

Subject: Implications of *Bill 56* and Strategic Road Safety Action Plan Annual Report

File Number: ACS2026-PWD-TRF-0002

**Report to Public Works and Infrastructure Committee on 23 April 2026
and Council 13 May 2026**

Submitted on April 14, 2026 by Krista Tanaka, Director, Traffic Services, Public Works Department

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Ward: Citywide

Objet : Conséquences du *projet de loi n° 56* et Rapport annuel sur le plan d'action stratégique en matière de sécurité routière

Dossier : ACS2026-PWD-TRF-0002

**Rapport Comité des travaux publics et de l'infrastructure le 23 avril 2026
et au Conseil le 13 mai 2026**

**Déposé le 14 avril 2026 par Krista Tanaka, directrice, Services de la circulation,
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Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That Public Works and Infrastructure Committee recommend that Council:

- 1. Receive the update on road safety and financial implications resulting from *Bill 56* and the discontinuation of the Automated Speed Enforcement (ASE) Program.**

2. **Approve the plan to phase out ASE Program functions and transition required resources to support the delivery of essential road safety priorities funded within the existing operating and capital budget.**
3. **Approve the Capital Budget adjustment reducing the Strategic Road Safety Action Plan capital budget by \$7.5 million in 2026.**
4. **Return surplus citywide capital funds from closed Traffic Services projects to the Road Safety Reserve, with final balances to be documented in the annual Capital Adjustments and Closing of Projects report.**
5. **Return surplus Temporary Traffic Calming city wide capital funds at the end of each term of council to the Road Safety Reserve, with final balances to be documented in the annual Capital Adjustments and Closing of Projects report.**
6. **Approve the allocation of all red-light camera net proceeds into the Road Safety Reserve Fund, to take effect in the 2027 Budget.**
7. **Receive the Road Safety Action Plan – 2025 Implementation Plan Status Update.**
8. **Approve the Road Safety Action Plan – 2026 Implementation Plan, as outlined in this report.**

EXECUTIVE SUMMARY

This report is being brought forward to provide Council with the road safety and financial implications of [Bill 56, Building a more Competitive Economy Act, 2025](#) (*Bill 56*), the strategic plan annual update with the proposed 2026 Implementation Plan, and information on additional road safety related updates.

Automated Speed Enforcement (ASE) has been a key component of the 2020-2024 Strategic Road Safety Action Plan, as a critical speed management tool. Revenue from the ASE Program was reinvested into supporting various road safety initiatives and programs, including initiatives identified in the Road Safety Action Plan. With the ASE Program's legislated winddown, it is necessary to adjust 2026 resources and capital funding projections, while also giving consideration to a sustainable approach to maintaining road safety investments in the future.

Safety Implications of *Bill 56*

Speed management is a key element of the Safe System Approach, and ASE has been one of the City's most effective tools for reducing dangerous speeding, especially in

school areas. Data from the original ASE pilot showed major sustained improvements in driver behaviour, with speed compliance rising from 16% to 87% and high-end speeding dropping from 14% to 0.3%. Preliminary findings indicate that the removal of ASE has decreased speed compliance and increased high-end speeding at former ASE sites. These results reflect conditions prior to full implementation of *Bill 56* signage, which is still being installed. Site monitoring is ongoing with broader post-removal data collection planned for all former ASE locations in Spring/Summer 2026 once signage installation is complete.

Financial Implications of *Bill 56*

Bill 56 results in the loss of approximately \$15 million in annual net ASE proceeds, requiring significant adjustments to road safety funding. Following the legislated end of the ASE Program, the City is systematically phasing out administrative resources in alignment with the remaining ticket processing lifecycle. All ASE funded operating costs are projected to be eliminated by 2027 and the City will retain key technical resources to deliver specialized road safety programs through the capital budget. Additionally, one position will be retained to oversee the City's automated enforcement programs and lead expansion efforts to offset the impact of the ASE Program's conclusion. Arrears collection for outstanding ASE infractions will continue through 2026, with negligible revenue expected from 2027 onward. As a result of the progressive phase out, the ASE Program is expected to generate \$0.8 million in proceeds in 2026.

The loss of this major funding source requires updates to road safety program funding, including reducing the 2026 Road Safety Action Plan capital program from \$15 million to \$7.5 million. The ASE funded component for the Adult School Crossing Guard and Temporary Traffic Calming Programs will be maintained, shifting to citywide tax funding in 2027 onwards. The \$1 million annual allocation to Ottawa Police Service will be addressed as part of the 2027 budget process. The City will seek recovery of eligible 2026 Adult School Crossing Guard Program and Ottawa Police Service road safety enforcement costs through the provincial Road Safety Initiatives Fund.

The Province has committed up to \$23.8 million through the Road Safety Initiatives Fund for eligible safety measures at former ASE locations, plus funding to reimburse mandated signage costs. Staff will submit applications to recover eligible costs where applicable with all cost recoveries subject to provincial review and approval.

Overall, the City is adapting its road safety investments to reflect the loss of ASE revenue while leveraging new provincial funding and maintaining priority programs through alternative funding sources. Beginning in 2027, the Red-Light Camera Program will become the sole revenue source for the Road Safety Reserve. To support the

reserve's financial sustainability, additional fund reallocations are recommended, including returning surplus city wide capital funded Temporary Traffic Calming Program balances at the start of each Term of Council and redirecting any surplus city wide capital funded Traffic Services capital funds to the reserve through the annual Capital Adjustment and Closing of Projects report.

Strategic Plan Annual Update and Proposed 2026 Implementation Plan

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. In comparing the 2013-2017 baseline data to the most up to date 2019-2024 data, the 20% reduction target has been achieved. However, continued monitoring is required to confirm that the decrease is sustained and not influenced by temporary traffic pattern changes observed during the Covid-19 Pandemic.

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 to move towards the long-term goal of zero fatalities by 2035, staff will maintain the current delivery model until the next Term of Council. At that time, a fourth iteration of the Strategic Road Safety Action Plan will be presented for approval.

The 2025 Road Safety Action Plan Implementation Plan focused on the four emphasis areas: vulnerable road users, intersections, rural areas, and high-risk driver behaviour. Most initiatives progressed as planned, with several multi-year measures continuing into 2026 for completion.

The 2026 program has been scaled to \$7.5 million due to reduced funding in the Road Safety Reserve and prioritizes the highest-impact safety measures. Planned actions include targeted cycling and accessibility upgrades, protected left-turn phases, rural intersection improvements, intelligence-led traffic enforcement, and continued road safety education and audits.

Road Safety Updates

Several additional road safety updates from 2025 are also highlighted. These include the review of allocating all redlight camera net revenues to the Road Safety Reserve starting in 2027 and progress on implementing recommendations stemming from the 2025 audit of the Automated Speed Enforcement and Red-Light Camera Programs. Staff have also enhanced location selection criteria for the Pedestrian Safety Evaluation Program and identified the funding needed to address the backlog of warranted pedestrian crossover locations by 2030.

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 strategic plan represents the third iteration; following earlier ones initiated in 2002, and 2012.

The strategic plan is grounded in the Safe Systems Approach and is guided by the theme of *Think Safety, Act Safely*, recognizing the shared responsibility and the change in culture required to continue the progress towards zero fatalities and major injuries. The 2020-2024 strategic plan's goal calls for a 20 per cent reduction in the rate of fatal and major injury collisions by 2024 based on 2013 – 2017 baseline data. In addition, Council endorsed a longer-term goal of zero fatalities on Ottawa's streets by 2035, with a focus on the safety of the most vulnerable users of our transportation system such as pedestrians, school children, older adults, and cyclists.

Since 2020, the strategic plan has operated under a self-funding model, whereby revenues generated through automated enforcement initiatives, including automated speed enforcement and red-light cameras, are reinvested into road safety initiatives identified in the annual implementation plans. This model, approved by Council and aligned with industry best practices, has enabled significant advancements in road safety over the past five years. It has supported engineering initiatives including major reconstruction, enforcement and education measures, while providing the resources necessary to identify and implement improvements that would not have been feasible under previous road safety funding levels.

Staff have provided Council with annual updates on the implementation of the strategic plan since 2021, and sought approval for implementation plans for subsequent years. Most recently, in December 2024, Council received the fifth annual update and approved the 2025 Implementation Plan ([ACS2024-PWD-TRF-0005](#)), confirming that the current delivery model would continue through the remainder of this Term of Council.

In October 2025, the Province of Ontario passed [Bill 56, Building a more Competitive Economy Act, 2025 \(Bill 56\)](#), which eliminated the use of automated speed enforcement systems in Ontario, effective November 14, 2025. This legislative change has implications for safety within school zones and community safety zones where automated speed enforcement was previously in place and the City's funding model supporting the strategic plan. Staff have undertaken an assessment of these implications in response to Council direction as part of [Motion No. 2025-67-06](#) regarding

advocacy for the retention and refinement of automated speed enforcement in school zones.

Looking ahead, staff will begin development of the fourth iteration of the strategic plan in 2026, with Council consideration anticipated early in the next Term of Council. This work will include an evaluation of implemented measures, analysis of post-pandemic collision trends, and identification of future funding requirements to sustain and advance road safety initiatives. The result of this work will inform future emphasis areas and ensure targeted, data driven actions to continue reducing fatal and major injury collisions.

This report is intended to provide Council with:

- the road safety and financial implications of *Bill 56*;
- the strategic plan annual update with the proposed 2026 Implementation Plan; and,
- information on additional road safety related updates.

DISCUSSION

Road Safety and Financial Implications of *Bill 56*

The elimination of automated speed enforcement has significant road safety and financial implications for the City of Ottawa. Staff have reviewed the provisions of *Bill 56* and the provincial [Road Safety Initiatives Fund](#) to assess its implications on the City.

Road Safety Implications

Safe speeds are a key element of the Safe Systems Approach as identified in national engineering standards through the Transportation Association of Canada. Speed management is critical for avoiding collisions or hazards and limiting physical harm and trauma to the human body in the event of a collision. Jurisdictions with successful road safety plans focus time and resources on speed management as they work towards Vision Zero. The Strategic Road Safety Action Plan supports key speed management measures such as engineered traffic calming measures in school areas, temporary traffic calming measures and automated speed enforcement. The removal of speed cameras eliminates a proven tool to reduce speeds in school areas.

Automated Speed Enforcement Post Removal Data

The City of Ottawa launched an Automated Speed Enforcement (ASE) Pilot Project in 2020 by installing eight speed cameras at school sites to assess their effectiveness in reducing speeding. The results of the pilot demonstrated that ASE is an effective

countermeasure, successfully reducing speeds and in turn reducing the risks of fatal and major injury collisions.

Based on data from the original pilot cameras, driver compliance with posted speed limits showed sustained and continuous improvement year over year. From 16 per cent before the cameras were installed to 87 per cent after four years. High-end speeding was also greatly reduced, dropping from 14 per cent before installation to only 0.3 per cent after four years.

Preliminary findings indicate that the removal of ASE has significantly affected speed limit compliance and increased high-end speeding at former sites, suggesting a shift in driver behavior as shown in Table 1 below.

Table 1 – Change in driver behaviour following ASE removals

From Speed Camera Removal Date	Compliance Posted Speed Limit	Instances of High End Speeding
Prior to removal	87 per cent	0.3 per cent
One week post removal*	62 per cent	2.2 per cent
Three weeks post removal	51 per cent	3.3 per cent
Eight weeks post removal	44 per cent	3.9 per cent
12 weeks post removal	41 per cent	4.5 per cent

**based on six of eight pilot sites due to technical issues causing data unavailability*

Findings in Table 1 do not yet reflect the impact of the new signage required under *Bill 56*, which continues to be installed at affected locations. Staff will continue monthly monitoring of speed data at the eight original ASE pilot sites. Post-removal data collection is also planned for all former ASE locations in Spring/Summer 2026 once signage installation is complete.

Financial Implications

The overall financial impact of *Bill 56* is a loss of \$15 million in annual net proceeds, reflecting the average annual proceeds generated over the past three years. This funding loss necessitates a program review to ensure road safety initiatives remain viable under new funding levels while ensuring any external funding opportunities such as the provincial Road Safety Initiatives Fund are fully leveraged.

This section details the overall financial impact, including operating costs, revenues, and program funding, as well as the impact on the Road Safety Reserve.

Automated Speed Enforcement Program Costs

Following the passage of *Bill 56*, the City began dismantling the Automated Speed

Enforcement (ASE) Program's administrative structure. Several departments play a role in supporting this program and received program funding to ensure its successful delivery while maintaining service levels.

The 2026 budget, developed prior to *Bill 56*, initially allocated \$19.3 million for ASE administrative costs, including specialized road safety staff responsible for the delivery of the Strategic Road Safety Action Plan. Due to the program's conclusion, the revised forecast for 2026 ASE operating expenses is \$5.5 million.

The strategy to phase out the ASE Program includes immediate cost savings by eliminating the majority of non-compensation expenditures, such as printing, postage, and external data processing. ASE-funded staffing will be phased out by the end of 2026, eliminating ASE operating expenditures for the 2027 fiscal year.

To maximize revenue recovery, the City will continue to collect on all ASE infractions issued prior to November 14, 2025. This proactive approach ensures ASE operations through 2026 remain fully funded by program revenues. The Full-Time Equivalent (FTE) ASE funded staffing complement for each service area is detailed below:

- *ASE Processing Center (Emergency and Protective Services – 30 FTEs):*
Responsible for the processing of all ASE infractions in Ottawa.
- *Administration and Adjudication of Infractions (Finance and Corporate Services – 30 FTEs):* Manages ticket inquiries and administration of Provincial Offence Courts adjudication.
- *Technology and Data Processing (Information Technology Services – one FTE):*
Responsible for developing and supporting infraction data processes.
- *Administration of Automated Enforcement Program (Public Works – five FTEs):*
Responsible for the implementation and administration of the City's automated enforcement program, including automated speed cameras. Staff in this department are supporting the dismantling of the ASE Program as well as the implementation of the Province-mandated signage and other short-term and/or long-term provincially sanctioned safety measures. The City will seek reimbursement for all costs associated with the installation of temporary road signage from the Ontario Ministry of Transportation.

Staff recommend retaining one FTE within this service area to maintain the City's automated enforcement program, which is now comprised of the Red-Light Camera Program and the Automated School Bus Camera pilot. This position will be responsible for identifying expansion opportunities to enhance road safety and

mitigate the impact of the loss of ASE. Additionally, the resource will evaluate emerging enforcement technologies to ensure the City remains at the forefront of automated traffic safety solutions. This position will be funded through existing available operational budget within the Red-Light Camera Program.

- *Collections and Revenue Reporting (Finance and Corporate Services – 16 FTEs)*: Performs revenue reporting, reconciliation, and arrears collection.
- *Prosecution and Legal Support (Legal Services – three FTEs)*: Supports the prosecution of trials for contested ASE infractions.
- *Administration of the Strategic Road Safety Action Plan Program (Public Works – 14 FTEs)*: Support the initiation, planning, and delivery of the Council-approved annual implementation plans. These plans reflect a total of \$60.05M in investments towards various on-going safety initiatives targeting vulnerable road users (pedestrians, cyclists, and motorcyclists), intersections, rural areas, and high-risk driver behaviours.

Staff in this service area are also funded for the purpose of delivering other road safety programs such as the Pedestrian Crossover, the Temporary Traffic Calming, the New Traffic Control Devices, the Pedestrian Accessibility and Intersection Ramping and the Safer Roads Ottawa Programs.

Staff recommend retaining 13 FTEs in Public Works to ensure the continued delivery of the Road Safety Action Plan and specialized road safety programs. These key resources provide the technical expertise necessary for current safety initiatives and the development of the next Strategic Road Safety Action Plan. To support this transition, these positions will be funded through capital budget recovery.

This gradual reduction in ASE-funded resources will allow the City to maximize potential revenue while supporting staff retention and staffing transition to other organizational vacant positions.

ASE Revenue

As a result of *Bill 56*, the 2026 ASE revenue forecast has been revised from \$40.9 million to \$6.3 million. This updated estimate reflects the collection of infractions issued prior to November 14, 2025, alongside the recovery of Provincial Offences Act (POA) and Administrative Penalty System (APS) arrears.

To mitigate the impact of lost ASE revenue in 2026, the City will utilize an integrated collections strategy, leveraging existing ASE-funded resources to simultaneously pursue both ASE and other outstanding infractions owed to the City. This incremental

revenue will be allocated to support ASE funded road safety initiatives, ensuring the City maximizes revenue potential while progressively winding down ASE operations.

Staff estimate ASE revenue will be considered negligible by year-end and expect it to be removed from the City's base budget in 2027.

