

1. Strategic Road Safety Action Plan Update

Mise à jour du Plan d'action stratégique de sécurité routière

Committee Recommendations, as amended

That Council approve:

- 1. the Strategic Road Safety Action Plan as outlined in this report;**
- 2. the principles of a Safe Systems approach to road safety in road design and that all new local residential streets, constructed within new developments, or when reconstruction occurs on local residential streets, be designed for a 30 km/h operating speed;**
- 3. that all revenue from automated enforcement, including automated speed enforcement, automated license plate recognition devices and school bus cameras, as well as any future new forms of automated enforcement, in addition to revenues from new red-light cameras installed beyond 2020, be allocated to the Road Safety Action Plan Program for implementation of countermeasures identified in the 2020-2024 Road Safety Action Plan report; and,**
- 4. that Traffic Services bring forward a report to Transportation Committee annually, starting in 2021, to provide an update on the progress of the previous year's SRSAP Implementation Plan and to obtain approval on the initiatives brought forward as part of the present year's Implementation Plan.**
- 5. that the City of Ottawa adopts the goal of zero fatalities on our streets by 2035, with a focus on safety for the most vulnerable users of our transportation system—pedestrians, school children, older adults and cyclists.**
- 6. that staff bring back options in conjunction with the financial plan updates expected in 2022, with operational and capital cost implications that will work towards zero traffic fatalities on our roads by 2035.**

7. that Council, through the Mayor, formally request that the Government of Canada and Province of Ontario establish significant dedicated road safety infrastructure funding to help fund road safety projects within the City of Ottawa to further progress towards zero fatalities and serious injuries.
8. that staff develop a plan within existing budgets for the gradual implementation of 30 km/h speed limits in all Gateway Speed Limit areas within the Core Residential area as defined in the Strategic Road Safety Action Plan, and the By-ward Market, and with the intent to meet the requirements for a posted 30 km/h speed limit, in consultation with Ward Councillors through their Temporary Traffic Calming budgets and other funding mechanisms, as per the policy for posting a 30 km/h speed limit on an existing roadway.

Recommandations du comité, telles que modifiées :

Que le Conseil approuve :

1. Le Plan d'action stratégique de sécurité routière comme il est indiqué dans le présent rapport;
2. Les principes d'une approche systémique de la sécurité routière appliquée à la conception des routes et que toutes les nouvelles rues résidentielles locales, construites au sein de nouveaux lotissements, ou lors de travaux de réfection effectués sur des rues résidentielles locales, soient conçues en fonction d'une vitesse de circulation de 30 km/h;
3. Que toutes les recettes provenant des mesures de contrôle automatisé, y compris les dispositifs automatisés de contrôle de la vitesse, les systèmes automatisés de reconnaissance des plaques d'immatriculation et les caméras sur les autobus scolaires, ainsi que toute nouvelle forme de mesure de contrôle automatisé, en plus des recettes provenant des nouveaux appareils photo reliés aux feux rouges installés après 2020, soient affectées au fonds de réserve du programme du Plan d'action stratégique de sécurité routière pour la

mise en œuvre des contre-mesures définies dans le rapport du Plan d'action stratégique de sécurité routière 2020-2024;

