

Members' Motion submitted to Public Works and Infrastructure Committee

Meeting date: 27 March 2025

Moved by: Councillor Brown

Motion Title: Motion – Councillor D. Brown – Road Safety Action Plan Funding

ACS File No.: ACS2025-OCC-CCS-0026

Ward: Citywide

Motion d'un membre soumise au Comité de l'infrastructure et des travaux publics

Date de la réunion : le 27 mars 2025

Motion de : Conseiller Brown

Titre de la motion : Motion – Conseiller D. Brown - Financement du Plan d'action en matière de sécurité routière

Dossier n° (ACS) : ACS2025-OCC-CCS-0026

Quartier : À l'échelle de la ville

Motion

Council Motion No.2024 - 48-08

Moved by D. Brown

Seconded by M. Luloff

That staff be directed to identify up to \$10 million within the Road Safety Action Program funded through the Automated Speed Enforcement and the Red Light Camera revenue and direct this funding in 2026 to the warranted traffic control devices program to further reduce the current backlog of warranted intersections in need of funding.

Pursuant to Section 33 (10) of the Procedure By-law (2022-410), Councillor Brown's Direction to staff was treated as a Motion.

Conseil Motion No. **2024 - 48-09**

Moved by J. Leiper

Seconded by C. Kitts

That the Brown/Luloff Motion (OCC Motion 2024-48-08) be referred to the Transportation Committee.

For (14): D. Hill, G. Gower, T. Kavanagh, S. Devine, J. Bradley, R. King, A. Troster, J. Leiper, R. Brockington, S. Menard, M. Carr, C. Kitts, S. Desroches, and W. Lo

Against (11): M. Sutcliffe, M. Luloff, L. Dudas, C. Curry, C. Kelly, L. Johnson, T. Tierney, S. Plante, G. Darouze, D. Brown, and A. Hubley

Carried (14 to 11)

Motion

Motion n° **2024 - 48-08**

Proposée par D. Brown

Appuyée par M. Luloff

Qu'il soit demandé au personnel d'identifier jusqu'à 10 millions de dollars dans le cadre du Plan d'action en matière de sécurité routière financé par les revenus des dispositifs de contrôle automatisé de la vitesse et des appareils photo reliés aux feux rouges et d'affecter ces fonds en 2026 au programme des dispositifs de signalisation aux endroits où leur installation est justifiée afin de réduire davantage les retards dans l'installation de ces dispositifs aux intersections où le besoin est justifié et qui ont besoin d'un financement.

Conformément au paragraphe 33 (10) du Règlement de procédure (2022-410), la directive du conseiller Brown au personnel a été traitée comme une motion.

Motion n° **2024 - 48-09**

Proposée par J. Leiper

Appuyée par C. Kitts

Que la motion des conseillers Brown et Luloff (motion OCC 2024-48-08) soit renvoyée au Comité des transports.

Voix affirmative(s) (14): D. Hill, G. Gower, T. Kavanagh, S. Devine, J. Bradley, R. King, A. Troster, J. Leiper, R. Brockington, S. Menard, M. Carr, C. Kitts, S. Desroches, et W. Lo

Voix négative(s) (11): M. Sutcliffe, M. Luloff, L. Dudas, C. Curry, C. Kelly, L. Johnson, T. Tierney, S. Plante, G. Darouze, D. Brown, et A. Hubley

Adopté (14 à 11)

Public Works Department

Funding is allocated to the New Traffic Control Devices (NTCD) Program from the Capital Budget and the Road Safety Action Plan (RSAP) budget, which is funded from Automated Speed Enforcement revenues. Previous RSAP allocations towards the NTCD Program included \$3 million in 2024 and \$5 million in 2025. This funding from the RSAP program is supplemental to the funding that is allocated to the NTCD program through the Capital Budget, which was just over \$7.7 million in 2025, for a total investment of \$12.7 million. Future allocations towards this same program from RSAP will be considered as part of the development of the 2026 RSAP - Implementation Plan that will be presented to the Public Works and Infrastructure Committee in October 2025.

Background

In December 2019, City Council approved the 2020-2024 Strategic Road Safety Action Plan (RSAP) (ACS2024-PWD-TRF-0005). Since 2021, staff have reported on the progress and development of annual implementation plans, including annual budget, in support of this overall strategic plan.

The annual RSAP - Implementation Plans are data driven and include several engineering, enforcement, and education-based initiatives. The annual implementation plans are developed with the goal of ensuring resources and available funding are directed towards road safety countermeasures that have the greatest likelihood of

reducing fatal and major injury collisions city-wide.

The emphasis areas of the current RSAP were developed based on the analysis of Ottawa specific collision data, and extensive consultation. The emphasis areas target reducing fatal and major injury collisions that:

- Involve **Vulnerable Road Users** (*pedestrians, cyclists and motorcyclists*);
- Include instances of **High-Risk Drivers** (*aggressive, distracted and impaired*);
- Occur in **Rural Areas**; and that
- Occur at **Intersections**.

The RSAP Program budget is outlined as part of the annual Road Safety Action Plan Report and then confirmed as part of the City of Ottawa's annual budget process. Program funding is dependent on the amount available within the Road Safety Reserve Fund which fluctuates year-to-year depending on net revenues generated by the Automated Speed Enforcement Program. The allocation of RSAP Program funding must be balanced to adequately target the plan's four emphasis areas. Allocating enhanced funding to one specific initiative may impact the ability to deliver projects under the other emphasis areas.

Strategic Road Safety Action Plan Update

A fourth iteration of the Strategic Road Safety Action Plan will be developed and presented in the next Term of Council for approval. The new strategic plan, including its emphasis areas, will be developed based on the analysis of the 2020-2025 Fatal and Major injury collision data, while considering the effectiveness of road safety measures implemented to date, in addition to considering post-pandemic collision data trends. The assessment of the current strategic plan and the development of the new one are anticipated to start in 2026 and be completed in 2027. This exercise will support funding decisions to ensure investments are allocated to address existing collision trends and countermeasures selected to align with the overall goal of reducing fatal and major injury collisions city-wide.

Financial Implications

There are no financial implications associated with this motion.

Legal Implications

Legal Services is aware of the report and will be available at the meeting for questions if required.

Disposition:

If carried at Committee, this motion will be submitted to City Council for consideration on 16 April 2025.

Staff in the Public Works Department implement the recommendations in this motion, as appropriate.