After deducting 2026 ASE Operating costs of \$5.5 million, the ASE Program is expected to generate \$0.8 million in proceeds to be allocated to ASE funded road safety programs in 2026.

2026 Program Funding Impacts

As approved by Council in October 2021 ([ACS2021-TSD-TRF-0005](#)), starting in 2022, all net revenues from automated speed enforcement have been allocated to the Road Safety Reserve Fund. The fund reinvests those revenues into road safety programs and initiatives, including the Strategic Road Safety Action Plan Program.

The removal of speed cameras eliminates a major funding source and requires adjustments to program funding to reflect new funding realities, including incorporating road safety measures aligned with the provincial Road Safety Initiatives Fund criteria. The following programs benefitted from ASE funding either directly or through the Road Safety Reserve in the 2026 budget. The funding impact for each is detailed below.

Temporary Traffic Calming Program

The Temporary Traffic Calming Program provides for effective, low-cost countermeasures aimed at addressing speeding concerns and issues on City streets. Since 2023, ASE revenues have contributed to program growth funding at an annual increase of \$12,500 per ward, reaching the planned maximum of \$100,000 per ward in 2026. In 2026, the ASE contribution to the program through the Road Safety Reserve amounts to \$944,600. Funding for this program will be maintained for 2026 and will continue in 2027 onwards at the \$100,000 allocation per ward level, with the portion previously sourced from ASE revenue to be funded through citywide general funding.

At the conclusion of each Term of Council, staff recommend any surplus funds within the Temporary Traffic Calming Program be returned to the Road Safety Reserve. This process ensures that each ward begins the new term with an equitable opening balance while supporting the financial stability of the reserve.

Adult School Crossing Guard Program

The Adult School Crossing Guard Program is a safety initiative designed to help elementary students safely cross intersections on their way to and from school. The City

funds the program and determines which intersections qualify for a guard. The third-party non-profit, Ottawa Safety Council, manages and operates the program itself.

Since 2023, ASE revenues have funded growth in the program, allowing for an additional 10 locations to be funded annually as well as contract adjustments for inflation. There have been 31 additional guards funded from 2023 to present. Currently there are 273 locations with a total of 304 guards, with some locations having multiple guards. Operational funding for 2026 consists of \$796,000 contributed from ASE revenues, with \$3.93 million in tax-supported funding. The provincial Road Safety Initiatives Fund allows up to 10% of the City's portion to be used towards recovery of adult school crossing guard expenses. Staff will seek to recover the full 2026 ASE funded equivalent, \$796,000, from the provincial fund to mitigate the impact of lost ASE revenues on the Road Safety Reserve.

Funding for this program will be maintained for 2026 and will continue in 2027 onwards with the portion previously funded from ASE revenue to be funded from citywide general tax-supported funding.

Ottawa Police Service

Beginning in 2025, the ASE Program provided \$1 million in annual funding towards Ottawa Police Service traffic enforcement initiatives. Due to the loss of automated speed enforcement systems and the resulting increased emphasis on Ottawa Police Service traffic enforcement, staff recommend this contribution from ASE revenue be maintained in 2026. In 2027 onwards, the \$1 million in annual funding will be adjusted as part of the 2027 Budget process.

Staff will seek to recover the \$1 million contribution from ASE revenue in 2026 from the provincial Road Safety Initiatives Fund to mitigate the impact of lost ASE revenue on the Road Safety Reserve.

2026 Road Safety Action Plan Program

The 2026 budget allocated \$15 million in capital funding from the Road Safety Reserve towards the 2026 Road Safety Action Plan Program. This investment was predicated on the budgeted ASE revenue of \$40.9 million. Due to the significant reduction in ASE revenues in 2026 and resulting impact on the Road Safety Reserve, staff recommend the 2026 program's capital funding be reduced to \$7.5 million. Staff will leverage opportunities to obtain additional dedicated road safety funding under the provincial Road Safety Initiatives Fund which will provide the City with up to \$23.8 million in funding for qualifying road safety measures. Additional details on both the 2026 Road Safety Action Plan Program's implementation plan and proposed initiatives under the

provincial Road Safety Initiatives Fund (subject to provincial approval), are provided further in this report.

Funding for the next iteration of the Strategic Road Safety Action Plan will be evaluated during the 2027 budget cycle.

Impact on the Road Safety Reserve

The net impact for the 2026 fiscal year is summarized below in Table 2, reflecting the City’s approach to phasing out the ASE Program.

Table 2 - Summary of Financial Impacts due to Bill 56

	Adopted 2026 Budget (in \$ thousands)	Adjusted 2026 Budget (in \$ thousands)
Operating		
Revenue	40,884	6,300
Program Costs	(19,264)	(5,500)
ASE Proceeds	21,620	800
Program Funding		
Adult School Crossing Guard Program	(796)	(796)
Ottawa Police Service ASE Allocation	(1,000)	(1,000)
Road Safety Action Plan Program	(15,000)	(7,500)
Temporary Traffic Calming Program	(945)	(945)
Provincial RSIF Recovery*	-	1,796
Net Reserve Impact	3,879	(7,645)

**Ottawa Police Service and Adult School Crossing Guard Program costs eligible for recovery through the provincial Road Safety Initiatives Fund*

Beginning in 2027, the Red-Light Camera Program will be the sole annual source of revenue for the Road Safety Reserve. Staff will incorporate a net positive reserve contribution through future annual budget cycles, providing a path to recovery for the reserve. Staff recommend any identified surplus city wide Traffic Services capital funds be contributed to the Road Safety Reserve through the annual Capital Adjustments and Closing of Projects report. Staff will also consider opportunities to recover the reserve by leveraging any available external funding sources, such as the provincial Road Safety Initiatives Fund.

Provincial Funding and the Road Safety Initiatives Fund

The Province of Ontario will provide up to \$210 million in one-time funding to municipalities to support road safety enhancements at locations where ASE was previously implemented or planned for implementation in 2025.

Mandated Signage-Related Recoverable Costs (up to \$1.8 million)

The Province of Ontario has committed to paying for the installation of provincially mandated signs at speed camera sites near schools in two phases. The cost of installing these signs in Ottawa is \$1.8 million, and reimbursement is pending provincial review and approval. Staff are working with the Ontario Ministry of Transportation to install temporary signs as soon as practicable with permanent signage and flashing beacons to follow. These signs are oversized, bilingual and will be installed within the right-of-way in each direction on the approach to the schools.

Road Safety Initiatives Fund (\$23.8 million)

The City of Ottawa is eligible to receive up to \$23.8 million in one-time funding to install provincially sanctioned measures such as traffic calming and control measures, signage enhancements, targeted roadside enforcement and operational safety measures. This funding can only be used for locations which previously benefited from an ASE camera and where initiatives are feasible to install. The City's eligible funding includes the following:

1. *Immediate Interim Funding (\$4 million)* - The province has allocated \$4 million to the City of Ottawa for immediate support. Staff have reviewed all former ASE locations to assess the feasibility of implementing provincially sanctioned road safety measures that are eligible to be implemented with the immediate interim Road Safety Initiatives Fund funding. Measures considered as part of this initial review include signage, speed display boards, speed humps, and speed cushions at former ASE locations and those planned for construction before the end of 2025. Consultations with councillors have taken place to review appropriate, potentially feasible measures within affected wards.
2. *Application-Based Funding (up to \$19.7 million)* - Staff have assessed the feasibility of measures across all former ASE sites for consideration as part of the eligible \$19.7 million in the application-based Road Safety Initiatives Fund funding. This review includes leveraging the funding opportunity to address road safety related capital programs, previously supported by the Strategic Road Safety Action Plan, such as the New Traffic Control Devices and Pedestrian

Crossover Programs. The review also includes leveraging opportunities to recover Ottawa Police Service and adult school crossing guard expenses.

The Road Safety Initiatives Fund application-based program provides funding for approved measures at, or near former speed camera sites, with project completion required by March 31, 2028. The guidelines allow for some of the following measures, but are not limited to:

- Engineered traffic calming measures such as speed humps, speed cushions, raised crossings
- Signage, pavement markings, delineation devices
- New roundabouts and traffic controls
- Crossing guards **not exceeding 10%** of a municipality's total approved funding (inclusive of Immediate Interim Funding)
- Targeted roadside enforcement to support speed compliance, including additional police presence or other enforcement-related supports **not exceeding 20%** of a municipality's total approved funding (inclusive of Immediate Interim Funding)
- Planning, engineering and project management activities supporting the implementation of approved initiatives **not exceeding 10%** of a municipality's total approved funding (inclusive of Immediate Interim Funding)

Given the requirement to complete all projects by March 31, 2028 to qualify for Road Safety Initiatives Fund allocations, options have already been identified and applications will be submitted the week of April 13, 2026 for the measures outlined in Document 1 and listed below:

- Adult School Crossing Guard Program - staff will seek to recover the full 2026 ASE funded equivalent, \$796,000;
- Ottawa Police Service - staff will seek to recover the \$1 million contribution from ASE revenue in 2026;
- A selection of locations identified in the New Traffic Control Devices and Pedestrian Crossover Programs;
- A selection of engineered traffic calming measures including speed humps, speed cushions and raised crossings;
- Hardwired flashing beacon installations in school areas; and,

- Associated planning, engineering and project management costs supporting the implementation of the above measures.

All proposed measures are subject to further consultation where applicable, provincial approval and detailed design. Any unforeseen underground or site-specific constraints that could affect feasibility will be confirmed through the detailed design and circulation process and may prevent implementation of measures at some locations.

Strategic Road Safety Action Plan Annual Report

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.

Locations selected for improvements under the annual implementation plans are prioritized through a process called network screening which identifies locations with high occurrence or risk of fatal and major injury collisions. This systematic approach, grounded in Traffic Engineering and Road Safety Management best practices, is a key component of the Safe Systems Approach. Recognizing that human error is inevitable, the Safe Systems Approach focuses on designing and operating roadways to be forgiving and minimizing the severity of collisions when they occur. While collisions cannot be entirely eliminated, prioritizing high-risk and high-severity locations ensures that resources and funding are directed where proven safety measures have the greatest impact. This targeted strategy supports progress towards the overarching goals of the strategic plan.

The current strategic plan's four main emphasis areas, Vulnerable Road Users (includes pedestrians, cyclists and motorcyclists), Rural Areas, Intersections and High-Risk Driver Behaviour (includes aggressive, distracted and impaired driving), were developed based on the analysis of Ottawa specific collision data, and feedback from various consultation exercises. The emphasis areas were selected to ensure

countermeasures align with focusing efforts and resources where they would have the greatest impact at reducing fatal and major injury collisions.

Implementation of the strategic plan is a collaborative effort among internal partners responsible for the education, enforcement, and engineering aspects of road safety. Coordination is led 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 and investments for all emphasis areas are needed to achieve the goals of the strategic 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.

2025 Implementation Plan

The 2025 Implementation Plan included several engineering, enforcement, and education-based countermeasures under the four emphasis areas of the Strategic Road Safety Action Plan.

Document 2 provides the status of all countermeasures identified in the 2025 plan, the highlights of which are listed below.

Vulnerable Road Users

- High-Volume Cycling/Vehicle Interaction Locations: Construction started in 2025 at Elgin Street at Laurier Avenue intersection and Laurier Avenue from Queen Elizabeth Driveway to Elgin Street and is expected to be completed in Fall 2026.
- Motorcycle Safety Courses: Delivered 16 sessions to 114 motorcyclists in 2025.
- Pedestrian Safety Evaluation Program: Additional funding allocated to this program to allow for design and construction of Bridge Street and Manotick Main Street pedestrian safety improvements.

Intersections

- Fully Protected Left-Turns: Implementation completed at five locations where no geometric revisions were required:
 - Woodroffe Avenue and Knoxdale Road/Medhurst Drive
 - Innes Road and Lanthier Drive/Prestwick Drive
 - Blohm Drive and Hunt Club Road

- Robertson Road and Northside Road
- Baseline Road and John Sutherland Drive and Valley Stream Drive
- At-Grade Rail Crossing Compliance: Twenty-two detailed safety assessments jointly with the rail authority currently underway.
- New Traffic Control Devices: Additional construction funding allocated towards two intersections, Conroy Road and Davidson Road, currently in detailed design and Barnsdale Road and Rideau Valley Drive currently in functional/preliminary design. An update on progress made on the installation of warranted traffic control signals through the New Traffic Control Devices Program is provided in Document 3.

Rural

- Skewed Intersections: Functional design completed for the Canon Smith Drive at Fitzroy Street intersection. The functional design study for this location recommended that the City of Ottawa make no immediate geometric changes to the intersection and that the City implement low-cost non-geometric improvements. These measures were installed in 2025. Environmental assessment and preliminary design underway for the intersection of Dunrobin Road and Constance Bay Road. Functional design is underway for the Leitrim Road and Russell Road intersection.
- Safety Edges: Implemented on 13 rural road corridors as part of the 2025 resurfacing program.
- Shoulder Maintenance: Approximately six linear km of gravel shoulders upgraded along 18 rural corridors.

High Risk Drivers

- New Speed Zoning Policy: Consultants were retained to support the Speed Zone Policy Review in alignment with Safe Systems principles. While the review has been completed, additional testing and refinement of the recommended speed limit setting approach is required before it is finalized. This work will help confirm that the approach provides consistent, practical, and appropriate speed limits for Ottawa specific conditions.

In addition, the introduction of *Bill 56* has created uncertainty regarding the future availability of road safety funding, that may be required to support implementation of this policy once approved. Given the need for further technical validation and the current funding uncertainty, it is anticipated that the finalized policy and a proposed city-wide implementation approach will be brought forward for Council approval in the next Term of Council.

- Traffic Calming in School Areas:
 - Planning in progress for Knoxdale Road between Woodroffe Avenue and Hunt Club Road.
 - Planning complete for Varennes Boulevard between Watters Road and Valin Street. Detailed design planned in 2026.
 - Planning complete for Findlay Creek Drive between Bank Street and Albion Road. Detailed design to start in 2026.
- School Bus Camera Enforcement Program Delivery Model Review: A review of the Automated School Bus Camera pilot program, which started in 2019, as well as a best practice review across Ontario was conducted to determine a recommended future deployment plan. The review found that technology is still in its infancy in the Province of Ontario with no formal best practices yet established.

If a program were to be initiated in Ottawa, the direct safety benefit would be limited, as only a small number of school buses would be equipped with the technology relative to the overall bus fleet. However, the program functions as an educational tool for the public by providing greater awareness and a means of enforcing a law that is difficult to enforce using only traditional enforcement.

In order to expand and continue to operate the program, additional funding would be required to cover the difference between program generated revenues and expenses, as it is not a financially self-sustaining program. This initiative will continue in a pilot phase until further review as part of the next iteration of the Strategic Road Safety Action Plan.

- Automated Speed Enforcement:
 - *Bill 56* - Automated Speed Enforcement activities ceased in compliance with *Bill 56*, and all associated signage and equipment were removed.
 - *Rural Pilot Study* - The rural pilot was a key initiative stemming from Councillor Brown's [Motion ACS2024-OCC-CCS-0011](#), approved by Council on February 7, 2024. The motion directed Traffic Services to assess automated speed enforcement in rural villages through a pilot study, with anticipated findings to be reported back in 2027. As a result of *Bill 56*, this rural pilot will not proceed.
 - *High-Speed Pilot Study* - The High-Speed Corridor Automated Speed Enforcement Pilot Study, approved by Council and launched in 2023, concluded in 2025. The findings show that Automated Speed Enforcement cameras are effective in influencing driver behavior to reduce speeding on

high-speed arterial roads. Results of the pilot study are included in Document 4. Including the study findings fulfills a Council direction issued in [October 2021](#).

- Ottawa Police Service Intelligence-led Traffic Enforcement Plan: Highlights of key Ottawa Police Service traffic enforcement initiatives are available in the [Draft Budget 2026 – Ottawa Police 2025/11/12](#) publication, under the heading Traffic Strategy – Enhanced Integrated Enforcement Initiative.

Road Safety Culture

- Road Safety Action Plan Communications/Education Strategy: The [‘Time is Precious’](#) Education Campaign was launched in December 2023 and development of new road safety communications has continued in 2025.
- Road Safety Training Course: One road safety training course was offered to City staff involved in roadway network decisions to continue building 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 22 road safety audits completed or in-progress on city-led transportation projects with an additional nine road safety audits planned to start by early 2026.
- Public Opinion Research: The annual public opinion survey ran in July 2025 with responses from 1,216 residents. The survey focused on gauging awareness and attitudes related to road safety, the Road Safety Action Plan Education and Communications Plan, and, the Automated Speed Enforcement Program. A summary of the data collected is included in Document 5.