- 4. Que les Services de la circulation présentent chaque année un rapport au Comité des transports à compter de 2021 pour faire le point sur les progrès de la mise en œuvre du programme du Plan d'action stratégique de sécurité routière par rapport à l'année précédente et pour obtenir l'approbation des projets présentés dans le cadre du plan de mise en œuvre de cette année-là.**
- 5. Que la Ville d'Ottawa vise un bilan de zéro décès sur les routes d'ici 2035, en portant une attention particulière à la sécurité des usagers les plus vulnérables du réseau routier : piétons, écoliers, personnes âgées et cyclistes.**
- 6. Que le personnel, parallèlement à la mise à jour du plan financier attendue en 2022, fasse des suggestions et mentionne les coûts de fonctionnement et d'immobilisations nécessaires pour parvenir à éliminer les décès sur les routes d'ici 2035.**
- 7. Que le Conseil municipal, par l'entremise du maire, demande officiellement au gouvernement du Canada et au gouvernement de l'Ontario de créer un financement important réservé à la sécurité de l'infrastructure routière pour soutenir des projets dans ce domaine dans la Ville d'Ottawa et pour continuer notre route vers un bilan de décès et de blessures graves nul.**
- 8. Que le personnel prépare un plan dans les limites du budget existant pour instaurer graduellement une limite de vitesse de 30 km/h dans toutes les zones résidentielles du centre-ville, comme le prévoit le Plan d'action stratégique de sécurité routière de la Ville, ainsi que dans le marché By, dans le respect des exigences sur l'affichage d'une limite de vitesse de 30 km/h, en concertation avec les conseillers de quartier et à partir de leur budgets consacrés à la prise de mesures temporaires de modération de la circulation et d'autres moyens de financement, conformément à la politique prévoyant l'affichage d'une limite de vitesse de 30 km/h sur des**

routes existantes.

DOCUMENTATION / DOCUMENTATION

1. Director's report, Traffic Services, Transportation Services Department, dated 25 November 2019 (ACS2019-TSD-TRF-0009)

Rapport du directeur, Services de la circulation, Direction générale des transports, daté le 25 novembre 2019 (ACS2019-TSD-TRF-0009)
2. Extract of draft Minutes, Transportation Committee, December 4, 2019.

Extrait de l'ébauche du procès-verbal, Comité des transports, le 4 décembre 2019.

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
4 December 2019 / 4 décembre 2019**

**and Council
et au Conseil
11 December 2019 / 11 décembre 2019**

**Submitted on November 25, 2019
Soumis le 25 novembre 2019**

**Submitted by
Soumis par:
Philippe Landry, Director/Directeur, Traffic Services/ Services de la circulation,
Transportation Services Department/Direction générale des transports**

**Contact Person
Personne ressource:
Krista Tanaka, Program Manager / Gestionnaire de programme, Road Safety &
Traffic Investigations Branch / Direction Sécurité et Enquêtes sur la circulation
613-580-2424 x 23597, Krista.Tanaka@ottawa.ca**

Ward: CITY WIDE / À L'ÉCHELLE DE LA VILLE File Number: ACS2019-TSD-TRF-0009

SUBJECT: Strategic Road Safety Action Plan Update

OBJET: Mise à jour du Plan d'action stratégique de sécurité routière

REPORT RECOMMENDATIONS

That the Transportation Committee recommend that Council approve:

- 1. The Strategic Road Safety Action Plan as outlined in this report;**

- 2. The principles of a Safe Systems approach to road safety in road design and that all new local residential streets, constructed within new developments, or when reconstruction occurs on local residential streets, be designed for a 30 km/h operating speed;**
- 3. That all revenue from automated enforcement, including automated speed enforcement, automated license plate recognition devices and school bus cameras, as well as any future new forms of automated enforcement, in addition to revenues from new red-light cameras installed beyond 2020, be allocated to the Road Safety Action Plan Program for implementation of countermeasures identified in the 2020-2024 Road Safety Action Plan report; and,**
- 4. That Traffic Services bring forward a report to Transportation Committee annually, starting in 2021, to provide an update on the progress of the previous year's SRSAP Implementation Plan and to obtain approval on the initiatives brought forward as part of the present year's Implementation Plan.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver :

- 1. Le Plan d'action stratégique de sécurité routière comme il est indiqué dans le présent rapport;**
- 2. Les principes d'une approche systémique de la sécurité routière appliquée à la conception des routes et que toutes les nouvelles rues résidentielles locales, construites au sein de nouveaux lotissements, ou lors de travaux de réfection effectués sur des rues résidentielles locales, soient conçues en fonction d'une vitesse de circulation de 30 km/h;**
- 3. Que toutes les recettes provenant des mesures de contrôle automatisé, y compris les dispositifs automatisés de contrôle de la vitesse, les systèmes automatisés de reconnaissance des plaques d'immatriculation et les caméras sur les autobus scolaires, ainsi que toute nouvelle forme de mesure de contrôle automatisé, en plus des recettes provenant des nouveaux appareils photo reliés aux feux rouges installés après 2020,**

soient affectées au fonds de réserve du programme du Plan d'action stratégique de sécurité routière pour la mise en œuvre des contre-mesures définies dans le rapport du Plan d'action stratégique de sécurité routière 2020-2024;

- 4. Que les Services de la circulation présentent chaque année un rapport au Comité des transports à compter de 2021 pour faire le point sur les progrès de la mise en œuvre du programme du Plan d'action stratégique de sécurité routière par rapport à l'année précédente et pour obtenir l'approbation des projets présentés dans le cadre du plan de mise en œuvre de cette année.**

EXECUTIVE SUMMARY

Assumption and Analysis

Since 2003, the City of Ottawa has implemented two Strategic Road Safety Action Plans (SRSAP). The first was implemented in 2003 and concluded in 2011 as part of the Integrated Road Safety Program. The second took place from 2012 to 2016, was delivered as part of the Safer Roads Ottawa Program (SRO) and, resulted in a 14 per cent reduction in fatal and major injury collisions in Ottawa.

The purpose of refreshing the City's SRSAP is to build on the success of the previous plan. The refreshed plan is guided by the theme of "Think Safety, Act Safely" and focuses efforts and resources where they are needed most to have the greatest impact on reducing collisions resulting in serious injury or death. The new plan is data-driven, has measurable outcomes, and aligns with the principles of a safe systems approach and Vision Zero in which:

- human life and health are prioritized;
- safety is a shared responsibility between roadway providers, regulators and users;
- there is recognition that a human error on the roadway should not lead to death or serious injury, and that road traffic systems must be designed accordingly; and,
- road safety requires a change in culture, in which roadway providers, regulators

and road users must cooperate and be ready to change to achieve the long-term vision and goals of the SRSAP.

Adopting the new plan, supporting the plan's self-funding model and embracing a change in culture continues progress towards zero fatalities and major injuries on our roadways.

According to the 2013-2017 Collision Data Analysis, Ottawa currently has an average of 2.8 fatal injuries per 100,000 in population. This statistic is significantly lower than Canada's national rate of 5.8, and aligns with that of Sweden, which is among one of the leading countries in the world, in terms of lowest rates of fatalities.

2020-2024 SRSAP

The 2020-2024 SRSAP is based on the following:

- Theme: Think Safety, Act Safely
- Vision: A comprehensive and proactive strategy for making Ottawa roads safe for all users
- Goal: A reduction in the average annual rate of fatal and major injury collisions of 20% by 2024

The plan's four main emphasis areas (Vulnerable Road Users, Rural Area, Intersections, High Risk Driver Behaviour) were developed based on the analysis of 2013-2017 collision data, and feedback from various consultation exercises. The emphasis areas were selected to ensure the plan's countermeasures align with focusing efforts and resources where they would have the greatest impact at reducing fatal and major injury (FMI) collisions.

Staff are recommending the following enhancements to the existing SRSAP:

Table 1 - Enhancements to Existing SRSAP

Emphasis Area	FMI Reduction Target	High-level Countermeasure Examples
Vulnerable	Collisions involving a pedestrian, cyclist, or a	<ul style="list-style-type: none">• Increase funding to implement warranted

