) resources have been identified in the 2024 Draft Budget, and funding for the position will be made available through automated enforcement revenue.

Traffic Services will continue to work with stakeholders and partners to deliver the 2024 Road Safety Action Plan (RSAP) – Implementation Plan. A report will be presented to the Transportation Committee in late 2024, providing a status update on initiatives delivered as part of the plan and seeking approval for initiative brought forward as part of the 2025 Implementation Plan.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the first report recommendation. The second report recommendation is contingent on the draft 2024 Budget being adopted by Council as part of the 2024 Budget process.

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 2023, Safer Roads Ottawa (SRO) continued consultations with the Stakeholder Working Group, which consists of representatives from local road safety partners. This well-established group meets quarterly and has supported the SRO program for many years.

ACCESSIBILITY IMPACTS

The 2020-2024 Strategic Road Safety Action Plan (SRSAP) 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 include but are 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 the 2024 SRSAP - Implementation Plan road safety measures 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 2023 – 2026 Term of Council's strategic priority of making Ottawa "A city that is more connected with reliable, safety and accessible mobility options".

DELEGATION OF AUTHORITY IMPLICATIONS

Countermeasures implemented as part of the 2024 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 - 2023 RSAP Implementation Plan – Status Update
- Document 2 - 2024 RSAP Implementation Plan – Initiatives
- Document 3 – 2024 RSAP Implementation Plan – Automated Speed Enforcement (ASE) Existing and Planned 2024 Locations
- Document 4 – Road Safety-Related 2024 City of Ottawa Investments

DISPOSITION

The Public Works Department will deliver the 2024 Implementation Plan as outlined in this report.