



**MEMO / NOTE DE SERVICE**

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**TO: Transportation Committee**

**DESTINATAIRE : Comité des transports**

**FROM: Alain Gonthier,  
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**EXPÉDITEUR : Alain Gonthier,  
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**DATE: April 16, 2024**

**16 avril 2024**

**FILE NUMBER: ACS2024-PWD-TRF-0004**

**SUBJECT: Report on the use of Delegated Authority during 2023 by the  
Public Works Department**

**OBJET : Rapport sur l'exercice des pouvoirs délégués en 2023 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 by the Public Works Department for 2023.

Roads and Parking Services reports on their use of delegated authority through the Parking Annual Report. This report will identify Traffic Services' use of delegated authority only.

By-law 2023-67 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 March 8, 2023, repealing By-law No. 2023-2.

This By-Law provides 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**

To meet the reporting requirements as identified in Schedule “J” Public Works Department By-Law 2023-67, a consolidated list highlighting Traffic Services’ 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 (2023-67).

For additional information on any of the items listed in Document 1, please contact Krista Tanaka, Associate Director, Traffic Services at 613-316-5475, or by e-mail at [Krista.Tanaka@ottawa.ca](mailto:Krista.Tanaka@ottawa.ca).

Respectfully,

*Original signed by*

Alain Gonthier  
General Manager  
Public Works Department

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 – 2023 Use of Delegated Authority by Traffic Services - Schedule “J” Public Works Department, By-Law 2023-67

**Pedestrian Accessibility and Intersection Ramping**

In 2023, Traffic Services supported intersection safety improvements through the Pedestrian Accessibility and Intersection Ramping (PAIR) Program. Delegation of authority for roadway modifications was required for three (3) locations.

**Table 1 – 2023 Use of Delegated Authority for Intersection Accessibility Improvements**

<b>Location</b>	<b>Ward #</b>	<b>Description</b>
Malvern Drive between Chalice Court and Sherway Drive PXO	3	Upgrade existing Pedestrian Crossover (PXO) location with accessibility features including depressed curbs and tactile walking surface indicators.
Tartan Drive and Opal Lane PXO	3	Upgrade existing PXO location with accessibility features including depressed curbs and tactile walking surface indicators.
Albion Road Pedestrian Connection to Bunchberry Multi-Use Pathway	22	Constructed a multi-use pathway connection to connect Albion Road to Bunchberry multi-use pathway.

**Intersection Safety Improvements**

In 2023, Traffic Services supported intersection safety improvements through the Road Safety Action Plan – 2023 Implementation Plan and the Safety Improvement Program. Delegation of authority for intersections and roadway modifications was required for seven (7) locations.

**Table 2 – 2023 Use of Delegated Authority for Intersection Safety Improvements**

Location	Ward #	Description
Carling Avenue and Broadview Avenue	7,15	Geometric modification completed at signalized intersection with overrepresented left turn collisions identified through network safety screening. Implementation of a fully protected left turn signal in the east and westbound directions.
Carling Avenue and Clyde Avenue/Cole Avenue	7,15,16	Geometric modification completed as a signalized intersection with overrepresented left turn collisions identified through network safety screening. Implementation of a fully protected left turn signal in the east and westbound directions.
St. Patrick Street and King Edward Avenue	12	Cycling safety improvement at an identified High-Volume Cycling Safety location ( <a href="#">report</a> ). Implement upgrades to the westbound approach at the intersection to provide segregated cycling facilities with the appropriate treatment at the channel, allowing for safe operations.
O'Connor Street and Nepean Street, Cooper Street, Waverley Street	14	Cycling safety improvement at an identified High-Volume Cycling Safety location ( <a href="#">report</a> ). Implementation of treatments to reduce the risk of vehicle speeds across the cycling facility and to improve the visibility of cyclists and pedestrians. These modifications include raised crossings, bend-out of cycle track and narrowing of the intersection throat widths.