Road Users	motorcyclist	<p>pedestrian signals;</p> <ul style="list-style-type: none"> • Develop Leading Pedestrian Interval (LPI) guidelines and implement LPI where criteria are met; • Dedicate resources and increase funding to improve safety at intersections with high volume of traffic and pedestrian or cyclists; and, • Identify contributing factors to motorcycle collision locations and implement cost effective countermeasures to reduce collisions involving motorcycles.
Rural Areas	Collisions occurring on roadways within the rural area	<ul style="list-style-type: none"> • Upgrade rural roadway signage and lighting, for example, oversized stop sign, stop ahead sign, flashing LED beacon, intersection marker lighting; • Develop functional designs to change “skewed” intersections to standard intersections (example: Dalmeny Road at Gordon Murdock Road); and, • Update specifications, develop process to identify locations and incorporate safety edges as part of candidate resurfacing and roadway projects.
Intersections	Collisions occurring at, or related to, an intersection	<ul style="list-style-type: none"> • Increase funding to implement warranted roundabouts, traffic signals or protected intersections; and, • Develop an approach to review and prioritize locations for fully protected left turn installation to mitigate left-turn

		collisions and implement accordingly.
High-Risk Driver Behaviours	Collisions resulting from aggressive, impaired or distracted (inattentive) driver behaviours	<ul style="list-style-type: none">• Design and build all new or reconstructed local residential streets with a target operating speed of 30 km/h;• Increase funding to implement traffic calming in school areas; and,• Pilot Automated Speed Enforcement, pending regulation changes required by the Province.

The following additional countermeasures touch on all four emphasis areas. These are important to encourage a road safety culture that will help to reduce the future frequency of FMI collisions city-wide. These counter measures are:

- Develop and deliver a road safety training course to all staff within the City who make decisions about the roadway network to build a culture of road safety throughout the city;
- Develop Road Safety Audit Guidelines and undertake audits as part of the planning and design phases of a project to evaluate potential risks for the various road users and to identify potential mitigation measures that can be assessed by the project team for integration into the design; and,
- Develop and implement an overall strategy for communications and education, including an emphasis on changing safety culture of road users across the city.

Document 1 - CIMA+ Consulting Report – City of Ottawa Road Safety Action Plan 2020-2024, includes details on the City’s new SRSAP. The road safety countermeasures to be completed in 2020, based on available funding, are included in Document 4 - 2020 SRSAP Implementation Plan – Existing Programs and Document 5 – 2020 SRSAP Implementation Plan – Initiatives.

The SRSAP annual reporting structure to Transportation Committee and Council, beginning in 2021, will ensure that those delivering the plan and the countermeasures are held accountable. Furthermore, this ensures that the plan is both feasible and

effective, based on available resources.

Financial Implications

As part of the 2020-2024 SRSAP, it is recommended that as of 2020, revenues generated through automated enforcement be used to fund the SRSAP countermeasures in supplement of existing road safety programs. In 2019, approximately \$25 million has been invested in such programs while approximately \$27.5 million has been identified for road-safety related programs in the 2020 Draft Budget. Future SRSAP Implementation Plan budgets for initiatives delivered through the Road Safety Action Plan Program, would be created from revenue generated from all forms of automated enforcement, including both existing and future technologies.

Funding for the implementation of additional initiatives identified as part of the SRSAP's 2020 Implementation Plan, is identified in the Draft 2020 Capital Budget.

An additional six Full Time Equivalent (FTEs) staffing resources are required to help implement the SRSAP. These positions will be created within Traffic Services and will cost \$765,000 annually, based on 2019 salary ranges. These positions will be temporarily funded through the SRSAP Program identified as part of the 2020 Draft Budget. Staff will seek to secure permanent funding for the six positions as part of the Automated Speed Enforcement Pilot Project Report, anticipated to be presented to Council for approval approximately six months following the conclusion of the pilot project, and as part of the 2021 Budget process.

