

Subject: Strategic Road Safety Action Plan Annual Report

File Number: ACS2024-PWD-TRF-0005

Report to Transportation Committee on 28 November 2024

and Council 11 December 2024

**Submitted on November 19, 2024 by Krista Tanaka, Director, Traffic Services,
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Ward: Citywide

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

Dossier : ACS2023-PWD-TRF-0005

Rapport au Comité des transports

le 28 novembre 2024

et au Conseil le 11 décembre 2024

**Soumis le 19 novembre 2024 par Krista Tanaka, directrice, Services de la
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Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council:

- 1. Receive the Road Safety Action Plan – 2024 Implementation Plan Status Update.**

2. Approve the Road Safety Action Plan – 2025 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 2024 en matière de sécurité routière; et

2. d'approuver le plan de mise en œuvre du plan d'action 2025 en matière de sécurité routière, tel qu'il est présenté dans le présent rapport.

EXECUTIVE SUMMARY

The Strategic Road Safety Action Plan Annual Report provides an update on the 2024 Implementation Plan, as well as an overview of the 2025 Implementation Plan.

Initiatives identified in the 2024 Implementation Plan were undertaken to enhance road safety, focusing on the Emphasis Areas: Vulnerable Road Users (pedestrians, cyclists, and motorcyclists), Intersections, Rural Areas, and High-Risk Driver Behaviour (aggressive, impaired, and distracted). Certain initiatives continue to be underway and will be complete in 2024 and 2025.

Some of the highlights of the 2024 Implementation Plan include designs underway for cycling enhancements at three high-volume cycling safety locations (Ogilvie Road at Cummings Avenue, King Edward Street at Sussex Drive, Alta Vista Drive at Industrial Avenue), additional funding to advance the redesign of the intersection of Elgin Street at Laurier Avenue and Laurier Street from Queen Elizabeth Driveway to Elgin Street, high visibility ladder markings at 14 locations, joined pedestrian signal phasing at 12 intersections, and protected left-turn phasing at five intersections. Other highlights include designs underway for safety improvements at skewed intersections in rural areas (Leitrim Road at Russell Road and Canon Smith Drive at Fitzroy Street), upgrading gravel shoulders on 13 rural corridors, installation of 20 automated speed enforcement cameras currently underway, and continued advancement of the Road Safety Communications and Education Strategy with an emphasis on changing the road safety culture of road users across the city.

The 2020-2024 Strategic Road Safety Action Plan's goal calls for a 20 per cent reduction in the average annual rate of fatal and major injury collisions by 2024. Council further approved a longer-term goal to achieve zero fatalities on Ottawa streets by 2035.

The plan is moving towards its target; according to the most recent comparable 5-year analysis period of 2019 – 2023, Fatal and Major Injury collision data is demonstrating a downward trend when compared to the 2013 – 2017 baseline data. Continued monitoring and analysis of collision data will be required to fully assess the impacts of the measures implemented throughout the duration of the plan.

Changes in driver behaviour and reducing speeds are also key to enhancing safety. A recent analysis of the original Automated Speed Enforcement pilot sites shows that extended use of speed cameras leads to more drivers obeying speed limits and fewer instances of “High End Speeding” (driving more than 15 km/h above the limit). Better speed compliance at speed camera sites leads to fewer speeding incidents the longer the cameras are in place.

All net revenues generated by the Automated Speed Enforcement Program are allocated to a Road Safety Reserve Fund. The Road Safety Reserve Fund is used for initiatives identified in Road Safety Action Plan annual Implementation Plans. In 2025, the Implementation Plan will continue with similar initiatives as identified in 2024.

The draft 2025 Road Safety Action Plan Budget is \$18 million and significant portions of funding will be directed to construction funding for initiatives requiring geometric modifications to achieve engineering-related safety improvements. Such initiatives include pedestrian safety improvements, cycling safety enhancements, rural skewed intersection modifications, and additional funding for Pedestrian Crossover installation and for new traffic control devices. Further, in 2025, 24 new speed cameras will be installed, and initiatives aligning with the Road Safety Action Plan Communications and Education Strategy will continue. The 2025 Road Safety Action Plan initiatives, such as the new speed cameras, increased funding for the Pedestrian Crossover and Traffic Control Devices Programs align with Council direction received during the 2024 budget discussion ([Motion No. 2023-28-10](#)). The motion directed staff to expand the Automated Speed Enforcement Program, prioritizing increased funding for these programs.