2020-2024 Fatal and Major Injury Collisions

In 2024, there were 144 fatal and major injury collisions compared to an annual average of 126 over the previous five years. While 2024 total fatal and major injury collisions are higher than the average, it is important to note that collision trends are monitored over a 5-year period due to the year over year fluctuations in collision data and variations in traffic volumes pre and post pandemic. The overall fatal and major injury rate per 100,000 population continues to decline, when compared to the baseline 2013 to 2017 data. These results show the strategic plan’s target of a 20% reduction from the baseline rate of 15.5 fatal and major injury collisions has been achieved. Longer term monitoring will be required to ensure this is a sustained reduction and not solely

influenced by changing traffic patterns observed during the pandemic.

Table 3 compares fatal and major injury collision data for the 2013-2017 baseline period and the most recent comparable five-year analysis period, currently 2020-2024, by emphasis area.

All emphasis areas are demonstrating a downward trend in total number of fatal and major injury collisions except for rural areas; there has also been an increase involving e-bikes (collision coding standards have improved in Ontario for micromobility vehicles, which means more accurate data). While the intersections emphasis area showed declining total fatal and major injury collisions, the proportion of collisions has increased for this area.

Table 3 - Fatal and Major Injury (FMI) Collision Summary for 2013-2017 Baseline Period and 2020-2024

Indicator	2013-2017 FMI Data	2020-2024 FMI Data	Change in Number of FMI Collisions
Total number of FMI collisions	743	631	Down
5-year average FMI rate (FMI collisions/100,000 population)	15.5	12.4	Down
Average number of fatalities (fatalities/year)	27	23	Down
FMI collisions at or related to intersections (% of total FMIs)	355 (48%)	319 (51%)	Total number of FMI collisions is down. Percentage of total is up.
FMI collisions in rural areas (% of total FMIs)	157 (21%)	168 (27%)	Up
FMI collisions involving a pedestrian (% of total FMIs)	190 (26%)	156 (25%)	Down
FMI collisions involving a cyclist (% of total FMIs)	79 (11%)	60 (10%)	Down
FMI collisions involving an e-bike rider (% of total FMIs)	3 (<1%)	9 (1%)	Up
FMI collisions involving a motorcyclist (% of total FMIs)	110 (15%)	90 (14%)	Down

Indicator	2013-2017 FMI Data	2020-2024 FMI Data	Change in Number of FMI Collisions
FMI collisions involving one or more drivers engaging in one or more high-risk driving behaviours (% of total FMIs)	451 (60%)	353 (56%)	Down

Table 4 provides an annual breakdown of fatal and major injury collisions from 2013 to 2024.

Table 4 - Annual Breakdown - Fatal and Major Injury Collisions 2013 to 2024

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	27	35	16	1	20	79
2020	57	28	21	16	2	13	71
2021	75	31	34	10	3	14	77
2022	70*	42*	34*	13*	0	19*	77*
2023	55*	27*	34*	9*	0	15	71
2024	62	40	33	12	4	29	57

* Traffic Services receives data on collisions that occur within the City of Ottawa from the Ontario Ministry of Transportation on a continual basis. The data is not static and is subject to change as new information is received. Data was updated from the previous year's report to reflect new information and updates to collision records.

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).

2026 Implementation Plan

The annual Strategic Road Safety Action Plan implementation plans are developed based on funding available in the Road Safety Reserve allocated to the program as part of the annual budget process. Due to the significant reduction in ASE revenues in 2026 and the resulting state of the Road Safety Reserve, the 2026 capital funding allocation for the 2026 Implementation Plan will be reduced from \$15 million to \$7.5 million.

The 2026 Implementation Plan, included as supporting Document 6, breaks down this funding by countermeasure according to the corresponding emphasis area. The following highlights some of the selected countermeasures identified in the 2026 Implementation Plan, organized by emphasis area:

Vulnerable Road Users

- High-Volume Cycling/Vehicle Interaction Locations: Allocate partial construction funding to supplement the Cycling Safety Improvement Program to implement cycling enhancements allocated to the first completed "shovel ready" design to allow for the earliest possible construction at one (or more) locations.
- Pedestrian accessibility enhancements: Allocate additional funding for required accessibility retrofits at non-compliant locations through the Pedestrian Accessibility and Intersection Ramping Program. These upgrades are needed to meet the [Integrated Accessibility Standards Regulation](#) under the [Accessibility for Ontarians with Disabilities Act \(2005\)](#) with a commitment to the Province of Ontario to have all identified locations compliant to the legislation by the end of 2029.
- Motorcycle Safety Training: Continue to offer free courses.

Intersections

- Fully Protected Left-Turns: Implement protected left turn phasing based on network screening process at up to five locations where no geometric revisions are required.

Rural

- Rural Skewed Intersection: Allocate funding to implement geometric modifications at rural skewed intersections.

High Risk Drivers

- Ottawa Police Service Intelligence-led Traffic Enforcement Plan: Ottawa Police Service will continue to support education and enforcement initiatives outlined in the integrated enforcement initiative deployment model based on Road Safety Action Plan emphasis areas.

- Ottawa Police Service to undertake targeted enforcement at former speed camera sites.

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 Audits: Proactively implement road safety audits on City-led roadway design projects

Road Safety Funding

Over the past five years, significant funding was directly allocated to support engineering initiatives including major reconstruction, enforcement and education measures specifically aimed at reducing Fatal and Major Injury collisions, while providing the resources necessary to identify and implement improvements. Table 5 summarizes how the 2020 to 2026 Road Safety Action Plan Budgets are allocated to key emphasis areas.

Table 5 - 2020 - 2025 Road Safety Action Plan Budget Allocation by Emphasis Area

Strategic Road Safety Action Plan Emphasis Area	2020 Budget (\$000)	2021 Budget (\$000)	2022 Budget (\$000)	2023 Budget (\$000)	2024 Budget (\$000)	2025 Budget (\$000)	2026 Budget (\$000)
Vulnerable Road Users	975	1,765	2,495	2,515	9,445	7,000	5,300
Intersections	1,170	830	1,475	520	4,565	5,380	1,050
Rural Areas	440	925	2,250	2,340	5,140	4,845	1,100
High-Risk Drivers	550	450	950	850	1,300	775	50
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	7,500

Other Road Safety-related Investments 2020 to 2026

A review of City budgets from 2020 to 2026 determined the amount of funding allocated to programs (beyond the Strategic 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 approximately \$77 million in the 2026 Budget.

See supporting Document 7, for a detailed list of existing programs with their respective funding amounts.

Additional Road Safety Related Updates

Over the course of 2025, a number of road safety-related matters have arisen that do not fall directly within the scope of *Bill 56* implications or planned road safety measures in either the 2025 or 2026 Strategic Road Safety Action Plan implementation plans. A brief overview of these items is provided below, with additional details, where applicable, contained in Document 8.

Red-Light Camera Allocation to the Road Safety Reserve

In response to a direction received at the [December 10, 2025 Council meeting](#), staff have reviewed the feasibility of allocating net red-light camera proceeds to the Road Safety Reserve without impacts to the base operating budget. Following staff's review, it is recommended that effective 2027, all net red-light camera proceeds, despite the camera's implementation date, be allocated to the reserve. This allocation reflects red-light camera revenue net of program costs and the designated contribution to the Ottawa Police Service. To mitigate any impact on the operating base budget, a proportionate funding amount for road safety capital projects will have their funding source updated, and starting in 2027, will be funded through the Road Safety Reserve, rather than through citywide general funding.

Staff will incorporate a net positive reserve contribution through future annual budget cycles, providing a path to recovery for the Road Safety reserve. Staff will also consider opportunities to contribute to the reserve through the annual Capital Adjustments and Closing of Projects report, as well as any opportunities identified as a result of new external funding sources, such as the provincial Road Safety Initiatives Funds.

Automated Speed Enforcement and Red-Light Camera Program Audit

An audit of the City's Automated Speed Enforcement and Red-Light Camera Programs was included in the 2024 – 2025 Audit Work Plan approved by Council in December 2023. The audit reviewed how efficiently and effectively these programs operate, ensuring they align with Council direction and support the Strategic Road Safety Action Plan.

The audit findings, including four recommendations, were presented to Council in May 2025 ([ACS2025-OAG-BVG-005](#)). Recommendation 2 directed staff to expand and document performance indicators for the Automated Speed Enforcement and Red-Light Camera Programs, and to report on revenues transferred to the Road Safety

Reserve Fund and to the Ottawa Police Service. It also required establishing a reporting mechanism with the Ottawa Police Service Traffic Services Unit to track the use of transferred funds. Recommendation 2 is being addressed through this staff report and will continue as part of the annual Strategic Road Safety Action Plan reporting.

Document 8 outlines performance indicators for both the Automated Speed Enforcement and Red-Light Camera Programs as well as information on automated enforcement net revenue allocations. Details on the Ottawa Police Service's use of funds are outlined in the [Draft Budget 2026 – Ottawa Police \(2025/11/12\)](#).

Pedestrian Crossover Funding Estimate Review

In response to a staff direction at the [April 16, 2025 Council meeting](#), staff completed a review of warranted pedestrian crossover locations to identify funding requirements to eliminate the outstanding locations by 2030. Cost breakdowns and the funding requirements are included in Document 8, under the heading, Pedestrian Crossover Funding Estimate Review.

Pedestrian Safety Evaluation Program – Enhancements to Selection Criteria

Pedestrian safety is an integral component of the City's road safety strategy. The goal of the Pedestrian Safety Evaluation Program is to mitigate the frequency and severity of preventable collisions involving pedestrians by providing cost-effective countermeasures. The program was formally adopted in [2013](#), following a three-year pilot.

To ensure the program continues to align with the objectives of the Strategic Road Safety Action Plan, staff conducted a review of the criteria used for the selection of program locations. The results of the review identified some enhancements to ensure locations with the highest risk are prioritized for pedestrian safety improvements. These enhancements, implemented under the delegated authority of the General Manager, Public Works and the Director, Traffic Services, include:

- Adopting a new methodology for identifying high-risk intersections which considers many different factors that may impact pedestrian safety such as proximity of pedestrian generators, pedestrian and traffic volumes, presence of right turn lanes, presence of turn channels, and presence of protected left turn phasing.
- Use of supplemental video analysis to help evaluate impact to pedestrian safety of different intersection features and identify potential recommendations to improve pedestrian safety at top-ranking locations as well as further prioritize locations for improvements.

The new methodology, including the use of supplemental video analysis, has been adopted and will be applied to help screen and select locations for pedestrian safety enhancements.

FINANCIAL IMPLICATIONS

The financial implications are identified in the body of this report.

LEGAL IMPLICATIONS

There are no legal impediments associated with Committee and Council's receipt and approval of the recommendations of this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Not Applicable

ADVISORY COMMITTEE(S) COMMENTS

Not Applicable

CONSULTATION

In 2025, 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. The group met four times in 2025 to discuss implementation plan initiatives and their progress;
- 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 2025, the group met a total of ten times to discuss implementation plan initiatives and their progress; and,
- Motorcycle Safety Working Group, which consists of key internal and external stakeholders. The group met twice before the end of 2025 to help inform motorcycle safety initiatives listed in the annual implementation plans.
- A public opinion survey to a randomly selected panel of Ottawa residents assessing awareness and attitudes related to road safety, the Road Safety Action Plan Education and Communications Plan and the Automated Speed Enforcement Program ran from July 18 to July 29, 2025 and received responses from 1,216 residents.

ACCESSIBILITY IMPACTS

The 2020–2024 Strategic Road Safety Action Plan (SRSAP) seeks to implement measures that address collision types leading to death or serious injury for all road users, including drivers, passengers, pedestrians, cyclists and motorcyclists. As mentioned in the report, while the discontinuation of the ASE systems will impact the RSAP budget, staff will continue to prioritize initiatives aimed at reducing fatal and major injury collisions and supporting the safety of all road users.

Road safety enhancements include, but are not limited to, the implementation of traffic control measures, education and outreach campaigns, pavement markings, Leading Pedestrian Intervals, No Right Turn on Red restrictions, and intersection redesigns to improve safety and accessibility. See [Document 6](#) for a complete listing of the 2026 Implementation Plan road safety measures that support vulnerable road users, including persons with disabilities. In addition to these measures, the 2026 plan also sees the allocation of additional funding towards achieving required accessibility retrofits at traffic control locations currently non-compliant to the [Integrated Accessibility Standards Regulation](#) under the [Accessibility for Ontarians with Disabilities Act \(2005\)](#).

Countermeasures such as signage, pavement markings, and traffic control infrastructure, implemented as part of the Road Safety Action Plan meet provincial requirements, including the [Integrated Accessibility Standards Regulation](#) 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 road-sewer-watermain projects that include scope for road reconstruction will provide the best opportunity for the full implementation of the Strategic Road Safety Action Plan 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 Road Safety Action Plan policy expectations. There may be some additional opportunity for the implementation of safety enhancements through resurfacing projects, although limited due to the nature of resurfacing project delivery and budgetary constraints. Remaining safety enhancements are to be implemented under the Strategic Road Safety Action Plan 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 Action Plan supports Ottawa’s climate objectives by enabling safe, low-carbon transportation choices (i.e., walking and cycling) through investments in infrastructure, education and enforcement.

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 - Road Safety Initiatives Fund - Spending Plan
- Document 2 - 2025 Implementation Plan – Status Update
- Document 3 - Warranted Traffic Signal Locations Status Update
- Document 4 - High-Speed Corridor Automated Speed Enforcement Pilot Study Results
- Document 5 - Data Summary – Annual Public Opinion Survey
- Document 6 - 2026 Implementation Plan
- Document 7 - Road Safety-Related 2026 City of Ottawa Investments
- Document 8 - Additional Road Safety Related Updates

DISPOSITION

The City of Ottawa remains committed to the goals and objectives of the 2020-2024 Strategic Road Safety Action Plan and to improving safety for all road users.

Upon Council approval of this report, staff will implement the necessary capital and operating budget adjustments, reallocate revenues in accordance with Council direction, phase out remaining Automated Speed Enforcement (ASE) Program administrative functions, and advance the 2026 Road Safety Action Plan within the revised funding framework. Staff will also work with the Province to advance road safety measures at locations affected by *Bill 56* and pursue available funding opportunities.

Development of the fourth iteration of the Strategic Road Safety Action Plan will begin in 2026 and be presented for approval early in the next Term of Council. This update will include an evaluation of measures implemented through the current Strategic Road Safety Action Plan, an analysis of post-pandemic collision trends, and an assessment of funding requirements to sustain and advance road safety initiatives. These findings will inform the next plan's vision, goals, emphasis areas and required level of investment.

Document 1 - Road Safety Initiatives Fund - Spending Plan

The City of Ottawa is eligible to receive up to \$23.8 million in a one-time Road Safety Initiatives Fund allocation to implement provincially approved safety measures, including traffic calming, signage improvements, targeted enforcement, and operational safety upgrades. To qualify for this funding, all projects must be completed by March 31, 2028. Funding is limited to locations that previously had an Automated Speed Enforcement camera and where installations are feasible. All proposed measures are subject to further consultation where applicable, provincial approval and detailed design. Any unforeseen underground or site-specific constraints that could affect feasibility will be confirmed through the detailed design and circulation process and may prevent implementation of measures at some locations. The measures proposed for each site are listed in Table 1 below.