Public Consultation

The 2020-2024 Strategic Road Safety Action Plan included a number of opportunities to seek feedback from both internal and external stakeholders. The SRSAP's Core Team included representatives from the City's Safer Roads Ottawa partners from Traffic Services, Ottawa Public Health, Emergency Services and the Ottawa Police Service. This group met regularly to help advance the work on the SRSAP. A Stakeholder Working Group, consisting of members from 23 community partner organizations participated in four sessions to help guide and provide input into the plan development. Furthermore, an online survey was completed which received approximately 3,000 responses.

The Core Team also conducted internal stakeholder consultations; these were adhoc,

but also included presentations at the Service Area Leadership Team meetings listed below:

- Transportation Planning - Transportation Services Department;
- Infrastructure Services - Planning, Infrastructure & Economic Development Department;
- Roads Services - Public Works & Environmental Services Department;
- Planning Services - Planning, Infrastructure and Economic Development Department; and,
- Traffic Services - Traffic Operations, Traffic Management.

BACKGROUND

In November 2011, Council approved the 2012-2016 Strategic Road Safety Action Plan (SRSAP) and the Safer Roads Ottawa Program as part of the [Safer Roads Ottawa Program Report \(ACS2011-COS-PWS-0021\)](#). The Safer Roads Ottawa Program (SRO) was initiated in 2012 and replaced the Integrated Road Safety Program, which was in effect from 2003-2011. To this day, SRO continues to be responsible for coordinating the efforts of all internal and external road safety stakeholders to help deliver initiatives identified in the City's SRSAPs.

The 2012-2016 plan was the City's second SRSAP, building on the City's multi-disciplinary approach to road safety which is a key element of Vision Zero. This plan was the first of its kind in Canada to include Vision Zero-type wording in its Vision and Goal statements:

- Vision: The City of Ottawa is the safest traffic environment for all; and,
- Goal: Towards Zero. One fatality or serious injury is one too many.

Vision Zero is a safe systems approach to road safety that has at its foundation the notion that the physical transportation network, the road users and vehicles are all part of a system. In order to achieve safety, there is a shared responsibility among all involved in the system. It is the responsibility of the City to provide a transportation infrastructure that is consistent and intuitive to help minimize the number of mistakes

users make and forgiving enough to make crashes survivable if a mistake does occur. It is also the responsibility of road users to abide by the rules of the road and to use the infrastructure as it is intended by the designers.

The 2012-2016 SRSAP targeted a 10 per cent reduction in fatal and major injury collisions in each of its four emphasis areas which included: Distracted Driving; Vulnerable Road Users; Aggressive Driving; and, Age Specific Issues. Results of the plan exceeded the target by achieving a 14 per cent reduction in FMI collisions in Ottawa. The plan was evaluated through the analysis of collision data available over a time period five years prior to, and after.

Following the conclusion of the 2012-2016 SRSAP, in July 2017, Transportation Committee (TRC) directed Traffic Services to refresh the plan and report back to TRC with a revised plan in 2019. This revised plan would be the third-generation SRSAP for Ottawa since 2003. The TRC direction indicated that the new plan be developed with consideration to the following:

- A review of best practices from across Canada;
- Significant local stakeholder engagement and consultation;
- Use principles set out in Vision Zero;
- A proposed self-funding model; and,
- A comprehensive communications plan.

Furthermore, at the June 12, 2019 Council meeting, [Motion No 15/6](#) brought forward by Councillors McKenney and Menard, directed staff to review a number of additional measures that could potentially further enhance road safety in Ottawa. At this same meeting, [Motion No 15/7](#), brought forward by Councillors Blais and Hubley, directed staff to address Motion No 15/6 items as part of the Strategic Road Safety Action Plan Update Report.

The Strategic Road Safety Action Plan Update Report will serve to address the City's need for the continuation of an updated SRSAP while also officially responding to both the July 2017 TRC direction and the June 2019 Council Motions.

DISCUSSION

Maximizing the safety and security of all road users is a fundamental objective of the City. Safety considerations start at the outset of the City's planning processes and not only at the point the street is being designed. City policies in the Official Plan and the Transportation Master Plan guide the creation of compact land uses and supporting transportation networks that help to reduce vehicle-kilometers travelled – and thereby reduce the risk exposure to collisions on the road.