To complete initiatives identified in the current 2020-2024 Strategic Road Safety Action Plan, ensure thorough data collection and evaluations, and to continue reducing Fatal and Major Injury collisions towards the long-term goal of zero fatalities by 2035, staff will maintain the current delivery model each year until the next Term of Council. At that time, a fourth iteration of the Strategic Road Safety Action Plan, will be developed and presented for approval.

RÉSUMÉ

Le Rapport annuel sur le Plan d'action stratégique en matière de sécurité routière rend compte de l'avancement du Plan de mise en œuvre de 2024 et résume celui de 2025.

Les initiatives décrites dans le Plan de mise en œuvre de 2024 ont été exécutées en vue d'accroître la sécurité routière relativement aux volets prioritaires : 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 en 2024 et en 2025.

Parmi les points forts du Plan de mise en œuvre de 2024, mentionnons les études techniques en cours pour l'amélioration de la sécurité des cyclistes à trois endroits où la circulation est importante (chemin Ogilvie, à la hauteur de l'avenue Cummings, rue King Edward, à la hauteur de la promenade Sussex, promenade Alta Vista, à la hauteur de l'avenue Industrial), un financement supplémentaire pour faire progresser le réaménagement de l'intersection de la rue Elgin et de l'avenue Laurier, de la promenade Queen Elizabeth et de la rue Elgin, des marques en échelle à haute visibilité à 14 endroits, la synchronisation des feux pour piétons à 12 intersections ainsi que la synchronisation des feux de virage à gauche protégés à cinq intersections. Parmi les autres points forts, citons les études en cours pour l'amélioration de la sécurité aux intersections obliques dans les zones rurales (chemin Leitrim à la hauteur du chemin Russell et chemin Canon Smith à la hauteur de la rue Fitzroy), l'amélioration des accotements en gravier de 13 couloirs ruraux, l'installation de 20 dispositifs automatisés de contrôle de la vitesse qui a lieu présentement et la poursuite de la Stratégie de communication et de sensibilisation en matière de sécurité routière qui met l'accent sur le changement de la culture relative à la sécurité routière des usagers de la route dans l'ensemble de la ville.

L'objectif du Plan d'action stratégique en matière de sécurité routière 2020-2024 prévoit une réduction de 20 % du taux moyen annuel de collisions mortelles et de blessures graves d'ici 2024. Le Conseil a également approuvé un objectif à plus long terme de parvenir à zéro décès dans les rues d'Ottawa d'ici 2035. Le plan se rapproche de son objectif; selon la période d'analyse quinquennale comparable la plus récente (2019 - 2023), les données sur les collisions mortelles et les collisions avec blessures graves affichent une tendance à la baisse par rapport aux données de référence de 2013 - 2017. Un suivi et une analyse continus des données sur les collisions seront nécessaires pour que l'on puisse évaluer pleinement l'incidence qu'auront les mesures mises en œuvre pendant toute la durée du plan.

Les changements de comportement des conducteurs et la réduction de la vitesse sont également essentiels pour améliorer la sécurité. Une analyse récente des premiers emplacements pilotes de contrôle automatisé de la vitesse montre que l'utilisation prolongée des radars photographiques amène un plus grand nombre de conducteurs à respecter les limites de vitesse et une diminution des « grands excès de vitesse » (conduite à plus de 15 km/h au-dessus de la limite). L'amélioration du respect des limites de vitesse aux emplacements où se trouvent les radars entraîne une diminution du nombre de cas d'excès de vitesse lorsque les radars restent en place plus longtemps.

Toutes les recettes nettes générées par le Programme de contrôle automatisé de la vitesse sont affectées à un Fonds de réserve pour la sécurité routière. Le Fonds de réserve pour la sécurité routière est utilisé pour mener à bien les initiatives indiquées dans les plans de mise en œuvre annuels du Plan d'action en matière de sécurité routière. En 2025, le Plan de mise en œuvre se poursuivra en proposant des initiatives similaires à celles indiquées en 2024.