Table 1. Road Safety Initiatives Fund - Spending Plan

Ward	Location	Proximity To	Proposed Measures
1	Watters Rd. Eastbound Near Charlemagne Blvd.	St. Francis of Assisi School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Median •Upgrade existing crosswalk to raised at Charlemagne (E leg)
1	Tenth Line Rd. Southbound Near Amiens St.	Sir Wilfrid Laurier Secondary School	<ul style="list-style-type: none"> •Speed display boards •Upgrade power source for flashing beacons
1	Gardenway Dr. Westbound Near Saturn Cr.	St. Clare School / Arc-en-ciel Catholic Elementary	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Upgrade of existing PXO type D near school to make it raised +flashing
1	St Georges St. Northbound Near Galloway Dr.	Our Lady of Wisdom School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •New warranted PXO at Galloway •Upgrade existing crosswalk to raised at Marcoux (N leg)
1	Valin St. Westbound Near Winsome Ter.	Maple Ridge Elementary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Upgrade existing crosswalk to raised at PXO •Upgrade existing crosswalk to raised at Provence

Ward	Location	Proximity To	Proposed Measures
2	Bearbrook Rd. Southbound Near Innes Rd.	Good Shepherd. Catholic School / Sainte-Marie Catholic Elementary School / Emily Carr Middle School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
2	Jeanne D'Arc Blvd. N. Eastbound Near Vorlage Dr.	Terry Fox Elementary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
2	Bearbrook Rd. Eastbound Near Westpark Dr.	Louis-Riel Public High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
2	Carriere St. Westbound Near Orleans Blvd.	Garneau Catholic High School / École élémentaire catholique Saint-Joseph d'Orléans	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions •Upgrade existing crosswalk to raised at PXO
3	Greenbank Rd. Southbound near Bending Way	St. Joseph Catholic School	<ul style="list-style-type: none"> •Thermoplastic symbols •Upgrade power source for flashing beacons
3	Cambrian Rd. Eastbound Near Greenbank Rd.	St. Cecilia School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
3	Cedarview Rd. Northbound Near Fallowfield Rd.	Cedarview Middle School	<ul style="list-style-type: none"> •Thermoplastic symbols •Upgrade power source for flashing beacons
3	River Run Ave. Westbound Near Grand Canal St.	Half Moon Bay Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed humps
3/24	Longfields Dr. Northbound Near Clearbrook Dr.	Pierre-Savard Catholic Secondary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
4	Kanata Ave. Eastbound Near Goulbourn Forced Rd.	All Saints High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons

Ward	Location	Proximity To	Proposed Measures
4	Klondike Rd. Westbound near Sandhill Rd.	South March Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
4/5	Terry Fox Dr. Westbound Near Old Second Line Rd.	St. Isabel School / Kanata Highlands Public School	<ul style="list-style-type: none"> •Speed display boards •Upgrade power source for flashing beacons
5	Dunrobin Rd. Southbound Near Porcupine Tr.	Rural Pilot: Village of Dunrobin	<ul style="list-style-type: none"> •Speed display boards
6	Abbott St. E. Eastbound Near Shea Rd.	Sacred Heart High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
6	Stittsville Main St. Northbound near Bandelier Way	St. Stephen School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions •New warranted PXO at Bandelier
6	Stittsville Main St. Southbound Near Hobin St.	Holy Spirit School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
6	Abbott St. Eastbound Near Robert Grant Ave.	Paul-Desmarais Catholic High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Upgrade existing crosswalk to raised at PXO at Talltree
7	Bayshore Dr. Southbound Near 50 Bayshore Dr.	St. Rose of Lima School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions •Upgrade existing crosswalk to raised at pedestrian signal (technical feasibility under review)
7	Woodroffe Ave. Northbound near Georgina Dr.	D. Roy Kennedy Public School / Maryvale Academy of Ottawa	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons

Ward	Location	Proximity To	Proposed Measures
7	Woodroffe Ave. Northbound Near Saville Row	Woodroffe Avenue Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
7	Woodridge Cr. Westbound Near 145 Woodridge Cr.	Bayshore Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions •Upgrade existing crosswalks to raised at pedestrian signal and at PXO
8	Meadowlands Dr. W. Westbound Near Thatcher St.	St. Gregory School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions •Upgrade existing crosswalk to raised at pedestrian signal
8	Cassidy Rd. Southbound Near Bruin Ln.	Bell High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
8	Old Richmond Rd. Southbound Near Longwood Ave.	Our Lady Of Peace / Bells Corners	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
8	Old Richmond Rd. Northbound Near Sanibel Pvt.	Tarbiyah Learning Academy	<ul style="list-style-type: none"> •Speed display boards •Upgrade power source for flashing beacons
8/9	Greenbank Rd. Northbound Near Harrison St.	Sir Robert Borden High School	<ul style="list-style-type: none"> •Speed display boards •Upgrade power source for flashing beacons
9	Knoxdale Rd. Westbound Near Skipton Rd.	St. John XXIII School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions

Ward	Location	Proximity To	Proposed Measures
9	Merivale Rd. Southbound Near MacFarlane Rd.	St. Monica School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
9	Meadowlands Dr. Southbound Near Tiverton Dr.	Sir Winston Churchill Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
9/16	Fisher Ave. Northbound Near Kintyre Priv.	St. Pius X Catholic Elementary School & High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
9/16	Fisher Ave. Southbound Near Meadowlands Dr.	St. Rita School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Upgrade unsignalized intersection to signalized at Normandy
10	Hunt Club Rd. Westbound Near Pike St.	High speed location - (50-70km/h posted)	<ul style="list-style-type: none"> •Speed display boards
10	Conroy Rd. Southbound Near Lorry Greenberg Dr.	Robert Bateman Public School	<ul style="list-style-type: none"> •Speed display boards •Upgrade power source for flashing beacons
10/18	Walkley Rd. Westbound Near Harding Rd.	High speed location - (high pedestrian modal share)	<ul style="list-style-type: none"> •Speed display boards
11	Ogilvie Rd. Westbound Near Appleford St.	Gloucester High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
11	Montreal Rd. Eastbound Near Ogilvie Rd.	High speed location - (50-70km/h posted + high-end speeders)	<ul style="list-style-type: none"> •Speed display boards
11	Ogilvie Rd Southbound Near La Vérendrye Dr.	Colonel By Secondary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Upgrade unsignalized intersection to raised intersection at Kender
12	King Edward Ave. Southbound Near Bruyere St.	High speed location - (high pedestrian modal share)	<ul style="list-style-type: none"> •Speed display boards
12	McArthur Ave. Eastbound Near Irwin Miller St.	Robert E. Wilson Public School / Horizon-Jeunesse French Catholic Elementary	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons

Ward	Location	Proximity To	Proposed Measures
13	St. Laurent Blvd. Southbound Near Noranda Ave.	Queen Elizabeth Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
13	Crichton St. Westbound Near Vaughan St.	New Edinburgh Park	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Speed cushions
13	Queen Mary St. Westbound Near Edith Ave.	Overbrook Park	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Speed cushions
13	Donald St. Eastbound Near Barnaby Pvt.	St. Michael School / Ottawa Technical Secondary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
14	No ASE Site	N/A	N/A
15	Lanark Ave. Westbound Near Briarway Pvt.	Jules-Leger Centre	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
16	Riverside Dr. Southbound Near Mooney's Bay Pl.	Mooney's Bay Park	<ul style="list-style-type: none"> •Speed display boards
16	Kitchener Ave. Westbound Near Cochrane St.	Frank J. Licari Park / Clifford Bowey Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed humps
16	Prince of Wales Dr. Northbound Near Falaise Rd.	Carleton Heights Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
16	Fisher Ave. Northbound Near Trent St.	Turnbull School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons

Ward	Location	Proximity To	Proposed Measures
17	First Ave. Westbound Near Percy St.	Glebe Collegiate Institute	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
17	Bronson Ave. Northbound Near Brewer Way	Brewer Park	<ul style="list-style-type: none"> •Speed display boards
17	Main St. Southbound Near Evelyn Ave.	Lady Evelyn Alternative / Immaculata High / École élémentaire catholique Au Cœur d'Ottawa	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
17	Bank St. Northbound Near Wilton Cr.	Blyth Academy	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
18	Smyth Rd. Westbound Near Edgecombe St.	Vincent Massey Public School / Hillcrest High School / École secondaire catholique Franco-Cité	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
18	Alta Vista Dr. Southbound Near Ridgemont Ave.	Charles H. Hulse Public School / Ridgemont High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
18	Heron Rd. Eastbound Near Baycrest Dr.	Queen of Angels Adult High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
18	Walkley Rd. Westbound Near Colliston Cr.	Heron-Walkley Park	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards
19	Innes Rd. Eastbound Near Provence Ave.	École secondaire catholique Béatrice-Desloges	<ul style="list-style-type: none"> •Speed display boards •Upgrade power source for flashing beacons
19	Portobello Blvd. Southbound Near Aquaview Dr.	Avalon Public School / St. Theresa Catholic School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
19	Colonial Rd. Eastbound Near Delson Dr.	Heritage Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions

Ward	Location	Proximity To	Proposed Measures
20	Osgoode Main St. Eastbound Near Vance St.	Osgoode Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
20	Rockdale Rd. Southbound Near Horizon Dr.	Rural Pilot: Village of Vars	<ul style="list-style-type: none"> •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
21	Bridge St. Southbound Near Arthur Cr.	Manotick Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
21	Ottawa St. Eastbound Near McBean St.	South Carleton High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
21	Manotick Main St. Southbound near Highcroft Dr.	Rural Pilot: Village of Manotick	<ul style="list-style-type: none"> •Speed display boards
21	Perth St. Westbound Near Cockburn St.	Rural Pilot: Village of Richmond	<ul style="list-style-type: none"> •Speed display boards
22	Spratt Rd. Northbound Near Canyon Walk Dr.	St. Jerome School / Steve MacLean Public School / École élémentaire catholique Bernard-Grandmaître	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
22	Kelly Farm Dr. Eastbound Near Findlay Creek Dr.	Vimy Ridge Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
23	Katimavik Rd. Westbound Near Castlefrank Rd.	Holy Trinity Catholic High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
23	Abbeyhill Dr. Eastbound Near Aldburn Pl.	A.Y. Jackson Secondary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions

Ward	Location	Proximity To	Proposed Measures
23	Bridgestone Dr. Westbound near Grassy Plains Dr.	Maurice Lapointe Public Elementary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions •Upgrade unsignalized intersection to signalized at Eagleson
23	Stonehaven Dr. Northbound Near Tandalee Cr.	St. Anne School / École élémentaire catholique Élisabeth-Bruyère / Roch Carrier Elementary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
23	Castlefrank Rd. Southbound Near Kakulu Rd.	Castlefrank Elementary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
23	Stonehaven Dr. Westbound Near Tamara Way	St. James Catholic School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
24	Longfields Dr. Northbound Near Via Verona Ave.	École élémentaire catholique Pierre-Elliott-Trudeau / St. Mother Teresa High School / Longfields-Davidson Heights Secondary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
24	Chapman Mills Dr. Eastbound near Beatrice Dr.	St. Emily School / Jean-Robert-Gauthier Catholic Elementary School / Chapman Mills Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
24	Crestway Dr. Eastbound near Oldfield St.	St. Andrew School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons
24	Berrigan Dr. Westbound Near Longfields Dr.	Berrigan Elementary School / Longfields-Davidson Heights Secondary School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions

Ward	Location	Proximity To	Proposed Measures
24	Stoneway Dr. Eastbound Near Forest Gate Way	Adrienne Clarkson Public School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Speed cushions
24	Longfields Dr. Eastbound Near Mountshannon Dr.	St. Mother Teresa High School	<ul style="list-style-type: none"> •Thermoplastic symbols •Speed display boards •Upgrade power source for flashing beacons •Upgrade existing crosswalk to raised at PXO

Document 2 - 2025 Implementation Plan - STATUS UPDATE

In the table below are listed the initiatives undertaken as part of the 2025 Implementation Plan along with an update for each, as of December 2025. Initiatives include those funded by the \$18 million allocated in the City's 2025 Budget for the Road Safety Action Plan Program.

2025 Road Safety Action Plan Budget: \$18 million

Lead	Initiative Description and Deliverables	Emphasis Area	Funding Source	2025 RSAP Budget	Status	Delivered by
Safer Roads Ottawa	Be Safe Be Seen Initiative is focused on raising the awareness of all vulnerable road users to be more visible when travelling on Ottawa roads. As part of the initiative, reflective gear will be distributed to residents throughout fall with a focus on cycling and pedestrian safety.	Vulnerable Road Users - Pedestrians/Cyclists	2025 Safer Roads Ottawa	–	Completed: Distributed over 3,000 lights and reflectors to Ottawa residents through 10 urban fire stations and four rural stations in October 2025.	Traffic Services, Transportation Planning, Ottawa Fire Services, Ottawa Police Services, Ottawa Public Health
Safer Roads Ottawa	Interactive Educational Event to Promote Cycling & Pedestrian Safety Near Heavy Vehicles. Conduct 2 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.	Vulnerable Road Users - Pedestrians/Cyclists	2025 Safer Roads Ottawa	–	Completed: CN Cycle For CHEO (over 1,000 lights and reflectors distributed to event participants). City Hall - Oct 2, 2025 (Over 150 participants attended)	Traffic Services
Safer Roads Ottawa	Education and Outreach about New Pedestrian Infrastructure Conduct education and outreach on new and existing pedestrian infrastructure to ensure all road users understand how to use the infrastructure appropriately.	Vulnerable Road Users - Pedestrians	2025 Safer Roads Ottawa	–	Completed: Two PXO education events scheduled in September 2025: - Hemmingwood Way and Centrepointe Dr - Baypointe Cr. and Cresthaven Dr. Completed: Pathway use: 11 Pathway Patrol volunteers have completed 40 hours of patrolling pathways educating cyclists and pedestrians about safe use of pathways.	Traffic Services, Transportation Planning, Ottawa Police Services, Ottawa Public Health
Road Safety Action Plan Program	Leading Pedestrian Interval & No Right Turn on Red Proactively review locations applying leading pedestrian interval (LPI) criteria, implementing LPI and/or No Right Turn on Red, where criteria is met.	Vulnerable Road Users - Pedestrians	Internal Staff Resources	–	Completed: Total of 208 Leading Pedestrian Intervals and 115 No Right Turn on Red (city wide total).	Traffic Services
Advanced Traffic Management Systems	Joined Pedestrian Signal Phasing Continue to install signal timing feature to allow the walk signal to appear when a vehicle detection triggers the traffic signal to change to side street green, where appropriate. This expands upon the software and criteria developed in 2021.	Vulnerable Road Users - Pedestrians	Internal Staff Resources	–	Completed: Joined pedestrian timing installed at 19 locations.	Traffic Services
PXO Program	Pedestrian Crossover Enhancements Allocate partial funding to the PXO Program for design and construction.	Vulnerable Road Users - Pedestrians	2025 Road Safety Action Plan Program	500,000	In Progress: Designs and construction for three locations planned in 2026: - Parade Dr. and Stallion Cres. - Castlefrank Rd. and Sheldrake Dr. - Rickey Pl. between McKitrick Dr. & McElroy Dr.	Traffic Services
Pedestrian Safety Evaluation Program	Pedestrians Safety Enhancements Allocate additional funding to the Pedestrian Safety Evaluation Program (PSEP).	Vulnerable Road Users - Pedestrians	2025 Road Safety Action Plan Program	1,500,000	In Progress: - Bridge St. and Manotick Main St.- Functional Design complete, preliminary/detailed design in 2026/2027.	Traffic Services
Pedestrian Accessibility and Intersection Ramping Program	Pedestrian Accessibility Enhancements Allocate additional funding to the Pedestrian Accessibility and Intersection Ramping Program (PAIR) to help address required accessibility retrofits for PAIR Program locations in a more timely fashion.	Vulnerable Road Users - Pedestrians	2025 Road Safety Action Plan Program	2,000,000	In Progress: - PAIR 2025 bundle (13 locations) construction started in Fall 2025. 4/13 completed: Des Epinette, Transitway, Bathgate and Clearbrook. 9/13 completion anticipated in 2026. - PAIR 2026 bundle (31 locations), Preliminary design completed in 2025. Detailed design and implementation anticipated in 2026/2027.	Traffic Services