During the five-year period between 2013 to 2017, there were almost 73,500 reportable motor vehicle collisions on federal, provincial and municipal roadways within the boundaries of the city of Ottawa. On average, there were approximately 14,700 collisions per year during this timeframe. Motor vehicle collisions lead to significant economic impacts due to property damage, and to traffic congestion which leads to a loss of productive time. Economic impacts are secondary in comparison to motor vehicle collision impacts to human life; in some instances, collisions result in life altering injuries and death. In Ottawa, an average of 24 fatal and 125 major injury collisions have occurred annually, from 2013 to 2017. Collision data for the years 2013 to 2017 was used for the purpose of the SRSAP review, as it was the most up-to-date data-set available at the beginning of the review process, which was initiated in 2018.

In keeping with [Canada's Road Safety Strategy 2025](#), developed by The Canadian Council of Motor Transport Administrators (CCMTA), the 2020-2024 SRSAP adopts a Safe System Approach (SSA). The principles of an SSA, as described in Canada's Road Safety Strategy, are:

- **“Ethics**: human life and health are paramount and take priority over mobility and other objectives of the road traffic system (i.e., life and health can never be exchanged for other benefits within the society);
- **Responsibility**: providers and regulators of the road traffic system share responsibility with users;
- **Safety**: road traffic systems should take account of human fallibility and minimize both the opportunities for errors and the harm done when they occur; and,
- **Mechanisms for change**: providers and regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; and all

three must be ready to change to achieve safety. It is recognized that Canadian jurisdictions will implement the SSA in a manner that is appropriate to their environment.”¹

The objective of a SRSAP is for all those who contribute to road safety, from regulators to road users, to work in a focused, collaborative and responsible way to continuously reduce death, and life altering injuries as a result of motor vehicle collisions. As with any other Vision Zero or Towards Zero plan, the goal recognizes the practical and logistical challenges associated with the vision, and maps out achievable and reasonable objectives for the plan.

An SSA works under the premise that the roadways, vehicles and road users are all part of a system. Therefore, some aspects of an SSA cannot be addressed on a municipal level and require action and stewardship on a provincial and federal level. For example, in Canada, vehicle regulations are a federal mandate, and driver licensing and hospital care are managed provincially. As seen in Europe and Australia, integrating the collaboration between the different levels of government has supported the success of the SSA.

While not under the mandate of a municipality, in Canada, new advanced driver assistance system technologies are being implemented by vehicle manufacturers to improve road safety under the umbrella known as Connected and Autonomous Vehicles (CAV). Early examples of these technologies include lane departure warning systems and automatic emergency braking systems. While these systems do not remove the driver from the equation, they can enhance the safety of both the people inside and outside of the vehicle. Over the next five to 10 years, it is anticipated that CAV systems will begin to take on certain driving tasks, such as driving a vehicle along a stretch of highway. The advancement in the realm of CAV will be influenced by the release of the fifth generation of wireless communication (5G), which is expected to help advance telecommunications systems, technologies and applications world-wide. Advancement in CAV will have a positive impact on road safety in the years to come.

While the SSA recognizes that people make mistakes that can lead to collisions, it clearly identifies that there is a shared responsibility between the roadway user,

¹ [Canada's Road Safety Strategy 2025](#)

provider and regulator. At a municipal level:

- The City has the responsibility to provide a physical infrastructure that is consistent and intuitive, in order to help minimize the number of mistakes users make and forgiving enough to make crashes survivable if a mistake does occur; and,
- Road users have a responsibility to follow the rules of the road and use the facilities as designed.

The City's third-generation SRSAP builds on the City's existing road safety programs and is guided by the theme of *Think Safety, Act Safely* in recognition of the shared responsibility and the change in culture required to continue the progress towards zero fatalities and major injuries.