Le budget préliminaire du Plan d'action en matière de sécurité routière de 2025 s'élève à 18 millions de dollars, et une part importante des fonds sera consacrée au financement de travaux liés à des initiatives nécessitant des modifications géométriques afin d'améliorer la sécurité. Ces initiatives comprennent des améliorations de la sécurité des piétons, des améliorations de la sécurité des cyclistes, des modifications des intersections rurales obliques, et un financement supplémentaire pour l'aménagement de passages pour piétons et pour de nouveaux dispositifs de régulation de la circulation. En outre, en 2025, 24 nouveaux radars photographiques seront installés et les initiatives s'alignant sur la Stratégie de communication et de sensibilisation du Plan d'action en matière de sécurité routière se poursuivront. Les initiatives découlant du Plan d'action en matière de sécurité routière de 2025, notamment l'installation de nouveaux radars, l'augmentation du financement des programmes relatifs aux passages pour piétons et aux dispositifs de régulation de la circulation, sont conformes aux orientations du Conseil reçues pendant les délibérations sur le budget de 2024 ([motion n° 2023-28-10](#)). La motion demandait au personnel d'étendre le Programme de contrôle automatisé de la vitesse en donnant la priorité à l'augmentation du financement de ces programmes.

Pour mener à bien les initiatives décrites dans l'actuel Plan d'action stratégique en matière de sécurité routière de 2020-2024, assurer la collecte et l'évaluation approfondies de celles-ci et continuer à réduire le nombre de collisions mortelles et de collisions avec blessures graves en vue d'atteindre l'objectif à long terme de zéro décès

d'ici 2035, le personnel maintiendra le modèle de prestation actuel chaque année jusqu'au prochain mandat du Conseil municipal. À ce moment-là, une quatrième mouture du Plan d'action stratégique en matière de sécurité routière sera élaborée et soumise à l'approbation du Conseil.

BACKGROUND

In December 2019, City Council approved the 2020-2024 Strategic Road Safety Action Plan ([ACS2019-TSD-TRF-0009](#)), a five-year plan that builds on the City's existing road safety programs. This current plan is the third iteration; the first was initiated in 2002, and the second in 2012. 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 (baseline data being 2013 - 2017), 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.

Since 2021, staff have provided an annual update on the progress of the previous year's implementation plan and obtained approval on the initiatives brought forward as part of the present year's plan. In December 2023, Council received the fourth annual Strategic Road Safety Action Plan Update report and approved the recommended 2024 Implementation Plan ([ACS2023-PWD-TRF-0007](#)).

This report provides a status update on the 2024 Implementation Plan and introduces the 2025 Implementation Plan for approval. To complete initiatives identified in the current 2020-2024 Strategic Road Safety Action Plan, ensure thorough data collection and evaluations, and to continue reducing Fatal and Major Injury collisions towards the long-term goal of zero fatalities by 2035, staff will maintain the current delivery model each year until the next Term of Council. At that time, a fourth iteration of the Strategic Road Safety Action Plan will be developed and presented 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 a 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 plan.

The plan's four main emphasis areas (Vulnerable Road Users – includes pedestrians, cyclists and motorcyclists, Rural Areas, Intersections and High-Risk Driver Behaviour) were developed based on the analysis of Ottawa specific collision data, and feedback from various consultation exercises. The emphasis areas were selected to ensure the plan's countermeasures align with focusing efforts and resources where they would have the greatest impact at reducing Fatal and Major Injury collisions.

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), the Public Works Department and the Regional Supervising Coroner.

Continued and targeted interventions for all emphasis areas are needed to achieve the goals of the plan. 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.

Staff will continue with the current delivery model until the next Term of Council. At that time, a fourth iteration of the plan will be developed and presented for approval. This will allow for the completion, and where applicable, the construction of measures identified in the annual Implementation Plans and provide sufficient time to analyze 2020 to 2025 Fatal and Major Injury collision data. The data review will include:

- An evaluation of the measures implemented; and,
- A review of post-pandemic collision data trends in Ottawa.