Lead	Initiative Description and Deliverables	Emphasis Area	Funding Source	2025 RSAP Budget	Status	Delivered by
Safer Roads Ottawa	Motorcycle Safety Courses Provide training for 100 riders through a subsidized training program.	Vulnerable Road Users - Motorcyclists	2025 Safer Roads Ottawa	-	Completed: 16 sessions - 114 participants	Traffic Services
Road Safety Action Plan Program	Motorcycle Safety Strategy Implement education, engineering and enforcement measures identified in the motorcycle safety strategy. This includes continued input from key internal and external stakeholders through the motorcycle safety working group and conducting annual collision data monitoring.	Vulnerable Road Users - Motorcyclists	2025 Road Safety Action Plan Program	500,000	In Progress: In-Service Safety Reviews currently underway for three select corridors with a focus on motorcycle safety.	Traffic Services
Cycling Safety Improvement Program	Cycling Safety Enhancements Allocate partial construction funding to the Cycling Safety Improvement Program to implement cycling enhancements at one of the following intersections: Ogilvie Road and Cummings Avenue; King Edward Street and Sussex Drive; Alta Vista Drive and Industrial Avenue, Donald Street and Vanier Parkway, Sussex Drive and St. Patrick Street or Elgin Street and Laurier Ave. All of these locations are currently at various stages of functional or detail design (funded previously). Funding will be allocated to the first completed "shovel ready" design to allow for the earliest possible construction.	Vulnerable Road Users - Cyclists	2025 Road Safety Action Plan Program	2,400,000	In Progress: - Additional funding for construction allocated to Elgin St. and Laurier Ave. Construction started in early Nov. 2025. Temporary traffic signals were installed and the project began installation of the underground electrical works. Construction will resume in Spring 2026. Hydro Ottawa will be completing some reconstruction on the south side of the intersection over the winter months. - Partial construction funding allocated to Donald St. and Vanier Pkwy. (pending Federal Active Transportation Funding application results).	Traffic Services, Infrastructure Services
Cycling Safety Improvement Program	Cycling Safety Enhancements During Resurfacing Allocate funding to the Cycling Safety Improvement Program to implement measures to enhance cycling safety as part of resurfacing projects (thermo, signage, pavement markings).	Vulnerable Road Users - Cyclists	2025 Road Safety Action Plan Program	100,000	In Progress: - Five locations selected for dashed green thermo treatment on Bank St southbound, between Johnston and Hunt Club to be completed in 2026. - Two locations on Innes Road between Jeanne D'Arc and Tenth Line to be completed in 2026.	Traffic Services, Transportation Planning, Infrastructure Services
Advance Traffic Management Systems	Amber Lock The amber lock traffic signal feature improves the user experience for cyclists at semi-actuated intersections. With the completion of software development, locations will continue to be reviewed on an as request basis and implemented per criteria in future.	Vulnerable Road Users - Cyclists	Internal Staff Resources	-	Completed: Amber lock installed at 292 locations (city wide total).	Traffic Services
Advanced Traffic Management Systems	Cycling Detection Feedback Bollard Continue to pilot the installation of cycling detection feedback bollards at signalized intersections or multi-use pathway crossings, where appropriate.	Vulnerable Road Users - Cyclists	2025 Advanced Traffic Management Systems Program	-	In Progress: Testing currently underway.	Traffic Services
Safer Roads Ottawa	Education and Outreach - Motorized Recreational Vehicles Conduct education and outreach related to the operation of Motorized Recreational Vehicles in schools in the rural area to ensure all road users are aware of hazards and safe operation.	Rural Area	2025 Safer Roads Ottawa	-	Completed: - One ATV safety blitz in September 2025 at Marlborough Forest Trail.	Traffic Services Ottawa Police Service
Road Safety Action Plan Program	Rural Curve Enhancements Enhanced delineation on horizontal curves identified through the new network screening process to improve safety. Enhance up to 5 locations.	Rural Area	2025 Road Safety Action Plan Program	120,000	Completed: Chevron signage installed at: Carp Road approximately 750m south of Thomas A. Dolan Parkway, Carp Road approximately 1600m south of Thomas A. Dolan Parkway and Carp Road approximately 350m north of Holland Hill Rd., Snake Island Road between Mcguire Road and Stagecoach Road.	Traffic Services

Lead	Initiative Description and Deliverables	Emphasis Area	Funding Source	2025 RSAP Budget	Status	Delivered by
Road Safety Action Plan Program	Rural Roadway Signage and Lighting Proactively identify rural stop locations for upgrading ex. oversized stop sign, stop ahead sign, flashing LED beacon and/or marker lighting at intersections based on network screening. Implement upgrades at up to 10 locations.	Rural Area	2025 Road Safety Action Plan Program	100,000	Completed: New streetlight installed at Ramsayville Rd and Ridge Rd. Completed: Spaced stop bars installed at the following locations: Woodkilton Rd. and Kinburn Side Rd., Carp Rd. and McGee Side Rd., Blanchfield Rd. and Snake Island Rd., Barnsdale Rd. N and Moodie Dr., Upper Dwyer Hill Rd. and Vaughan Side Rd., Galetta Side Rd. and Upper Dwyer Hill Rd., Roger Stevens Dr. and Malakoff Rd., Manotick Station Rd. and Snake Island Rd., Stittsville Main St./Huntley Rd. and Flewellyn Rd., and Ramsayville Rd. and Ridge Rd.	Traffic Services
Road Safety Action Plan Program	Rural Skewed Intersections Enhancements Allocate additional funding to implement geometric modifications at one (or more) rural skewed intersection (Dunrobin Road and Constance Bay Road; Navan Road & Trim Road; Leitrim Road and Russell Road; Canon Smith Drive and Fitzroy Street). All of these locations are currently at various stages of functional or detail design (funded previously). Funding will be allocated to the first completed "shovel ready" design to allow for the earliest possible construction.	Rural Area	2025 Road Safety Action Plan Program	4,000,000	Completed: Canon Smith Drive and Fitzroy Street Functional Design Study. The functional design study recommended that the City of Ottawa make no immediate geometric changes to the intersection and that the City implement low-cost nongeometric improvements. In Progress: - Dunrobin Road and Constance Bay Road Environmental Assessment - Navan Road and Trim Road Functional Design Study - Leitrim Road and Russell Road Functional Design Study On Hold: Dunrobin Road and Constance Bay Road Detailed Design - On Hold (Awaiting Environmental Assessment findings)	Traffic Services, Infrastructure Services
Road Safety Action Plan Program	Safety Edges Implement safety edges on Rural Roads as part of the 2024 resurfacing program. Total number of corridors to be determined.	Rural Area	Road Resurfacing Program	-	Completed: 13 rural road corridors as part of the 2025 resurfacing program.	Traffic Services, Infrastructure Services
Road Safety Action Plan Program	Rumble Strips Implement rumble strips on Rural Roads as part of future resurfacing. Total number of corridors to be determined.	Rural Area	2025 Road Safety Action Plan Program	500,000	In Progress: Designs for 2026 Implementation: Limbark Rd. from Rideau Rd. to Mitch Owens Rd., Rideau Rd from River Rd. to Bowesville Rd, Thomas A Dolan Pkwy between Carp and Dunrobin, Fourth Line from Dilworth to Willisbrook Dilworth from Third Line to Rideau Valley Dr South	Traffic Services, Infrastructure Services
Road Maintenance	Shoulder Maintenance in Rural Areas Continue to review the shoulder maintenance priority process developed under 2020 RSAP. Upgrade approximately 20 linear km of gravel shoulders on rural roads to help reduce the occurrence of edge drop-off related incidents.	Rural Area	2025 Road Safety Action Plan Program	125,000	In Progress: 18 corridors (6 km) maintained in 2025; 7 corridors (3 km) delayed in 2025 (to be upgraded in 2026). (note: 9 corridors (2 km) delayed in 2024 (funded by 2024 RSAP) - 7 corridors (1.95 km) completed in 2025; 2 remaining locations (0.05 km) to be completed in 2026	Roads Services, Traffic Services
Road Safety Action Plan Program	Protected Left-Turns Implement protected left turn phasing at up to 5 locations where no geometric revisions are required.	Intersections	2025 Road Safety Action Plan Program	150,000	Completed: Five locations selected for protected left turn phasing: -Woodroffe Avenue and Knoxdale Road/Medhurst Drive -Innes Road and Lanthier Drive/Preswick Drive -Blohm Drive and Hunt Club Road -Robertson Road and Northside Road -Baseline Road and John Sutherland Drive and Valley Stream Drive.	Traffic Services, Infrastructure Services

Lead	Initiative Description and Deliverables	Emphasis Area	Funding Source	2025 RSAP Budget	Status	Delivered by
Road Safety Action Plan Program	Rail Safety Studies Complete Detailed Safety Assessments (DSA) jointly with the rail authority at 29 at-grade rail crossing. Additional funding to address additional street lighting recommendations, identified through 2024 DSAs.	Intersections	2025 Road Safety Action Plan Program	230,000	In Progress: - Streetlighting improvements at one at-grade rail crossing. - Detailed Safety Assessments with Nylene and CN at 14 at-grade rail crossings - Detailed Safety Assessments with VIA Rail Canada at 8 at-grade rail crossings	Traffic Services, Rail Authority
New Traffic Control Devices Program	Traffic Control Devices Allocate funding to the New Traffic Control Devices Program for the construction of one or more locations that meet warrants for traffic control signals. Funding will be allocated to the first completed "shovel ready" design to allow for the earliest possible construction.	Intersections	2025 Road Safety Action Plan Program	5,000,000	In Progress: Additional construction funding allocated to Conroy and Davidson Road (Urban) currently in detailed design and Barnsdale and Rideau Valley (Rural) currently in functional / preliminary design.	Traffic Services, Infrastructure Services
Partner Initiative	OPS Intelligence-led Traffic Enforcement Plan Continue to support education and enforcement initiatives outlined in the intelligence-led Integrated Enforcement Initiative deployment model based on Road Safety Action Plan emphasis areas.	High risk drivers - All	Internal Staff Resources	-	In Progress	Ottawa Police Services
Partner initiative	Youth Road Safety Week Deliver an impaired (drugs and alcohol) and distracted driving educational initiative targeted towards teens.	High risk drivers - Impaired/Distracted	Internal Staff Resources	-	Initiated: Planning to conduct up to three impaired/distracted/aggressive driving awareness using a driving simulator. (Postponed to 2026)	Traffic Services, Ottawa Police Services
Partner initiative	Impaired Driver Enforcement Continue to deliver impaired driver enforcement blitzes through the RIDE program and other impaired driver countermeasures throughout the City based on the OPS intelligence-led Traffic Enforcement Plan.	High risk drivers - Impaired	Internal Staff Resources	-	Completed: May 2025 - One Impaired Driving Toe Tag event to High School Students. 153 OPS-led RIDE blitzes undertaken in 2025.	Traffic Services, Ottawa Police Services
Partner Initiative	Leave the Phone Alone Deliver Distracted Driver Enforcement throughout the City on an ongoing basis.	High risk drivers - Distracted	Internal Staff Resources	-	Initiated: Planning to conduct two events the week of October 20th, 2025 at the University of Ottawa Campus and Algonquin College. (Postponed to 2026; tied to "Youth Road Safety Week")	Traffic Services, Ottawa Police Services
Road Safety Action Plan Program	30 km/h Designs for Local Roads Continue to include design elements identified in the 30 km/h Design Guideline to achieve a 30 km/h target speed for new roadways, or reconstructions.	High risk drivers - Aggressive	Integrated Road, Sewer and Water Program	-	In Progress: 30 km/h design elements/measures are being built/have been built on 15 local residential streets as part of integrated road, sewer and watermain projects.	Traffic Services, Transportation Planning, Planning Services, Infrastructure Services
Road Safety Action Plan Program	Automated Speed Enforcement Install 24 new Automated Speed Enforcement Cameras in the vicinity of schools, playgrounds/parks and as per the direction of the Agricultural and Rural Affairs Committee, four pilot locations in rural areas.	High risk drivers - Aggressive	2025 Automated Speed Enforcement Camera	-	Cancelled: In October 2025, the Province of Ontario passed Bill 56, Building a more Competitive Economy Act, 2025, which ended the use of automated speed enforcement in school zones and community safety zones.	Traffic Services, Infrastructure Services
Road Safety Action Plan Program	Conduct a Review of the Best Delivery Model for School Bus Camera Report back to Transportation Committee in 2025 with an implementation plan for the program based on the results of the work with the school bus consortia and stakeholders to review and establish the best delivery method for a school bus camera program.	High risk drivers - Aggressive	Internal Staff Resources	-	Completed: Review complete.	Traffic Services
Traffic Calming in School Areas	Traffic Calming in School Areas Following established program requirements, implement engineered traffic calming measures in the vicinity of up to 3 schools.	High risk drivers - Aggressive	2025 Road Safety Action Plan Program	625,000	In Progress: Three locations in planning stage: - Findlay Creek Dr. between Bank St. and Albion Rd. - Knoxdale Rd. between Woodroffe Ave. and Hunt Club Rd. - Varennes Blvd. between Watters Rd. and Valin St.	Traffic Services, Transportation Planning, Infrastructure Services

Lead	Initiative Description and Deliverables	Emphasis Area	Funding Source	2025 RSAP Budget	Status	Delivered by
Road Safety Action Plan Program	School Zone Flashing Beacon Update to Standards Amendments to Regulation 615 and the introduction of the new signage necessitated the review of these existing school zones in 2022 to ensure that they are compliant with updated regulations. Upgrades related to signage and beacon placement are required at a number of existing flashing beacon sites.	High risk drivers - Aggressive	2025 Road Safety Action Plan Program	100,000	In Progress: Upgrades to flashing beacon sites - Bank Street Southbound, Mitch Owens Eastbound, Mitch Owens Westbound, Kinburn Side Road Eastbound, Kinburn Side Road Westbound, and Snake Island Road.	Traffic Services
Speed Limit Changes	Gateway Speed Limit Signs Install Gateway Speed Limit signage to establish 40 km/h or 30 km/h speed limit areas within neighbourhoods as per existing policies to double number of annual installations to one per ward.	High risk drivers - Aggressive	2025 Road Safety Action Plan Program	50,000	Completed: Installed new gateway speed limit signage in 18 locations across 11 wards.	Traffic Services
Road Safety Action Plan Program	Road Safety Audits Proactively implement road safety audits on City-led roadway design projects.	Road Safety Culture	Internal Staff Resources	-	Completed: Ten (10) RSAs completed for City led transportation projects. In Progress: 12 RSAs are in-progress and 9 additional RSAs are planned to start.	Traffic Services, Transportation Planning, Infrastructure Services
Safer Roads Ottawa	Road Safety Communications & Education Strategy Continue the delivery of initiatives identified in the RSAP Communications/ Education Strategy with an emphasis on changing road safety culture of road users across the City.	Road Safety Culture	2025 Safer Roads Ottawa	-	Completed: - January: Impaired driving - February: Distracted driving - March: Aggressive - April: Cyclists and Intersections - May: Motorcyclists, pedestrians and rural areas - June: Aggressive and distracted driving - July: Motorcyclists and rural roads - August: Aggressive and distracted driving - September/October: Intersections, cyclists and pedestrians - November: Aggressive and impaired driving - December: Impaired driving	Traffic Services, Public Information & Media Relations, Ottawa Public Health
Road Safety Action Plan Program	Road Safety Training Course (Safety School) Continue to deliver virtual training sessions for all staff within the city who make decisions about the transportation network to help create a road safety culture within the City. The course focuses on contributing factors to collisions, human factors associated with design and how road users use the system.	Road Safety Culture	2025 Safer Roads Ottawa	-	Completed: One session offered with 15 participants.	Traffic Services
Partner initiative	Fatal Collision Review Committee (FCRC) Undertake review of all fatal collisions in the city to determine contributing factors and assess possible education and engineering countermeasures, and consider viability of enforcement deployment as per the terms of reference of the FCRC.	All	Internal Staff Resources	-	In Progress: Draft FCRC report to be completed Q4 2025.	Ottawa Police Services, Traffic Services, Regional Supervising Coroner, Ottawa Public Health
Safer Roads Ottawa	Various Community Outreach Activities Organize and/or support 35 community engagement initiatives and events at various locations.	All	2025 Safer Roads Ottawa	-	Completed: - Attended, organized, or supported events in 2025 by Safer Roads Ottawa staff: 61 - Distributed 1066 Slow Down For Us Signs to residents and over 422 signs to Councillor ward offices.	Traffic Services

Document 3 - Warranted Traffic Signal Locations Status Update

Warranted locations are listed in Table 1 below **by Ward** and area designations have been identified to help identify those in urban/suburban and rural settings. Once a location meets the minimum warrants for traffic signals, it is added to the New Traffic Control Devices (NTCD) Program list of warranted traffic signals. The list is prioritized based on several factors including level of warrant criteria met, collision rates, Annual Average Daily Traffic (AADT) volumes, roadway speed and environment. The ranking of each warranted location can fluctuate over time as new traffic data is collected and reassessed and as new locations become warranted. The priority list includes all warranted traffic signal locations, whether in urban, suburban, or rural areas. Locations below are not listed in order of priority.