Location	Ward #	Description
Victoria Street at Cartwright Road	20	Rural skewed intersection identified for remedial action as part of the Safety Study of Ottawa Rural Skewed Intersections (2020). Realignment of Cartwright Road to form T-intersection with Victoria Street.
Albion Road at Mitch Owens Road	20	Geometric modification completed at signalized intersection with overrepresented left turn collisions identified through network safety screening. Implementation of a fully protected left turn signal in the eastbound direction.
8 <sup>th</sup> Line Road at Parkway Road	20	Rural two-way stop-controlled intersection identified for remedial action in the In-Service Road Safety Review (2023). Installation of all-way stop control at the intersection.

**Pedestrian Crossovers (PXOs)**

In 2023, Traffic Services supported the installation of four (4) Pedestrian Crossovers (PXO) city-wide through PXO Program funding. There are several PXO locations designed or currently in design which are planned to be installed in 2024.

There are three types of PXOs implemented in the City of Ottawa, these include:

- Type B – Distinguished by overhead signs, side mounted signs, and rapid rectangular flashing beacons. These are typically used on arterial/major collector roads with higher speeds (up to 60km/h).
- Type C – Distinguished by side mounted signs and rapid rectangular flashing beacons. These are typically used on collector roads, or lower volume multi-lane roundabouts.
- Type D – This type is the most basic. It includes only the side mounted signs. These are typically used on local roads, or single lane roundabouts.

The table below provided details on the implementation locations and the type of PXO implemented (Type B, C or D). In addition, the PXOs may also require roadway modifications for curb depressions and Tactile Walking Surface Indicators (TWSI). Delegation of authority was required for needed roadway modifications. Details on the implementation locations are listed in the table below:

**Table 3 - 2023 Use of Delegated Authority for PXOs**

Location	Ward #	Description
Varenes Boulevard and Como Crescent	1	Type C PXO was constructed to give pedestrians right of way. Curb depressions and TWSIs were installed on both sides of the roadway.
Matheson Road Connecting 2 Multi-Use Pathways	11	Type D PXO was constructed to give pedestrians right of way. Curb depressions and TWSIs were installed on both sides of the roadway.
Rochester Street and Norman Street	14	Type B PXO was constructed to give pedestrians right of way. Curb depressions and TWSIs were installed on both sides of the roadway.
Cedarwood Drive and 170 W Baycrest Drive	18	Type C PXO was constructed to give pedestrians right of way. Curb depressions and TWSIs were installed on both sides of the roadway.

**Schedule J Section 6. (1) and (2) Signs, Traffic Signals, Pavement Markings and StreetLighting**

In 2023, Schedule J Section 6. (1) and (2) – Signs, Traffic Signals, Pavement Markings and Street Lighting was used to install, operate, and maintain the following:

- 12,830 signs installed and 32,000 signs maintained;

- ~ 4.8 Million meters of longitudinal pavement markings;
- 1,206 signalized intersections, of which 87 per cent are equipped with audible signals;
- 23 active speed cameras and 84 active red-light cameras, across the city;
- 342 traffic cameras;
- 77,522 streetlights; and,
- 26 gateway speed zones installed. Details on the zone implementation locations are listed in the table below:

**Table 4 - 2023 Use of Delegated Authority for Gateway Speed Zones**

Location	Ward #	Description
Fallingbrook	1	At Gardenway Drive between Innes Road, Charlemange Boulevard and Portobello Boulevard.
Briargreen-Leslie Park	3	At Cedarview Road between Cedarhill Drive and O’Keefe Crest.
Kanata Lakes-Arcardia	4	At Keyrock Dr between Goulbourn Forced Road and Kanata Avenue.
Carp Village	5	Donald B. Munro Drive and Carp Road
Stittsville Neighbourhood	6	At McCooeye Lane and Neil Ave
Amberwood Village	6	At Stittsville Main Street Hazeldean Road and Abbott Street East
Centerpointe Neighbourhood	8	At Baseline Road and Woodroffe Avenue
Trend-Arlington Community	9	At Greenbank Road and Hunt Club Road
Hunt Club Upper-Blossom Park-Timbermill	10	At Athans Avenue, Bernard Street, Rosebella Avenue, Kingsdale Avenue and Queensdale Avenue