The review is essential for developing the next iteration of the plan, informing emphasis

areas, and ensuring targeted measures and initiatives to reduce Fatal and Major Injury collisions. The assessment of the existing plan and the development of a new plan are anticipated to start in 2026 and be completed in 2027.

2024 Implementation Plan

The 2024 Implementation Plan included several engineering, enforcement, and education-based countermeasures to address Fatal and Major Injury collisions under the four emphasis areas of the Strategic Road Safety Action Plan.

Document 1 – 2024 Implementation Plan – Status Update provides the status of all countermeasures identified in the 2024 Implementation Plan, the highlights of which are listed below.

Vulnerable Road Users:

- High-Volume Cycling/Vehicle Interaction Locations – Functional designs initiated for the intersections of Ogilvie Road at Cummings Avenue, King Edward Avenue at Sussex Drive and Alta Vista Drive at Industrial Avenue. Construction funding allocated to the Elgin Street at Laurier Avenue intersection and to Laurier Street from Queen Elizabeth Driveway to Elgin Street (project delayed to 2025). Construction is currently underway at the intersection of Scott Street at Bayview Road (a 2023 initiative).
- Motorcycle Safety Courses – Delivered 16 sessions to 147 motorcyclists in 2024.
- High Visibility Ladder Markings – Installed at 14 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 12 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 - At suitable intersections and those at multi use pathway crossings with high volume of cyclists, the Amber Lock traffic signal feature improves the user experience for cyclists at semi-actuated intersections. It ensures that if a side street vehicle or cyclist remains stationary at the stop line until the end of the yellow (or

amber) traffic signal on the main street, the signal changes to green for the side street even if the vehicle/cyclist has left the stop line during the main street's red light. With the completion of the software development, locations continued to be reviewed on an as request basis and implemented per criteria. Staff continue to review and assess new installations and have not observed any negative operational impacts with the amber lock deployment.

- Cycling Detection Enhancements - The proactive installation of permanent yellow dot signage is now standard practice at locations with high cyclist volumes and where multi-use pathways exist. The signs remind cyclists to remain on the yellow dots at the detection loop until the green signal is activated. Connected and Autonomous Vehicles Technology is currently being explored on how it could be leveraged to benefit the detection of cyclists.

Intersections:

- Fully Protected Left-Turns – Geometric modifications and protected left turn installation completed at Earl Armstrong Drive at Spratt Road. Implementation of fully protected left turn phasing to be completed by end of 2024 at five locations where no geometric revisions were required:
 - Riocan Avenue at Strandherd Drive;
 - Beatrice Drive at Strandherd Drive;
 - Hunt Club Road at Downpatrick Road;
 - Knoxdale Road at West Hunt Club Road; and,
 - Leitrim Road at Albion Road.
- At-Grade Rail Crossing Compliance – Five detailed safety assessments jointly with the rail authority currently underway.
- New Traffic Control Devices - Construction at the intersection of Percy Street at Laurier Avenue started in 2024. Functional design studies underway for Longfields Drive at Jockvale Road and Bridgestone Drive at Eagleson Road.

Rural:

- Skewed Intersections – Environmental Assessment and Preliminary Design underway for the intersection of Dunrobin Road at Constance Bay Road. Functional Designs underway for the Leitrim Road at Russell Road, and the Canon Smith Drive at Fitzroy Street intersections.
- Safety Edges – Implemented on 15 rural road corridors as part of the 2024

resurfacing program.

- Shoulder Maintenance – Approximately 26.5 linear km of gravel shoulders upgraded along 13 rural corridors.

High Risk Drivers:

- Speed Zoning Policy Review – Study currently underway to develop an update to the City’s existing Speed Zone Policy, aligning with the Safe Systems Approach, and goals of the Road Safety Action Plan. Report to Transportation Committee and Council anticipated in 2025.
- Traffic Calming in School Areas – Construction in progress with anticipated completion in 2024 at three school areas:
 - Naskapi Drive between Ogilvie Road and Rothwell Drive;
 - Bilberry Drive between Jeanne d’Arc Boulevard East and Jeanne d’Arc Boulevard West; and,
 - Bilberry Drive north of Jeanne d’Arc Boulevard near Orleans Wood Elementary.
- Automated Speed Enforcement – 20 sites are currently under construction, with anticipated completion by Q4 2024, resulting in a total of 60 speed camera locations. See supporting Document 2 – Automated Speed Enforcement Existing and 2025 Locations, for further information. The pilot project to assess the effectiveness of speed cameras on high-speed corridors is currently underway. Staff expect to report back on the project’s findings in 2025. The four pilot locations include:
 - Hunt Club Road from Pike Street to Lorry Greenberg Drive;
 - Walkley Road from Halifax Drive to Harding Road;
 - Montreal Road from Foxborough Private/Bethamy Lane to Ogilvie Road; and,
 - King Edward Avenue from Cathcart Street to St. Andrew Street.
- Public opinion survey results – Following [Motion No 61/9](#) from the October 13, 2021 Council meeting, a consulting firm was hired to survey a randomly selected panel of Ottawa residents on their awareness of the Automated Speed Enforcement Program and attitudes towards speed reduction and road safety. A total of 1,035 Ottawa residents responded to the online survey which took place from August 7 to August 18, 2024. A summary of the data collected shows that, of the respondents:

- 90 per cent are aware of the City’s use of automated speed enforcement near schools and parks while just over half of respondents are aware of the high-speed pilot stud outside of these areas;
- 83 per cent support use in areas where there are children near schools;
- 80 per cent support use in areas near children’s parks and playgrounds;
- 49 per cent support use on “any road where there is speeding”;
- 45 per cent support use in high-speed corridors;
- 53 per cent support automated speed enforcement;
- 35 per cent have received a ticket from an automated speed enforcement camera, and of those, 69 per cent said it changed their behaviour;
- 43 per cent find speed cameras effective or very effective, 27 per cent view them as moderately effective, and 30 per cent do not consider them effective; and,
- 71 per cent support the funds from automated speed enforcement to be re-invested in road safety initiatives that help reduce the incidence of fatal and major injury collisions.

Road Safety Culture:

- Road Safety Action Plan Communications/Education Strategy – The “Time is Precious” Road Safety Action Plan Education Campaign was launched in December 2023 and development and testing of new road safety communications has continued in 2024. Communication themes and messages focus on the Strategic Road Safety Action Plan’s key emphasis.
- Road Safety Training Course – one road safety training course planned before the end of 2024. The training course is for City staff involved in roadway network decisions to build a culture of road safety. The training focuses on the basics of road safety including human factors, to ensure that safety is considered when making planning, design, or maintenance decisions.
- Road Safety Audits – Total of ten road safety audits completed or in-progress on city-led transportation projects with an additional nine road safety audits planned to start in 2024.

2019-2023 Fatal and Major Injury Collisions

In 2023, there were 105 Fatal and Major Injury collisions compared to an average of 120 per year, averaged over the five preceding years. These numbers seem to indicate a trend towards a reduction in these types of collisions in Ottawa.

Annual implementation plans are data-driven where resources and available funding should be directed towards initiatives that have the greatest likelihood of reducing Fatal and Major Injury collisions. Countermeasures are selected based on available Fatal and Major Injury collision data for the four emphasis areas of the Strategic Road Safety Action Plan. For each emphasis area, Table 1 compares Fatal and Major Injury collision data for the 2013-2017 baseline period and the most recent comparable 5-year analysis period (2019- 2023).

All emphasis areas are demonstrating a downward trend in total number of Fatal and Major Injury collisions except for e-bikes. In August 2024, the Ministry of Transportation Ontario changed the collision coding standards for micromobility vehicles in Ontario. This new reporting information will help to better track and assess the safety elements of these new emerging vehicles. While intersections, rural areas and high-risk drivers showed declining total Fatal and Major Injury collisions, the proportion of collisions has increased for each of these areas. This further emphasizes the need to continue to direct resources to these emphasis areas as outlined in the 2025 Implementation Plan below. Table 1 includes metrics related to the goals of the plan.