Table 1. Warranted Traffic Signal Locations - Funding Status

No	Funding Status	Ward	Area Designation	Location	Traffic Control Type	Comments
1	Pending Funding	1	Urban	Montcrest Dr at Watters Rd	To be determined	No work yet started on design. Funding required.
2	Pending Funding	3	Urban	Jockvale Rd at Laming St / Weybridge Dr N	To be determined	No work yet started on design. Funding required.
3	Planned - Intersection Control Measures Program Funding	3/21	Rural	Barnsdale Rd at Greenbank Rd	To be determined	To be funded under Transportation Planning Intersection Control Measures (ICM) Program
4	Partially Funded/On-hold	3/24	Urban	Jockvale Rd at Longfields Dr	To be determined	Functional design on hold. Detail design will be put on hold until Champman Mills extension.
5	Pending Funding	4	Urban	Carling Ave at 320m E of March Rd	Pedestrian Signal	No work yet started on design. Warrant will be re-assessed following closure of south intersection leg (existing at-grade rail crossing to be closed).
6	Pending Funding	4	Urban	March Valley Rd at Terry Fox Dr	To be determined	No work yet started on design. Funding required.
7	Partially Funded	5	Rural	Donald B. Munro Dr / Old Carp Rd at March Rd	To be determined	Functional design underway, detailed design to be initiated in 2026. Pending construction funding.
8	Planned - Intersection Control Measures Program Funding	5	Rural	March Rd at Diamondview Rd	To be determined	To be funded under Transportation Planning Intersection Control Measures (ICM) Program
9	Construction Complete	6	Urban	Huntmar Dr at Maple Grove Rd	Traffic Control Signal	Construction completed in 2024
10	Partially Funded	6	Urban	Abbott St at Shea Rd	To be determined	Functional design to be initiated in 2026 through 2026 NTCD. Pending detailed design and construction funding.
11	Pending Funding	6	Urban	Abbott St at Iber Rd	To be determined	No work yet started on design. Funding required.
12	Fully Funded	8	Urban	Baseline Rd at Rockway Cres	Traffic Control Signal	Functional Design complete, project charter underway for detailed design in 2026, and construction in 2027. Construction funding allocated in 2024 NTCD.
13	Pending Funding	8/16	Urban	Clyde Ave at Laperriere Ave	To be determined	No work yet started on design. Funding required.
14	Pending Funding	9	Urban	MacFarlane Rd at Deakin St	To be determined	No work yet started on design. Funding required.
15	Fully Funded	10	Urban	Conroy Rd N at Davidson Rd S	To be determined	Functional design study completed. MCEA review started. Detailed design study underway. Full construction funding allocated in NTCD 2022, 2025 NTCD (funding return), 2024 & 2025 RSAP, 2026 NTCD.
16	Partially Funded	10	Urban	Davidson Rd at Hawthorne Rd	To be determined	Functional design underway. MCEA study to be initiated in 2026. Pending construction funding.
17	Partially Funded	10	Urban	Conroy Rd at Queensdale Ave	To be determined	Functional design completed in 2019. Due to duration, functional design will need to be revisited for design and cost estimate. Pending detailed design and construction funding.
18	Pending Funding	10	Urban	Albion Rd at Johnston Rd	To be determined	No work yet started on design. Funding required.
19	Pending Funding	10/20	Urban	Anderson Rd at Leitrim Rd	To be determined	No work yet started on design. Funding required.
20	Pending Funding	10/20	Urban	Leitrim Rd at Ramsayville Rd S	To be determined	No work yet started on design. Funding required.

No	Funding Status	Ward	Area Designation	Location	Traffic Control Type	Comments
21	Pending Funding	11	Urban	Blair Rd at Claver St	To be determined	No work yet started on design. Funding required (Cost Sharing with NCC)
22	Construction Complete	14	Urban	Laurier Ave at Percy St	Traffic Control Signal	Construction completed in 2025
23	Fully Funded	14	Urban	Somerset St at Bay St	Traffic Control Signal	Functional/detailed design and construction bundled with Bay Street Integrated Renewal Project (2025/2026). Additional construction funding allocated in 2026 NTCD. Construction anticipated in 2026.
24	Pending Funding	14	Urban	Preston St at St. Anthony St	To be determined	No work yet started on design. Funding required.
25	Pending Funding	14	Urban	Booth St at Orangeville St	To be determined	No work yet started on design. Funding required.
26	Partially Funded	15	Urban	Parkdale Ave at Sherwood Dr	Traffic Control Signal	Functional design underway, detailed design to be initiated in 2026. Partial construction funding allocated in 2026 NTCD budget.
27	Pending Funding	18	Urban	Bantree St at Old Innes Rd	To be determined	No work yet started on design. Funding required.
28	Construction Complete	19	Rural	Frank Kenny Rd and Innes Rd	Roundabout	Construction completed in 2024
29	Fully Funded	19	Rural	Milton Rd at Navan Rd	Roundabout	Construction underway in 2025/2026. Construction funding allocated in 2025 NTCD.
30	Pending Funding	19	Urban	Joshua St at Renaud Rd	To be determined	No work yet started on design. Funding required.
31	Planned - Intersection Control Measures Program Funding	19	Urban	Mer-Bleue Rd W at Navan Rd	To be determined	To be funded under Transportation Planning Intersection Control Measures (ICM) Program
32	Pending Funding	19	Rural	Colonial Rd at Frank Kenny Rd	To be determined	No work yet started on design. Funding required.
33	Planned - Intersection Control Measures Program Funding	19	Rural	Tenth Line Rd at Wall Rd	To be determined	To be funded under Transportation Planning Intersection Control Measures (ICM) Program
34	Pending Funding	19/20	Rural	Frank Kenny Rd at Russell Rd	To be determined	No work yet started on design. Funding required.
35	Partially Funded - Intersection Control Measures Program	20	Rural	Boundary Rd at Mitch Owens Rd	To be determined	To be funded under Transportation Planning Intersection Control Measures (ICM) Program
36	Pending Funding	20	Rural	Apple Orchard Rd/Parkway Rd at Stagecoach Rd	To be determined	No work yet started on design. Funding required.
37	Pending Funding	20	Rural	Bank St at Dalmeny Rd / Merivale Rd	To be determined	No work yet started on design. Funding required.
38	Pending Funding	20	Rural	Hawthorne Rd at Rideau Rd	To be determined	No work yet started on design. Funding required.
39	Pending Funding	20	Rural	Snake Island Rd at Stagecoach Rd	To be determined	No work yet started on design. Funding required.
40	Pending Funding	20	Rural	Nixon Dr / Roger Stevens Dr at River Rd	To be determined	No work yet started on design. Funding required.
41	Pending Funding	20	Rural	Milton Rd/ Sabourin Rd at Russell Rd	To be determined	No work yet started on design. Funding required.
42	Pending Funding	20	Rural	Albion Rd at High Rd	To be determined	No work yet started on design. Funding required.
43	Fully Funded	21	Rural	Barnsdale Rd at Rideau Valley Dr	Traffic Control Signal	Functional design study revision underway. Detailed design underway. Full construction funding allocated in NTCD 2023, 2024 and 2025 RSAP.
44	Partially Funded	21	Rural	Eagleson Rd at Flewellyn Rd	To be determined	Functional design underway. Detailed design to be initiated through 2026 NTCD funding. Pending construction funding.
45	Partially Funded - Intersection Control Measures Program	21	Rural	Flewellyn Rd at Shea Rd	To be determined	To be funded under Transportation Planning Intersection Control Measures (ICM) Program
46	Fully Funded	23	Urban	Bridgestone Dr at Eagleson Rd	Traffic Control Signal	Functional design complete in 2025. Detailed Design in 2026. Construction funding allocated in 2025 NTCD. Anticipated construction year: 2027.

No	Funding Status	Ward	Area Designation	Location	Traffic Control Type	Comments
47	Pending Funding	23	Urban	Maple Grove Rd at Silver Seven Rd	To be determined	No work yet started on design. Funding required.
48	Pending Funding	23	Urban	Stonehaven Dr at Stonemeadow Dr	To be determined	No work yet started on design. Funding required.

Document 4 - High-Speed Corridor Automated Speed Enforcement Pilot Study Results

In [October 2021](#), City Council approved a pilot study to explore expanding the Automated Speed Enforcement Program beyond areas near schools and parks, targeting high-speed roadways where speeding and street racing are known concerns. Further direction was received for the pilot to include two sites along high-speed roads with low pedestrian volumes, and two within communities with high pedestrian activity areas.

Between 2022 and 2023, criteria were developed to identify suitable pilot locations. Final selection was based on criteria including posted speed limits, collision history, documented speeding issues (compliance, high end speeders), pedestrian activity and proximity to speed boards, Details on the four sites selected are found in Table 1 below.

Table 1 - Pilot Site Details

Location	Type	Characteristics
Hunt Club Road - Pike Street to Lorry Greenberg Drive	High-Speed / High proportion of high-end speeders	- Posted speed limits ranging from 50 to 70 km/h
Montreal Road - Foxborough Private / Bethamy Lane to Ogilvie Road		- History of speed related collisions - High proportion of vehicles traveling at least 15 km/h over the posted limit
King Edward Avenue - Cathcart Street to St. Andrew Street	High-Speed / High Pedestrian Volume with low compliance to speed limit	- History of speed related collisions
Walkley Road - Halifax Drive to Harding Road		- Low compliance to posted speed limit - High pedestrian modal share (high percentage of total trips in the area is made by walking).

To properly assess the effectiveness of Automated Speed Enforcement (ASE) cameras, before and after installation speed data is required. For the purpose of the pilot study assessment:

- **Pre-installation data** was collected from June 2023 to October 2023 to establish existing baseline traffic speeds; and,

- **Post-installation data** was collected during the one-year pilot, which ran from February 2024 to February 2025.

Using speed radar units, data was captured monthly over a 24-hour weekday period.

Three speeding indicators are relied upon to determine whether a speed camera is effective at reducing speeds. These include:

- **Compliance:** The percentage of traffic travelling at or below the posted speed limit. A speed camera is considered effective when this percentage increases;
- **85th Percentile Speed:** Typically referred to as the operating speed, it is the speed at which 85% of the traffic is travelling at or below. A speed camera is deemed effective if this value decreases; and,
- **Percentage of High-end Speeders:** The percentage of traffic travelling 15 km/h or more over the speed limit. A speed camera is deemed effective if this percentage decreases.

Over the course of the pilot study, a total of 117,826 speeding tickets were issued at all four locations. As a result of this enforcement activity and the presence of the cameras, the analysis of the collected speed data indicates a speed reduction at all pilot sites. In terms of the three speeding indicators, on average, these sites experienced a:

- 261 per cent increase in compliance with the speed limit;
- 23 per cent decrease in 85th percentile speed; and,
- 94 per cent decrease in percentage of high-end speeders.

The data also seems to indicate that the longer the speed cameras are in place, the more the driver behaviour improves. Please see Table 2 below for further details.

Table 2 - Driver Behaviour at Four High-Speed Pilot Sites

From Speed Camera Implementation Date	Compliance Posted Speed Limit	85th Percentile Speed (km/hr)	Instances High End Speeding
Prior to	24 per cent	68	18 per cent
Within Three Months	83 per cent	54	1 per cent
After 6 months	85 per cent	53	<1 per cent
After 1 Year	92 per cent	51	<1 per cent

The findings of the High-Speed Automated Speed Enforcement Pilot Study demonstrate that ASE cameras are effective in addressing speeding on high-speed arterial roads.

Document 5 - Data Summary – Annual Public Opinion Survey

A consulting firm was engaged to conduct the Road Safety Action Plan Annual Public Opinion Survey. For this survey, a random panel of Ottawa residents was selected to assess awareness and attitudes related to road safety, the Road Safety Action Plan Education and Communications Plan, and the Automated Speed Enforcement Program.

The online survey ran from July 18 to July 29, 2025 and received responses from 1,216 residents. The results of the annual survey inform communication strategies and deliverables under the Road Safety Action Plan.

A summary of the data collected shows that, among respondents:

- Attitudes towards Road Safety:
 - 82 per cent of respondents agreed that traffic safety is a concern in Ottawa.
 - Distracted and aggressive driving were the top two key issues affecting the safety of Ottawa roads.
- Attitudes towards Road Safety Action Plan Education and Communications Plan:
 - Approximately one in three respondents read, saw, or heard an advertisement that promotes road safety in Ottawa within the last 12 months; and
 - Of those who recalled the ads, 81 per cent agreed that the ads were easy to understand and 62 per cent agreed that the ads were effective at raising awareness regarding issues related to road safety.
- Attitudes towards Automated Speed Enforcement and Speed Management:
 - 88 percent of respondents 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 study outside of these areas;
 - 82 per cent support use in areas where there are children near schools;
 - 82 per cent support use in areas near parks and playgrounds;
 - 53 per cent support use on “any road where there is speeding”;
 - 52 per cent support use in high-speed corridors;
 - 65 per cent support the use of automated speed enforcement to ticket drivers who are speeding;
 - 41 per cent have received a ticket from an automated speed enforcement camera, and of those, 74 per cent said it changed their behaviour; and
 - 73 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.

Document 6 - 2026 Implementation Plan

In the table below are listed the initiatives that will be undertaken as part of the 2026 Implementation Plan. Initiatives include those funded by the adjusted \$7.5 million 2026 Road Safety Action Plan Budget. Revision to the approved 2026 Budget for the Road Safety Action Plan (RSAP) Program is required due to the financial impacts of Automated Speed Enforcement discontinuation (*Bill 56*).

2026 Adjusted Road Safety Action Plan Budget: \$7.5 million

Lead	Initiative Description and Deliverables	Emphasis Area	Funding Source	2026 RSAP Budget (adjusted)	Delivered by
Safer Roads Ottawa	Be Safe Be Seen Initiative is focused on raising the awareness of all vulnerable road users to be more visible when travelling on Ottawa roads. As part of the initiative, reflective gear will be distributed to residents throughout fall with a focus on cycling and pedestrian safety.	Vulnerable Road Users - Pedestrians/Cyclists	2026 Safer Roads Ottawa	–	Traffic Services, Transportation Planning, Ottawa Fire Services, Ottawa Police Services, Ottawa Public Health
Safer Roads Ottawa	Interactive Educational Event to Promote Cycling & Pedestrian Safety Near Heavy Vehicles. Conduct 2 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.	Vulnerable Road Users - Pedestrians/Cyclists	2026 Safer Roads Ottawa	–	Traffic Services
Safer Roads Ottawa	Education and Outreach about New Pedestrian Infrastructure Conduct education and outreach on new and existing pedestrian infrastructure to ensure all road users understand how to use the infrastructure appropriately.	Vulnerable Road Users - Pedestrians	2026 Safer Roads Ottawa	–	Traffic Services, Transportation Planning, Ottawa Police Services, Ottawa Public Health
Road Safety Action Plan Program	Leading Pedestrian Interval & No Right Turn on Red Proactively review locations applying leading pedestrian interval (LPI) criteria, implementing LPI and/or No Right Turn on Red, where criteria is met.	Vulnerable Road Users - Pedestrians	Internal Staff Resources	–	Traffic Services
Pedestrian Accessibility and Intersection Ramping Program	Pedestrian Accessibility Enhancements Allocate additional funding to the Pedestrian Accessibility and Intersection Ramping Program (PAIR) to help address required accessibility retrofits for PAIR Program locations in a more timely fashion.	Vulnerable Road Users - Pedestrians	2026 Road Safety Action Plan Program	1,500,000	Traffic Services
Safer Roads Ottawa	Motorcycle Safety Courses Provide training for 100 riders through a free training program.	Vulnerable Road Users - Motorcyclists	2026 Safer Roads Ottawa	–	Traffic Services
Cycling Safety Improvement Program	Cycling Safety Enhancements Allocate partial construction funding to the Cycling Safety Improvement Program to implement cycling enhancements at one of the following intersections: Ogilvie Road and Cummings Avenue; King Edward Street and Sussex Drive; Alta Vista Drive and Industrial Avenue, Donald Street and Vanier Parkway or Sussex Drive and St. Patrick Street. These locations are currently at various stages of functional or detail design. Funding will be allocated to the first completed "shovel ready" design to allow for the earliest possible construction.	Vulnerable Road Users - Cyclists	2026 Road Safety Action Plan Program	3,800,000	Traffic Services, Infrastructure Services
Advance Traffic Management Systems	Amber Lock The amber lock traffic signal feature improves the user experience for cyclists at semi-actuated intersections. With the completion of software development, locations will continue to be reviewed on an as request basis and implemented per criteria in future.	Vulnerable Road Users - Cyclists	Internal Staff Resources	–	Traffic Services
Advanced Traffic Management Systems	Cycling Detection Feedback Bollard Continue to pilot the installation of cycling detection feedback bollards at signalized intersections or multi-use pathway crossings, where appropriate.	Vulnerable Road Users - Cyclists	2026 Advanced Traffic Management Systems Program	–	Traffic Services