<b>Location</b>	<b>Ward #</b>	<b>Description</b>
South Keys-Greenboro West	10	At Johnston Road, Cahill Drive and Albion Road South
Carlington Neighbourhood	16	At Laperriere Ave, Coldrey Avenue, McBride, Larkin St/Cavan Street, Thames Street and Caldwell Avenue
Billings Bridge-AltaVista Neighbourhood	18	At Kilborn Avenue, AltaVista Drive. Heron Road, Bank St
Billings Bridge-AltaVista Neighbourhood	18	At Kilborn Avenue, AltaVista Drive. Heron Road and Prospect Avenue
Portobello South Neighbourhood	19	At Boisfrance Crescent and Capreol Street
Portobello South Neighbourhood	19	At Southfield way, Lakeridge Drive, Harvest valley Avenue and Tenth line Road
Manotick Neighbourhood	20	At Gough Road and Dozois Road
Greely Neighbourhood	20	At Stanmore Street
Greely Neighbourhood	20	At Donwel Drive, Lake Trail, Carisbrook Grove and Evening Shadow Avenue
Greely Neighbourhood	20	At Greely West Dr and Fox Valley Road
Metcalfe Neighbourhood	20	At Metcalfe Farm Drive, Bruce Street, Dow Street, Glen Street, Brentwood Avenue
Manotick Neighbourhood	21	At Bridge Street, Long Island Road North Drive and North Riverside Drive
Riverside South-Leitrim	22	At Brian Good Avenue, SummerHill Street and Borbridge Ave



Location	Ward #	Description
Katimavik-Hazeldean Neighbourhood	23	At Whitney Drive, Hearst Way ,Drainie Drive and Tamblyn Crescent
Katimavik-Hazeldean Neighbourhood	23	At Arid Place between Castlefrank Rd and Katimavik Road
Rideau Crest-Davidson	24	at Stoneway Drive and Rideaucrest Drive

Costs associated with the listed items immediately above Table 4 include:

- \$14,787,613 for work undertaken on behalf of other departments or external agencies;
- \$4,539,206.76 for sign maintenance\*;
- \$8,946,810.53 for signal maintenance;
- \$4,501,422.35 for pavement markings\*; and,
- \$12,393,561.13 for streetlighting.

*\*The total costs for sign maintenance and for pavement markings also include those for the installation of signs and pavement markings for various types of traffic control devices and measures including but not limited to Pedestrian Crossovers (PXO) and No Right Turn on Reds at signalized intersections, in addition to designated zones (i.e., Gateway Zones, Community Safety Zones, etc.), and automated speed enforcement. These costs also include those for the installation of one unwarranted All Way Stop Control at 8<sup>th</sup> Line Road and Parkway Road. Delegation of authority has been granted to staff via the Delegated Authority for the Installation of All-Way Stop Controls Associated to In-Service Road Safety Reviews and Installation of an All-Way Stop Control at 8th Line Road and Parkway Road Report ([ACS2023-PWD-TRF-0006](#)).*

Important to note is that in 2023, 23 locations received automated speed enforcement cameras. Speed camera locations are reported to council through the Strategic Road Safety Action Plan Annual Report ([ACS2023-PWD-TRF-0007](#)).

**Schedule J Section 8. (1) – Temporary Traffic and Parking Control**

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

- 727 incidents managed with moderate to high impacts on the flow of traffic;
- 715 incidents managed that required temporary lane or road closures; and,
- 795 Special Event/Film Permits, 443 Film Applications and 382 related Work Orders in support of miscellaneous events including demonstrations, festivals, parades, film, etc.)

The work associated with temporary traffic and parking control work for special events, including demonstrations, festivals, parades, and temporary road closures/emergency events totalled \$279,368.96.