Table 1 - Fatal and Major Injury (FMI) Collision Summary for 2013-2017 Baseline Period and 2019-2023

Indicator	2013-2017 FMI Data	2019-2023 FMI Data	Change in Number of FMI Collisions
Total number of FMI collisions	743	598	Down
5-year average FMI rate (FMI collisions/100,000 population)	15.5	12.0	Down
Average number of fatalities (fatalities/year)	27	24	Down
FMI collisions at or related to intersections (% of total FMIs)	355 (48%)	320 (54%)	Total number of FMI collisions is down. Percentage of total is up.
FMI collisions in rural areas (% of total FMIs)	157 (21%)	149 (25%)	Total number of FMI collisions is down. Percentage of total is up.

Indicator	2013-2017 FMI Data	2019-2023 FMI Data	Change in Number of FMI Collisions
FMI collisions involving a pedestrian (% of total FMIs)	190 (26%)	153 (26%)	Total number of FMI collisions is down. Percentage of total is the same.
FMI collisions involving a cyclist (% of total FMIs)	79 (11%)	62 (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%)	80 (13%)	Down
FMI collisions involving one or more drivers engaging in one or more high-risk driving behaviours (% of total FMIs)	451 (60%)	366 (61%)	Total number of FMI collisions is down. Percentage of total is up.

Table 2 provides an annual breakdown of Fatal and Major Injury collisions from 2013 to 2023.

Table 2 - Annual Breakdown - Fatal and Major Injury Collisions 2013 to 2023

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	104
2019	75	29	35	16	1	20	79
2020	57	27	21	16	2	13	71
2021	75	32	34	10	3	14	77
2022	63	35	31	11	0	18	77
2023	50	26	32	9	0	15	68

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 a high-risk driving behaviour (i.e. impaired driver).

Automated Speed Enforcement and Speed Management

Speed management is a key element of road safety engineering, the Safe Systems Approach and Vision Zero. The City's Automated Speed Enforcement Program is making significant progress in reducing speeds, particularly in school areas where vulnerable road users, such as children, are present. Progress in speed reduction also

represents an important and positive change in driver behaviour and road safety culture as they are choosing to better comply to speed limits.

A recent analysis of the Automated Speed Enforcement pilot sites demonstrates that the longer the speed cameras are in place at these locations:

- The more drivers are obeying the regulatory speed limit of the roadway; and,
- There are fewer instances of drivers traveling more than 15 km/h above the posted speed limit, a behaviour referred to as ‘High End Speeding’.

Please see Table 3 below for further details on changes to driver behaviour experienced at the original Automated Speed Enforcement pilot sites since the speed cameras were installed.

Table 3 - Driver Behaviour at Automated Speed Enforcement Pilot Sites

From Speed Camera Implementation Date	Compliance Posted Speed Limit	Instances High End Speeding
Prior to	16 per cent	14 per cent
Within Three Months	57 per cent	4 per cent
After 1 Year	69 per cent	2 per cent
After 3 Years	81 per cent	<1 per cent

These results show sustained and continued improvement in driver compliance to the posted speed limit over time and a significant reduction in high end speeding.

Automated Speed Enforcement is one of many effective countermeasures implemented through the City’s current Strategic Road Safety Action Plan, targeting High Risk Driver behaviour, successfully reducing speeds and in turn reducing the risks of Fatal and Major Injury collisions.

2025 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 Reserve Fund is used for initiatives identified in the Strategic Road Safety Action Plan’s annual Implementation Plans and the 2025 Draft Budget is allocating \$18 million.

The 2025 Implementation Plan (see supporting Document 3 – 2025 Implementation Plan) breaks down this funding by countermeasure according to the corresponding

emphasis area. Many of the countermeasures build on those completed as part of implementation plans put forward from 2020 to 2024.

The following lists highlight some of the countermeasures identified in the 2025 Implementation Plan, organized by emphasis area.

Vulnerable Road Users:

- Interactive Educational Events to Promote Cycling and Pedestrian Safety Near Heavy Vehicles – Conduct two 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, 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 to implement cycling enhancements. Funding will be allocated to the first completed "shovel ready" design to allow for the earliest possible construction at one (or more) of the following locations currently under design:
 - Ogilvie Road at Cummings Avenue;
 - King Edward Street at Sussex Drive;
 - Alta Vista Drive at Industrial Avenue;
 - Donald Street at Vanier Parkway;
 - Sussex Drive at St. Patrick Street; or
 - Elgin Street at Laurier 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 an additional \$5 million in funding to the New Traffic Control Devices Program for the construction of one or more shovel-ready locations that meet warrants for traffic control signals. This additional funding will help to address the list

of 36 warranted locations on the New Traffic Control Devices program list. Supporting Document 4 –Warranted Traffic Signal Locations Status Update provides the status of each location on the warranted priority list. Locations in Document 4 are listed by Ward, and not by priority sequence.

