

Cycling Safety

Transportation Services Department



Transportation Committee

June 5, 2019

Background

- Mayor Watson and Chair Blais brought forward a Cycling Safety inquiry at the May 22nd Council meeting;
- As part of this inquiry response, staff were asked to provide the following information for the Transportation Committee meeting of June 5, 2019:
 - An overview of existing cycling safety programs and initiatives undertaken by the City;
 - An overview and timeline for the safety review that Traffic Services will be undertaking for this section of the Laurier corridor; and,
 - An overview and timeline of the upcoming Strategic Road Safety Action Plan Update, and whether it will include cycling safety measures.
- Review of high volume intersections with heavy traffic and cycling interaction and report back to the Transportation Committee no later than Q1 2020.

Cycling in Ottawa – By the Numbers

- 980 km of cycling facilities city-wide;
- 356+ km of City-owned multi-use pathways (MUPs); and
- \$80 million during last Term of Council to expand cycling/pedestrian infrastructure:
 - Added 117 km of cycling facilities; and
 - Opened 4 MUP bridges.

2014 – 2018 Cycling Projects Highlights

- Churchill Avenue cycle tracks;
- Fisher and Dynes protected intersection;
- Mackenzie Avenue cycle tracks;
- Main Street cycle tracks;
- O'Connor Street bikeway (Laurier to Glebe);
- Prince of Wales Drive cycle tracks with protected Intersection at Dynes; and
- Robert Grant Avenue cycle tracks.

Plans and Policies

- Transportation Master Plan
 - Identifies the transportation facilities, services and policies to serve Ottawa's projected future population; and,
 - Emphasizes complete streets, promotes walking and cycling, rapid transit and transit-oriented development, safe and efficient roads, mobility choices, and affordability.
- Complete Streets Framework
 - Considers the needs of vulnerable users in the design of road projects and their context.

Plans and Policies *(Cont'd)*

- Transportation System Management Strategy
 - Adoption of “Smarter City” concepts to integrate all modes and optimize safety, efficiency and capacity of transportation system.
- Ottawa Cycling Plan
 - Describes the strategy to make cycling safer and more attractive to users of all ages and abilities; and,
 - Includes an implementation plan for cycling network infrastructure, program initiatives and associated costs.

Plans and Policies *(Cont'd)*

- Building Better and Smarter Suburbs
 - Implementation strategies to develop complete, walkable and transit-supportive communities.
- Community Design Plans
 - Strategic planning and design issues that contribute to the quality, safety and functionality of a community, including complete streets.
- Secondary Plans
 - Provide a framework for changing an area over time with respect to land use, urban design, circulation and modes of transportation.

Planning Programs

- Cycling Facilities Program
 - Planning, design and implementation of new cycling facilities and improvements to existing facilities as per the Ottawa Cycling Plan (OCP).
- Community Connectivity Program
 - 2015-2018 Term of Council Strategic Initiative for improvements to cycling and pedestrian linkages to schools, recreation centres and O-Train Line 1 stations.

Safety, Outreach & Education Programs

- Cycling Safety Improvement Program (CSIP)
 - Combination of traffic engineering and risk mitigation measures to enhance cyclist safety.
- Safety Improvement Program
 - Identification and review of high collision locations to recommend/implement engineering counter-measures to help improve road safety for **all** modes.
- Cycling Safety Awareness Program
 - Education and outreach on new infrastructure for all road users, including drivers, pedestrians and cyclists.

Intersection Safety Programs

- Traffic Signal Modernization Program
 - Updates to existing signals to implement left turn arrows, cycling signals and traffic cameras.
- Red Light Running Camera Program
 - Red light camera installations lead to a decrease in incidence of red light running and associated angle collisions improving intersection safety.

Traffic Calming Programs

- Temporary Traffic Calming Measures Program
 - Helps address speeding through temporary measures including, but not limited to, flex post signs, including cyclozone delineators, pavement markings and speed boards.
- Neighbourhood Traffic Calming Program
 - Focuses on addressing requests for permanent engineered traffic calming (e.g. speed humps, bulb-outs) on existing streets within neighbourhoods to reduce vehicle speeds.

Safer Roads Ottawa Program

- *Safety Campaigns*: “Stay Safe, Stay Back” and “Be Safe, Be Seen”;
- *Education*: pathway etiquette, sidewalk cycling, bike Rodeos, cycling courses, Sunday Bike Days, CN Cycle for Kids, cycling safety door hanger;
- *Technology*: Smart Cone pilot, 1 meter device, BikeMaps.org, cycling safety / road safety videos; and
- *Other*: STEP Program, lights on bikes.

Physically Separated Cycling Facilities: Overview

- Objective to provide the most appropriate cycling facility according to the function of the street;
- Cycle tracks, protected bike lanes and MUPs;
- Provide a high standard of safety together with protected intersections; and,
- Physically separated cycling facilities appropriate in certain contexts, but not all:
 - Recommended to enhance safety where vehicle volumes or speeds on roads are high; and
 - Protected intersections used to manage conflicts between bicycles and motor vehicles at intersections.

Safety Review – Laurier Avenue (Elgin to Nicholas)

Review completed by July 2019 will include:

- Consideration to the findings of the Fatal Collision Review completed in consultation with Ottawa Police Service and the Coroner;
- Assessment of existing on-site roadway traffic and cycling characteristics;
- Analysis of reported cycling collisions over the last 5 years; and
- Video analysis to study cycling and vehicle interactions through the corridor.

Strategic Road Safety Action Plan Update

- Toward Zero 2012-2016 Road Safety Action Plan approved by Council in 2011; and,
- New Strategic Road Safety Action Plan, based on Vision Zero principles, will be brought forward to Transportation Committee and Council for approval in Fall of 2019.

Vision Zero

- A strategy to eliminate all traffic fatalities and severe injuries for **all** road users;
- A **safe systems** approach that has at its foundation the notion that road users make mistakes and that nobody should lose their life or be seriously injured because of that mistake; and
- **Data-driven** action plan with measurable actions.

Strategic Road Safety Action Plan Update: Workplan

- Stakeholder consultations to identify plan's emphasis areas;
- Analysis of collision trends and risk factors;
- Identification of countermeasures to mitigate potential crashes and crash severity across roadway network; and
- Data-driven and measurable action items for all road users.

High Volume Intersection Review

- As requested as part of Mayor Watson and Chair Blais cycling safety inquiry, staff will:
 - Complete a review of intersections with high-volume vehicle and cycling traffic;
 - Complete in-service road safety reviews to identify measures to improve safety;
 - Develop a recommended approach to implement measures to existing and future cycling facilities; and
 - Prepare a report for Council approval in Q1 2020.

QUESTIONS?