Lead	Initiative Description and Deliverables	Emphasis Area	Funding Source	2026 RSAP Budget (adjusted)	Delivered by
Safer Roads Ottawa	Education and Outreach - Motorized Recreational Vehicles Conduct education and outreach related to the operation of Motorized Recreational Vehicles in schools in the rural area to ensure all road users are aware of hazards and safe operation.	Rural Area	2026 Safer Roads Ottawa	–	Traffic Services Ottawa Police Service
Road Safety Action Plan Program	Rural Skewed Intersections Enhancements Allocate funding to implement geometric modifications at rural skewed intersections.	Rural Area	2026 Road Safety Action Plan Program	1,100,000	Traffic Services, Infrastructure Services
Road Safety Action Plan Program	Safety Edges Implement safety edges on Rural Roads as part of the 2026 resurfacing program. Total number of corridors to be determined.	Rural Area	Road Resurfacing Program	–	Traffic Services, Infrastructure Services
Road Safety Action Plan Program	Protected Left-Turns Implement protected left turn phasing at up to 5 locations where no geometric revisions are required. Partial design/construction funding for one location requiring geometric modifications.	Intersections	2026 Road Safety Action Plan Program	650,000	Traffic Services, Infrastructure Services
Road Safety Action Plan Program	Rail Safety Studies Complete Detailed Safety Assessments (DSA) jointly with the rail authority at-grade rail crossing. Additional funding to address rail safety improvements identified through DSAs.	Intersections	2026 Road Safety Action Plan Program	400,000	Traffic Services, Rail Authority
Partner Initiative	OPS Intelligence-led Traffic Enforcement Plan Continue to support education and enforcement initiatives outlined in the intelligence-led Integrated Enforcement Initiative deployment model based on Road Safety Action Plan emphasis areas.	High risk drivers - All	Internal Staff Resources	–	Ottawa Police Services
Partner initiative	Youth Road Safety Week Deliver an impaired (drugs and alcohol) and distracted driving educational initiative targeted towards teens.	High risk drivers - Impaired/Distracted	Internal Staff Resources	–	Traffic Services, Ottawa Police Services
Partner initiative	Impaired Driver Enforcement Continue to deliver impaired driver enforcement blitzes through the RIDE program and other impaired driver countermeasures throughout the City based on the OPS intelligence-led Traffic Enforcement Plan.	High risk drivers - Impaired	Internal Staff Resources	–	Traffic Services, Ottawa Police Services
Partner Initiative	Leave the Phone Alone Deliver Distracted Driver Enforcement throughout the City on an ongoing basis.	High risk drivers - Distracted	Internal Staff Resources	–	Traffic Services, Ottawa Police Services
Road Safety Action Plan Program	30 km/h Designs for Local Roads Continue to include design elements identified in the 30 km/h Design Guideline to achieve a 30 km/h target speed for new roadways, or reconstructions.	High risk drivers - Aggressive	Integrated Road, Sewer and Water Program	–	Traffic Services, Transportation Planning, Planning Services, Infrastructure Services
Speed Limit Changes	Gateway Speed Limit Signs Install Gateway Speed Limit signage to establish 40 km/h or 30 km/h speed limit areas within neighbourhoods as per existing policies to double number of annual installations to one per ward.	High risk drivers - Aggressive	2026 Road Safety Action Plan Program	50,000	Traffic Services
Road Safety Action Plan Program	Road Safety Audits Proactively implement road safety audits on City-led roadway design projects.	Road Safety Culture	Internal Staff Resources	–	Traffic Services, Transportation Planning, Infrastructure Services
Safer Roads Ottawa	Road Safety Communications & Education Strategy Continue the delivery of initiatives identified in the RSAP Communications/ Education Strategy with an emphasis on changing road safety culture of road users across the City.	Road Safety Culture	2026 Safer Roads Ottawa	–	Traffic Services, Public Information & Media Relations, Ottawa Public Health

Lead	Initiative Description and Deliverables	Emphasis Area	Funding Source	2026 RSAP Budget (adjusted)	Delivered by
Partner initiative	Fatal Collision Review Committee (FCRC) Undertake review of all fatal collisions in the city to determine contributing factors and assess possible education and engineering countermeasures, and consider viability of enforcement deployment as per the terms of reference of the FCRC.	All	Internal Staff Resources	–	Ottawa Police Services, Traffic Services, Regional Supervising Coroner, Ottawa Public Health
Road Safety Action Plan Program	Development of the 4th Iteration of the Road Safety Action Plan 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.	All	2026 Safer Roads Ottawa	–	Traffic Services
Safer Roads Ottawa	Various Community Outreach Activities Organize and/or support community engagement initiatives and events at various locations.	All	2026 Safer Roads Ottawa	–	Traffic Services

Document 7 - Road Safety-Related 2026 City of Ottawa Investments

Total 2026 Budget Road-Safety Related Investments:

\$ 76,743,303.00

In the table below are listed countermeasures and deliverables of existing programs contributing to road safety included as part of the City's 2026 Budget.

Program	Existing Countermeasure Description and Deliverables	Emphasis Area	2026 Budget Breakdown	Delivered by
Active Transportation Missing Links	Cycling and Pedestrian Facilities Missing Links Implement small-scale missing links in the existing pedestrian and cycling network.	Vulnerable Road Users - Pedestrians & Cyclists	\$ 2,550,000.00	Transportation Planning
Cycling Facilities Program	Cycling Facilities Implement new cycling facilities and improvements to existing facilities identified in the 2023 Transportation Master Plan Active Transportation project list or other Council approved initiatives.	Vulnerable Road Users - Pedestrians & Cyclists	\$ 16,320,000.00	Transportation Planning
Pedestrian Accessible Intersections & Ramps	Accessible Pedestrian Facilities Implement accessible pedestrian facilities that are not captured through road reconstruction or development projects. The program removes obstructions and installs short sections of sidewalks, curb ramps, TWSIs (Tactile Walking Surface Indicators), and AODA upgrades at intersections, while bringing facilities in line with current accessibility design standards and legislation.	Vulnerable Road Users - Pedestrians	\$ 317,000.00	Traffic Services
Adult School Crossing Guard Program	Adult School Crossing Guards and School Zone Safety Presentations - Provide 299 adult school crossing guards (ASCG), including 293 guards and 6 team leads. - Provide 231 presentations per year, along with hands-on, interactive learning with a focus on speeding and distracted drivers as part of the curriculum-based pedestrian safety program.	Vulnerable Road Users - Pedestrians	\$ 4,728,803.00	Traffic Services
Accessible Pedestrian Signal/ Pedestrian Countdown Signal	AODA Pedestrian Signals Install AODA compliant accessible pedestrian signals and pedestrian countdown timers at all new intersections and when upgrading existing signals.	Vulnerable Road Users - Pedestrians	\$ 690,000.00	Traffic Services
Development Sidewalks and Road Urbanization	Increased Pedestrian Connectivity Planning, design, and construction of road urbanization projects in the new TMP Capital Infrastructure Plan. Implement sidewalk linkages that cannot be secured from developments under the Planning Act resulting in gaps in pedestrian connectivity. Projects typically address situations where existing communities need to be linked to a new development across vacant land.	Vulnerable Road Users - Pedestrians	\$ 11,832,000.00	Transportation Planning

Program	Existing Countermeasure Description and Deliverables	Emphasis Area	2026 Budget Breakdown	Delivered by
Pedestrian Crossover Program	Pedestrian Crossovers Implement pedestrian crossover (PXOs) where applicable to provide priority to pedestrians when crossing the street at intersections, midblock or at roundabout locations.	Vulnerable Road Users - Pedestrians	\$ 2,574,000.00	Traffic Services
Pedestrian Facilities Program	Pedestrian Facilities Implement new pedestrian facilities and improvements to existing facilities identified in the current Transportation Master Plan Active Transportation project list or other Council approved initiatives.	Vulnerable Road Users - Pedestrians	\$ 5,610,000.00	Transportation Planning
Pedestrian Safety Evaluation Program	Pedestrians Safety Enhancements Implement geometric modifications to address pedestrian safety issues at 1 intersection	Vulnerable Road Users - Pedestrians	\$ 437,000.00	Traffic Services
Sidewalks & Pathways - Citywide & Other	Reconstruction of Sidewalks and Pathways Reconstruct existing sidewalks and pathways that require replacement which are not subject to reconstruction as part of a coordinated road, sewer, or water construction project.	Vulnerable Road Users - Pedestrians	\$ 13,510,000.00	Infrastructure Services
Transportation Demand Management	Cycling Safety Awareness Program and School Active Transportation Program - Provides education and outreach on New Cycling Infrastructure, as required, to help all road users understand how to use the infrastructure appropriately. - Provides support and resources to build active, sustainable and safe transportation habits amongst Ottawa students and families. - Funds other initiatives aimed at supporting sustainable transportation modes.	Vulnerable Road Users - Cyclists/Pedestrians	\$ 510,000.00	Transportation Planning
Cycling Safety Improvement Program	Cycling Safety Enhancements Implement engineering countermeasures including signs, signals, pavement markings, bike lanes, bike boxes, cross rides to address cycling safety issues at 10 locations per year.	Vulnerable Road Users - Cyclists	\$ 121,000.00	Traffic Services
As opportunities arise through new construction or re-construction of roadways	Expand Cycling Network Implement cycling infrastructure to separate cyclists from vehicles as appropriate for the context of the street. Upgrade existing conditions and expand the network by implementing separated cycling facilities and dedicated bike lanes as per the 2023 Transportation Master Plan Active Transportation project list, Complete Streets Policy, Arterial and Collector Road Guidelines.	Vulnerable Road Users - Cyclists	Within the funding levels identified in the Long-Range Financial Plan	Infrastructure Services, Transportation Planning
Various Programs	Roundabouts Continue to implement roundabouts as a means to reduce collisions. Roundabouts are considered for new roadway intersections and as part of reconstruction or roadway modifications.	Intersections	Various funding sources	Infrastructure Services, Transportation Planning, Traffic Services

Program	Existing Countermeasure Description and Deliverables	Emphasis Area	2026 Budget Breakdown	Delivered by
Life Cycle Renewal Traffic Control Signals and Life Cycle Renewal Traffic Monitoring System	Traffic Control and Monitoring Systems Provide on-going maintenance for the safe and effective operation of the City's Traffic Control Systems and Traffic Monitoring System.	Intersections	\$ 2,389,000.00	Traffic Services
New Traffic Control Devices Program	Traffic Control Devices Implement traffic control devices at locations that meet warrants for traffic control signals, including roundabouts and protected intersections as well as pedestrian signals.	Intersections	\$ 5,771,000.00	Traffic Services
Speed Limit Changes	Gateway Speed Limit Signage Install Gateway Speed Limit signage to establish 40 km/h or 30 km/h speed limit areas within neighbourhoods as per existing policies at 12-13 areas annually.	High risk drivers - Aggressive	\$ 50,000.00	Traffic Services
Traffic & Pedestrian Safety Enhancement	Temporary Traffic Calming Implement temporary traffic calming measures to help reduce operating speeds along roadways. Measures include; speed display boards, flex stakes, planters, etc.	High risk drivers - Aggressive	\$ 3,148,500.00	Traffic Services
Neighborhood Traffic Calming Program	Traffic Calming Implements permanent, engineered traffic calming measures on existing local and collector streets within neighbourhoods based on the Council-approved Neighbourhood Traffic Calming Study Process.	High risk drivers - Aggressive	\$ 4,080,000.00	Transportation Planning
Advance Traffic Management Systems	Advanced Traffic Management Systems - Apply relatively low-cost, Intelligent Transportation Systems (ITS) enhancements, such as those associated with Advanced Traffic Management Systems.	All	\$ 462,000.00	Traffic Services
Safety Improvement Program	High Collision Locations Monitor 15,000 reported traffic collisions annually in order to identify locations with existing road safety issues based on collision trends and implements countermeasures to address those issues.	All	\$ 1,160,000.00	Traffic Services
Safer Roads Ottawa	Road Safety Outreach and Coordination Partnerships between various stakeholders strengthens the commitment to road safety with the goal of preventing or eliminating road deaths and serious injuries. This ensures that all corporate road safety initiatives are coordinated and fully supported by the City's internal partners, while developing, engaging, and investing in various community road safety partners.	All	\$ 483,000.00	Traffic Services
Automated Speed Enforcement Cameras	Speed Cameras Implementation of speed cameras to reduce the incidence of speeding. Locations are selected based on data and collision risk.	High risk drivers - Aggressive	<i>Cancelled due to Bill 56</i>	Traffic Services

Document 8 - Additional Road Safety Related Updates

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ADDRESSING RECOMMENDATION 2 – AUTOMATED SPEED ENFORCEMENT PROGRAM AND RED-LIGHT CAMERA PROGRAM AUDIT

Performance Indicators - Automated Speed Enforcement Program

Speed Compliance

Speed management is a key element of road safety engineering, the Safe Systems Approach and Vision Zero. The City’s Automated Speed Enforcement Program was 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 drivers are choosing to better comply with speed limits.

Speed Data Review

A recent analysis of the eight original Automated Speed Enforcement pilot sites, conducted while the sites were still active, continued to demonstrate that the longer the speed cameras were in place at these locations:

- A greater proportion of drivers complied with the posted regulatory speed limit of the roadway; and,
- There were fewer instances of drivers exceeding the limit by more than 15 km/h, a behaviour referred to as ‘High End Speeding’.

Table 1 below provides further details on changes to driver behaviour experienced at the original Automated Speed Enforcement pilot sites since the speed cameras were first installed in 2020.

Table 1 - Driver Behaviour at Automated Speed Enforcement Pilot Sites

From Speed Camera Implementation Date	Compliance to Posted Speed Limit	Instances of High End Speeding
Prior to	16 per cent	14 per cent
Within Three Months	57 per cent	4 per cent
After One Year	69 per cent	2 per cent
After Three Years	81 per cent	<1 per cent
After Four Years	87 per cent	<1 per cent

These results showed 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 was one of many effective countermeasures implemented through the City’s current Strategic Road Safety Action Plan, targeting

High Risk Driver behaviour, reducing speeds and in turn reducing the risks of fatal and major injury collisions.

Collision Data

To align with [Recommendation 2](#), of the Audit of the Automated Speed Enforcement and Red-Light Camera Programs ([ACS2025-OAG-BVG-005](#)), which speaks to broadening performance indicators, the City was also monitoring collision data over time at Automated Speed Enforcement camera locations. This includes total collisions, injury collisions and fatal collisions, providing a more comprehensive view of the program’s impact on road safety.

A safety analysis typically relies on a three-year period of before-and-after collision data. The City launched its Automated Speed Enforcement Program in 2020, initially deploying eight cameras. No additional cameras were added until 2022.

To evaluate the impact of the initial deployment of the eight cameras, collision data from three years prior to the 2020 implementation (2017–2019) and three years following implementation (2021-2022 and 2024) were analyzed. Please note that total collision data (beyond just the fatal and major injury data) for 2023 was unavailable. The results of this analysis for the original eight camera locations are presented in Table 2 below.

Table 2 - Collision Data Summary at Automated Speed Enforcement (ASE) Pilot Sites

Collision Detail	Pre ASE Camera Installation	Post ASE Camera Installation
Total Collisions	39	16
Non-Fatal Injury	8	1
Property Damage Only (PDO)	31	15
# of Injuries	10	3

A review of collision data at the eight pilot camera sites revealed several key findings:

- There was an approximately 60 per cent reduction in the total number of collisions.
- Non-fatal injury-related collisions decreased by approximately 90 per cent, while property damage only related collisions dropped by roughly 50 per cent.
- The total number of injuries declined by approximately 70 per cent.
- All injury-related collisions involved only minimal or minor injuries.
- Notably, there were zero fatal or major injury collisions reported at these locations during both the three-year pre-installation period and the three-year post-installation period.

The analysis suggests both a reduction in the total number of collisions and the number of injuries post-implementation. The decrease in collisions may have been due to drivers slowing down, which improves reaction times, extends stopping distance, and

enhances vehicle control. However, it's important to consider that reduced traffic volumes during the COVID-19 pandemic likely influenced collision trends as well. Changes in travel patterns and road usage during this period may have contributed to the observed effects of Automated Speed Enforcement on collision frequency and severity.

Although Automated Speed Enforcement systems are no longer permitted in the Province of Ontario, collision data will continue to be monitored at all previously equipped camera locations. This ongoing monitoring will support a more accurate assessment of camera effectiveness in collision prevention.

Performance Indicators - Red-Light Camera Program

In May 2000, Council originally approved a pilot Red-Light Camera Program in the City of Ottawa and approved its continuation and expansion in 2004 ([ACS2004-TUP-TRF-0005](#)). The program is an initiative to improve intersection safety by decreasing the incidence of “red-light running”.

"Red-light running" refers to driving through an intersection after the light has turned red. Red-light cameras are installed at several locations throughout the city. Collisions resulting from red-light running tend to be more severe than other intersection collisions because they usually involve at least one vehicle travelling at much higher speeds. In the most serious red-light running collisions, the vehicles collide at right angles. The resulting side-impact collisions, also known more broadly as “T-bone” collisions, cause severe injuries sometimes leading to death.

To assess the safety impact of the Red-Light Camera Program and respond to [Recommendation 2](#) from the Audit of the Automated Speed Enforcement and Red-Light Camera Programs ([ACS2025-OAG-BVG-005](#)), calling for the establishment and reporting of performance indicators, a three-year before-and-after collision analysis was conducted. This approach aligns with best practices in road safety evaluation. Moving forward, the effectiveness of the program will be reported in future Road Safety Action Plan annual reports, including tracking changes in the number, severity and types of collisions at red-light camera locations before and after installation.

Using available collision data through the end of 2024 (excluding 2023), the analysis focused on red-light cameras implemented by 2020, allowing for a complete three-year post-implementation review. The analysis covers 60 of the 84 active red-light cameras across the city. Results are summarized in Table 3 below.