Rural:

- Skewed Intersections – Allocate additional funding to implement geometric modifications at one (or more) rural skewed intersection. Funding will be allocated to the first completed "shovel ready" design to allow for the earliest possible construction at one (or more) of the following locations:
 - Dunrobin Road at Constance Bay Road;
 - Navan Road at Trim Road;
 - Leitrim Road at Russell Road; and,
 - Canon Smith Drive at Fitzroy Street.
- Automated Speed Enforcement Rural Pilot Study will be implemented in 2025 as per Councillor Brown's [Motion ACS2024-OCC-CCS-0011](#) approved at the February 7, 2024 Council meeting that directed Traffic Services to conduct an Automated Speed Enforcement pilot study in rural villages. In 2024, four rural village locations were selected for automated speed enforcement which is planned for installation over the course of 2025.

High Risk Drivers:

- Automated Speed Enforcement - Install a total of 24 new speed cameras in the vicinity of schools, playgrounds/parks as well as at pilot locations in the rural areas. See supporting Document 2 – Automated Speed Enforcement Existing and Planned 2025 Locations, for a summary of existing locations, locations currently under construction and planned for 2025.
- Traffic Calming in School Areas - Following established program requirements, implement engineered traffic calming measures in the vicinity of up to three schools.

Road Safety Culture:

- Road Safety Action Plan 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.

- Road Safety Audits – Proactively implement road safety audits on City-led roadway design projects

Road Safety Funding

A review of City budgets from 2020 to 2024 determined the amount of funding allocated to programs (beyond the Road Safety Action Plan funded initiatives) that contribute to road safety within the city. Approximately \$27.5 million was allocated to existing programs in 2020, compared to \$40 million in 2024, and again compared to approximately \$51 million in the 2025 Draft Budget. Table 4 breaks down existing program funding amounts for the period by emphasis area. See supporting Document 5 – Road Safety-Related 2025 City of Ottawa Investments, for a detailed list of existing programs with their respective funding amounts.

Table 4 - 2020 - 2025 Road Safety Related Budget (Existing Programs)

Strategic Road Safety Action Plan 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 Budget in Thousands (\$000)	Total 2025 Draft Budget in Thousands (\$000)
Vulnerable Road Users	17,399	23,597	26,091	25,236	25,475	31,598
Intersections	4,475	4,568	4,728	5,026	4,996	10,058
High-Risk Drivers	3,700	3,746	4,370	6,099	7,494	7,285
Programs that Impact all Emphasis Areas	1,912	1,874	1,943	2,066	2,039	2,066
Grand Total	27,486	33,785	37,132	38,427	39,975	51,007

Table 5 summarizes how the annual Road Safety Action Plan budget specifically is allocated by emphasis area for 2020-2025.

Table 5 - 2020 - 2025 Road Safety Action Plan Budget

Strategic Road Safety Action Plan 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 Budget in Thousands (\$000)	Total 2025 Draft Budget in Thousands (\$000)
Vulnerable Road Users	975	1,765	2,495	2,515	9,445	7,000
Intersections	1,170	830	1,475	520	4,565	5,380
Rural Areas	440	925	2,250	2,340	5,140	4,845
High-Risk Drivers	550	450	950	850	1,300	775
Road Safety Culture	100	30	30	25	50	-
Initiatives that Impact all Emphasis Areas	765	-	-	100	100	-
Grand Total	4,000	4,000	7,200	6,350	20,500	18,000

The anticipated 2025 \$18 million investment in the Road Safety Action Plan increases the City's total investment in road safety initiatives and programs to approximately \$69 million in 2025, compared to \$60.5 million in 2024 and compared to \$31.5 million in 2020.