Table 3 – Collision Data Summary of Red-Light Camera (RLC)

Collision Details	Pre RLC Installation	Post RLC Installation
# of Angle Collisions	612	430
Fatal	2	1
Non-Fatal Injury	199	129
Property Damage Only	411	300
Total Angle Injuries*	376	217
Minimal Injuries	155	81
Minor Injuries	201	130
Major Injuries	17	5
Fatal Injuries	3	1
Fatal and Major Injuries	20	6
# of Rear End Collisions	896	882

**The number of injuries may exceed the number of collisions, as a single collision can result in multiple injuries and/or fatalities.*

Key findings from the collision data analysis shown in Table 3 indicate that following the implementation of red-light camera:

- Total angle collisions decreased by approximately 30 per cent. The breakdown based on collision classification is shown below:
 - Fatal injury collisions declined by about 50 per cent
 - Non-fatal injury collisions were reduced by roughly 35 per cent
 - Property Damage Only collisions decreased by approximately 27 per cent.
- Total number of angle related injuries saw an overall reduction of about 42 per cent, which include:
 - A 70 per cent decrease in Fatal and Major Injuries (FMI).
 - A 48 per cent reduction in minimal injuries and 35 per cent reduction in minor injuries.

While studies generally show that red-light cameras are effective in reducing right-angle and injury-related collisions, there is also evidence suggesting a potential increase in rear-end collisions. In Ottawa, key findings align with the broader evidence of reductions in right-angle and injury-related collisions; however, local data does not indicate an increase in rear-end collisions at red-light camera locations. As shown in Table 3, the data indicates that following the implementation of red-light cameras, rear end collisions reduced slightly by approximately 2 per cent.

A detailed analysis of angle and rear-end collisions was carried out. The findings are summarized below:

- Angle Collisions:
 - Decreased at 79 per cent of locations
 - Increased at 16 per cent of locations
 - No change 1 per cent of locations
- Rear-End Collisions:
 - Decreased at 42 per cent of locations
 - Increased at 49 per cent of locations
 - No change at 1 per cent of locations

In summary, the implementation of red-light cameras in Ottawa has contributed to an overall reduction in angle collisions, and the number resulting in fatalities or injuries at these intersections. This improvement is likely linked to the significant 30 per cent reduction in angle collisions, which are a primary contributor to severe injuries in intersection-related crashes. The data also suggests that the overall number of rear-end collisions has not increased as a result of red-light camera installations, addressing a common concern associated with such enforcement programs.

Automated Speed Enforcement Program – Net Revenue Allocations

Beginning in 2026, all revenues generated from Red Light Cameras installed after 2020 are allocated to the Road Safety Reserve. All net revenues generated by Automated Speed Enforcement (ASE), commonly referred to as speed cameras, have been allocated to the Road Safety Reserve since 2022. Despite the discontinuation of speed cameras in November 2025, allocations will carry into 2026 but will no longer be available in 2027. Table 4 shows the 2025 revenue results from automated speed enforcement, including the portion allocated to the Road Safety Reserve and the Ottawa Police Service.

Table 4 – 2025 Automated Speed Enforcement Revenue and Funding Summary

Description	2025 Actuals (\$000)
ASE Revenue	27,734
ASE Operating Costs	(14,654)
School Crossing Guard Funding	(569)
Allocation to Ottawa Police Services	(1,000)
ASE Net Proceeds	11,511
Road Safety Reserve Fund 2025 Opening Balance	(15,312)
ASE Net Proceeds Allocation	11,511
RSAP Capital Funding	(18,000)
TTC Capital Funding	(650)
ASE Camera Capital Funding	(2,900)
Funds Returned to Source – Capital Close	289
Road Safety Reserve 2025 Closing Balance	(25,062)

Red Light Camera Program – Net Revenue Allocations

Proceeds generated from RLC revenues are first used to offset operating expenses required for program administration including an allocation to Ottawa Police Services to support traffic enforcement initiatives. The remaining proceeds are allocated to Citywide programs enabling further investments in road safety initiatives. Beginning in 2026, gross revenues from all Red Light Cameras (RLC) installed after 2020 will be allocated to the Road Safety Reserve Fund. For 2026, this allocation is budgeted at \$2.5 million, based on historical performance of the Red-Light Camera Program.

Table 5 below summarizes the 2025 Red Light Camera revenue, including the allocation to Ottawa Police Services.

Table 5 - Red Light Camera 2025 Financial Summary

Description	2025 Results (\$000)
Revenue	10,494
OPS Transfer	(2,135)
Operating Costs	(2,597)
Proceeds	5,762
Road Safety Reserve Contribution	-
Remaining Net Proceeds	5,762

PEDESTRIAN CROSSOVER (PXO) FUNDING ESTIMATE REVIEW

The Pedestrian Crossover (PXO) Program assesses locations for the implementation of pedestrian crossings, designated areas where vehicles are required to yield the right-of-way to pedestrians attempting to cross the roadway. PXOs may also be implemented through development or other city projects, but the PXO Program is dedicated solely to the implementation of new warranted pedestrian crossings in existing neighbourhoods. The program originally started as a pilot project in 2016 and was operationalized in 2019 ([ACS2019-TSD-TRF-0003](#)).

PXO crossings are identified by specific signs and pavement markings. Some may include pedestrian activated flashing beacons and overhead signage. Standards for assessing the warrants of potential crossing locations, selecting, designing and installing the PXO follow provincial guidelines in the Ministry of Transportation of Ontario's (MTO) [Ontario Traffic Manual \(OTM\) Book 15 – Pedestrian Crossing Treatments](#); this approach was also approved by Council. Once a location meets the minimum warrants for a PXO, it is added to the PXO priority list.

As the demand for new PXO locations has increased beyond the available annual program funding, a prioritization methodology ensures locations with the highest risks and greatest pedestrian demand are considered in order of priority, where possible. The prioritization methodology takes into consideration the following factors:

- 3 years collision data
- pedestrian to vehicular volume ratio
- posted speed limits
- roadway classification
- effective lanes
- location (midblock or intersection, near school area)

The cost of installation for a PXO has increased since the start of the program. All PXO designs must adhere to provincial regulations, including the [Integrated Accessibility Standards Regulation, 191/11 \(IASR\)](#) adopted under the [Accessibility for Ontarians with Disabilities Act, 2005, \(AODA\)](#), as well as the City's [Accessibility Design Standards \(ADS\)](#). The average costs to implement PXOs are approximately:

- \$15,000 to \$30,000 at locations requiring only signs and pavement markings
- \$150,000 to \$300,000 at locations requiring rapid rectangular flashing beacons, and where curb, lighting and sidewalk modifications are required to meet regulatory standards.

There are currently 51 locations that meet warrants for a PXO, with the majority requiring funding through the annual budget to move forward. These locations are

included in the Pedestrian Crossover Program's Warranted List, identified as Appendix 1, of this document.

Since 2019, the program has operated with an annual capital budget of approximately \$500,000. Funding allocations from the Road Safety Action Plan (RSAP) Program budget towards the PXO Program has been considered during the development of the annual RSAP – Implementation Plans. Previous allocations through RSAP included \$195,000 in 2024 and \$500,000 in 2025. These allocations supplemented the PXO Program's base annual capital budget. The 2026 approved capital budgets recognize the need to advance more locations with a one-time increased base budget of \$2.574 million. This additional funding is considered in the assessment below.

Funding requirements for outstanding PXO locations for installation by 2030

At the [April 16, 2025 Council meeting](#), Council approved a motion put forward by Councillor Plante directing staff to:

“... include in the 2025 Road Safety Action Plan Annual Report a plan, including the estimated required funding, to implement the backlog of Pedestrian Crossovers at all warranted locations city-wide by 2030. Additionally, that staff be further directed to actively seek opportunities to fund the plan to eliminate the backlog by 2030.”

As a result of this motion, staff completed a preliminary design review of all outstanding locations on the priority list. The review assessed installation feasibility, estimated costs, required annual funding, and whether the requested timeline for completion by 2030 is achievable.

The priority list is updated annually as new warranted locations are identified and added. It is a fluid list that changes over time.

Review of Locations on the PXO Priority List

The program currently has 51 warranted PXO locations:

- Five locations are fully funded to construction (anticipated in 2026/2027)
- Five locations are fully funded for design in 2026 with construction tentatively planned in 2027; this work is as a result of the 2026 PXO Program budget increase of ~\$2.5M
- 30 locations are pending future funding for implementation
- Three locations would require connecting pedestrian facilities prior to implementation which are not planned for construction by 2030
- Eight locations will be removed from the priority list in 2026 based on detailed review identifying that they are not feasible due to physical constraints and consultation with

ward Councillors

Given the location status identified above, the funding requirements review will focus on the 30 warranted PXO locations, pending funding for implementation. Further details on warranted PXO locations, including a status update, are found in Appendix 1.

Feasibility Review

Staff reviewed what it would take to install all 30 PXOs by 2030. This included preparing preliminary designs, estimating costs for each location, and consulting with Infrastructure Services and Transit Services. Infrastructure Services provide expertise on resources, costs and timing for construction and consultation with Transit Services may be required when PXO installations impact bus stop locations. Because the request accelerates installation over a short period, staff also assessed whether existing resources could handle this extra work while continuing to deliver on other program priorities, such as reviewing new crossing requests and maintaining current PXOs.

Preliminary Designs and Cost Estimates

Preliminary design reviews helped refine cost estimates, since installation costs can vary based on factors like power supply location, the type of PXO, civil work needed and proximity of utilities. The total estimated cost to install the 30 PXOs is \$13.8 million (2025 dollars).

Estimated Costs and Funding Gap

To meet this target, the program would need \$11.6 million (in 2025 dollars) in additional funding between 2027 and 2030, beyond its current typical annual capital budget of approximately \$560,000. A detailed breakdown of costs, annual funding, and the additional amount required is shown in Table 6 below.

Table 6 – 2027 to 2030 Pedestrian Crossover Funding Requirements for Accelerated Implementation (In 2025 dollars)

Time Period and Activity	Number of warranted PXOs	Estimated Cost in Thousands (\$000)	Annual Draft PXO Capital Budget in Thousands (\$000)	Additional Funding Required in Thousands (\$000)
2027 Design (<i>all locations</i>)	30	4,698	560	4,138
2028 Construction	10	3,032	560	2,471
2029 Construction	10	3,032	560	2,471
2030 Construction	10	3,032	560	2,471
Total	30	13,794	2,240	11,554

Installing all 30 warranted PXOs by 2030 will require additional funding beyond the current program budget. To achieve this goal, the following would need to be considered:

- Maintain the existing annual funding level for the PXO program (approximately ~560K)
- Provide an additional \$4.1 million in 2027 for design work on all locations to allow for the bundling of locations through Infrastructure Services for design and construction (to meet a 2030 implementation timeline)
- Allocate an additional \$2.5 million in supplemental funding each year for construction between 2028-2030.

Future funding requirements may increase as warranted locations are identified and added to the priority list each year. It is very likely that additional locations will be added over the course of 2026 through to 2029.

Potential Funding Sources

Allocations to the PXO program beyond the typical annual funding level will be considered in future years during draft capital budget deliberations and annual capital closure process. Allocations of supplemental funding to the PXO Program through the Road Safety Action Plan (RSAP) Program, as a measure to reduce fatal and major injury collisions, will be reviewed and considered in the next iteration of the Road Safety Action Plan. Staff will also seek other funding options if opportunities for provincial or federal funding arise.

Appendix 1 - Pedestrian Crossover Program's Warranted List

Notes:

- Locations below are not listed in order of priority
- Locations shown as “removed from the priority list” are removed for various reasons including proximity to school bus loading zones, adjacent Traffic Control Devices, and no longer meeting the minimum pedestrian and/or vehicle volume warrants.

No	Ward	Location	PXO Type	Funding Status
1	22	Findlay Creek Dr at White Alder Ave	B	Fully funded, estimated construction in 2027
2	10	Tapiola Crescent between Crimson Gate & Tammela Ct	D	Fully funded, estimated construction in 2027
3	6	Parade Dr at Stallion Crescent East	D	Fully funded, estimated construction in 2027
4	23	Castlefrank Rd & Sheldrake Dr North	D	Fully funded, estimated construction in 2027 Further review required for Type C (may require additional funding)
5	23	Rickey Pl between McKitrick Dr & McElroy Dr	C	Fully funded, estimated construction in 2027
6	17	Bell St at Henry St	B	Fully funded (some funding through Temporary Traffic Calming budget), estimated construction in 2026
7	23	Chimo Dr between Inuvik Crescent & Larsen Ct	C	Fully funded, 2026 design, 2027 estimated construction
8	1	Princess Louise Dr at Deancourt Crescent North	B	Fully funded, 2026 design, 2027 estimated construction
9	18	Pleasant Park Rd between Delmar Dr & Dorval Ave	C	Fully funded, 2026 design, 2027 estimated construction

No	Ward	Location	PXO Type	Funding Status
10	18	Terminal Ave between Sandford Fleming Ave & Trainyards Dr	B	Fully funded, 2026 design, 2027 estimated construction
11	23	Steeple Chase Dr between Kokanee Gate & Clydesdale Ave	B	Pending Funding
12	12	Landry St at Loyer St	C	Pending Funding
13	13	Bathgate Dr at Stone Quarry Private	B	Pending Funding
14	16	Fielding Dr at Rankin St	C	Pending Funding
15	4	Shirley's Brook Dr between McKinley Dr & Sandhill Rd	C	Pending Funding
16	9	Banner Rd at Nancy Ave	C	Pending Funding
17	23	McCurdy Dr between McLaughlin Crescent & Thiessen Crescent	C	Pending Funding
18	15	Champagne Ave at Hickory St	C	Pending Funding
19	16	Dynes Rd at Arnot Rd	C	Pending Funding
20	6	Hobin St at Birdstone Ave	C	Pending Funding
21	1	St. Georges St at Galloway Dr	C	Pending Funding
22	24	Rideaucrest Dr at Newborough Crescent	C	Pending Funding
23	2	Voyageur Dr East between Arrowhead Pl & Driftwood Crescent East	C	Pending Funding
24	15	Burnside Ave at Forward Ave	B	Pending Funding
25	9	Four Seasons Dr between Chesterton Dr & Scholars Ct	C	Pending Funding

No	Ward	Location	PXO Type	Funding Status
26	6	Stittsville Main St between Bandelier Way & Kimpton Dr	B	Pending Funding
27	7	Saville Row at Black Frair Rd	B	Pending Funding
28	9	Meadowlands Dr East at Beliveau St	B	Pending Funding
29	9	Meadowlands Dr between Chesterton Dr & Tiverton Dr	B	Pending Funding
30	4	Leacock Dr at Sandwell Crescent East	C	Pending Funding
31	9	Woodfield Dr 75m east of Downsview Crescent	B	Pending Funding
32	9	Basil MacDonald Way between Grant Carman Dr & Merivale Rd	C	Pending Funding
33	4	Terry Fox Dr at Helmsdale Dr	C	Pending Funding
34	6	Rouncey Rd & Danzig Terr	B	Pending Funding
35	12	Alice St at Dagmar Ave	D	Pending Funding
36	6	Hartsmere Dr at Hopetown St	D	Pending Funding
37	6	Abbott St East at Malahat Way	D	Pending Funding
38	6	Vendevale Ave at Leveche Way	D	Pending Funding
39	6	Baywood Dr at Arrowwood Dr	D	Pending Funding
40	5	Langstaff Dr between Donald B Munro Dr & Cavanagh Dr	D	Pending Funding
41	9	Viewmount Dr between Chesterton Dr & Coach House Gate	B	Pending Funding / On hold until connecting facilities are built through future projects
42	10	St Bernard St between Bloomington St & Sixth St	D	Pending Funding / On hold until connecting facilities are built through future projects

No	Ward	Location	PXO Type	Funding Status
43	10	Clearwater Crescent at South Keys Pl	D	Pending Funding / On hold until connecting facilities are built through future projects
44	17	Fifth Ave between Monk St & Ralph St	D	Removed from the PXO priority List
45	15	Dovercourt Ave at Hillcrest Ave South	C	Removed from the PXO priority List
46	14	Rochester St at Eccles St	D	Removed from the PXO priority List
47	10	Blohm Dr between Johnston Rd & Reubens Ct	C	Removed from the PXO priority List
48	10	Karsh Dr between Claudet Crescent & Topley Crescent	C	Removed from the PXO priority List
49	10	Kingsdale Ave between Bank St & Mavis St	D	Removed from the PXO priority List
50	5	Fitzroy St at Kedey St	D	Removed from the PXO priority List
51	7	Corkstown Rd at Creekwood Crescent	C	Removed from the PXO priority List