Expansion of the Automated Speed Enforcement Program

The Automated Speed Enforcement Program is currently being expanded by 15 to 25 additional speed cameras per year during this Term of Council. The program first saw the implementation of speed cameras at locations adjacent to school areas and it has since been expanded to include locations adjacent to parks and playgrounds. Currently,

speed cameras are being piloted at four high-speed locations and in 2025, a pilot project will start in four rural village locations. The effectiveness of speed cameras in improving compliance in both types of locations will be presented to Transportation Committee and Council once each of the pilot evaluations are complete to determine their inclusion in future expansions of the Automated Speed Enforcement Program.

During 2024 budget deliberations, Councillor Luloff brought forward [Motion No. 2023-28-10](#) directing Traffic Services to expand the Automated Speed Enforcement (ASE) Program to support additional funding opportunities to reduce the backlog of warranted pedestrian crossovers and traffic control devices, specifically signalized intersections. A program expansion, beyond the Council-approved enforcement location types and the number of yearly speed camera installations (15 to 25) for this Term of Council, will be considered as part of the fourth iteration of the Strategic Road Safety Action Plan. The fourth iteration of the plan will be developed over 2026 and will be presented for approval in 2027.

As a measure to address the Intersection and Vulnerable Road Users (pedestrian) emphasis area, under the 2024 Road Safety Action Plan, the Pedestrian Crossover Program received an additional \$195,000, and the New Traffic Control Devices Program received an additional \$3 million. Both programs will continue to receive additional funding from the Road Safety Action Plan Program to help implement warranted traffic controls city-wide. In 2025, these investments will increase to an additional \$500,000 and \$5 million, respectively.

Next Steps

Traffic Services will continue to work with stakeholders and partners to achieve the goals of the 2020-2024 Strategic Road Safety Action Plan. A report will be presented to the Transportation Committee in late 2025, providing a status update on initiatives delivered as part of the 2025 Implementation Plan and seeking approval for initiatives brought forward as part of the 2026 Implementation Plan. The assessment of the existing strategic plan and the development of a new one are anticipated to start in 2026 and be completed in 2027. This assessment will include an evaluation of the road safety measures implemented through 2020 to 2025 and a review of post-pandemic collision data trends in Ottawa. The review will help inform the next strategic plan's goal and emphasis areas.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the first report recommendation. The second report recommendation is contingent on the draft 2025 Budget being adopted by Council as part of the 2025 Budget process.

LEGAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR(S)

Not Applicable

ADVISORY COMMITTEE(S) COMMENTS

Not Applicable

CONSULTATION

In 2024, Safer Roads Ottawa (SRO) continued consultations with the:

- Road Safety Action Plan External 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;
- Road Safety Action Plan Internal Working Group, which consists of representatives from the various departments delivering road safety initiatives identified within the annual Implementation Plans. By the end of 2024, the group will have met a total of nine times to discuss implementation plan initiatives and their progress; and,
- Motorcycle Safety Working Group, which consists of key internal and external stakeholders. The group will have met three times before the end of 2024 to help inform motorcycle safety initiatives listed in the annual implementation plans.

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. Road 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 and benefit all road users. See

Document 3 for a complete listing of the 2025 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

The Strategic Road Safety Plan demonstrates how 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 Action Plan is critical in helping build a safe and inclusive city. It is an important mechanism to remove barriers for equity-denied communities 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.

Indigenous Implications

There has been no Indigenous engagement to inform this report.

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. Rural Areas is one of the four emphasis areas of the 2020 – 2024 Strategic Road Safety Action Plan.

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 Annual Road Safety Action Plan – Implementation Plans are delivered in accordance with various schedules of the Delegation of Authority By-law (By-law 2024-265).

SUPPORTING DOCUMENTATION

- Document 1 - 2024 Implementation Plan – Status Update
- Document 2 - Automated Speed Enforcement Existing and Planned 2025 Locations
- Document 3 - 2025 Implementation Plan
- Document 4 - Warranted Traffic Signal Locations Status Update
- Document 5 - Road Safety-Related 2025 City of Ottawa Investments

DISPOSITION

The Public Works Department will deliver the 2025 Implementation Plan as outlined in this report.