Plan Development

The consulting company CIMA+ was retained to develop the 2020-2024 SRSAP: Ottawa's Road Safety Action Plan 3.0. The Core Team, from which members actively participated in the development of the plan, included representatives from the City's Safer Roads Ottawa partners from Traffic Services, Ottawa Public Health, Emergency Services and the Ottawa Police Service. The Stakeholder Working Group, who participated in a number of activities to help guide and provide input into the plan development consisted of members from 23 community partner organizations. These organizations are listed in this report's Consultation Section under the heading Stakeholder Working Group.

The full consultant report, which details the plan's development and outcomes, is provided as Document 1 - CIMA+ Consulting Report – City of Ottawa Road Safety Action Plan 2020-2024. The key elements of the SRSAP development include:

- Review of program, policies and best practices/literature;
- Data analysis;
- Public survey;
- Theme, Vision and Goal;

- Emphasis area development;
- Countermeasure development; and
- Action plan.

These key elements, along with a brief summary of the process and outcomes of the review detailed in Document 1, are provided below.

Review of 2012-2016 Plan, Programs, Policies, and Literature

As part of the development of the City's third-edition SRSAP, a review of best practices from jurisdictions across North America and other leading countries was undertaken. This included a literature review of plans from 22 North American jurisdictions and a more in-depth review of plans from the jurisdictions of City of Edmonton; City of Calgary; City of Toronto; City of San Jose, California; Sweden and the Netherlands.

It is difficult to compare the City's road safety performance against other cities due to many factors. For example, there are differences in the way in which the various jurisdictions measure the outcomes of their plans. Many jurisdictions measure changes based on a reduction in all injury collisions, whereas the City focuses on the reductions in fatal and major injury collisions, in keeping with the goals of the SSA.

Though there are some variations in the way in which a fatal injury is categorized based on jurisdiction, fatalities per population is data that can be used as a means of comparison. The World Health Organization (WHO) identifies estimated road traffic death rates per 100,000 in population by country. Both the Netherlands and Sweden are among the leading countries with some of the lowest rates of fatalities which are 3.8 and 2.8 per 100,000 population, respectively. Between 2013 and 2017, the City of Ottawa's road traffic fatality rate was, on average, the same as Sweden's which was 2.8 fatal injuries per 100,000 in population. This statistic is significantly lower than Canada's national rate of 5.8.

Fatality rates for countries are typically higher than for cities, usually due to the inclusion of rural collisions. The City of Ottawa has a large rural area that accounted for approximately one third of the fatal collisions between 2013 and 2017. If the rural area were excluded from the calculation, the fatality rate for the suburban and urban area would be approximately 2.0 per 100,000 in population. The rate for the rural area is

approximately 10.3 fatalities per 100,000 in population.

The main conclusion of the best practices review was that the 2012-2016 SRSAP was developed based on road safety best practices at the time. It adopted a progressive vision in keeping with the SSA and included a reasonable goal in the reduction of fatal and major injury collisions. The emphasis areas were consistent with those adopted within other jurisdictions and the corresponding countermeasures were comprehensive and considered the multidisciplinary nature of road safety.

A review of policies developed and adopted by the City over the past few years has verified that Safe Systems are considered during the planning and design of new facilities and reconstruction projects. A number of City policies ensure that accommodations for all road users are considered, and examples include, but are not limited to the following:

- Transportation Master Plan, Ottawa Pedestrian Plan and Ottawa Cycling Plan Update (ACS2013-PAI-PGM-0193);
- Complete Streets Implementation Framework (ACS2015-PAI-PGM-0159);
- Arterial Road Corridor Design Guidelines (ASC2017-PIE-EDP-0041);
- Neighbourhood Collector Streets Design Guidelines (ACS2019-TSD-PLN-0004);
- Transportation Impact Assessment Guidelines (ACS2017-TSD-PLN-0011)
- Building Better and Smarter Suburbs (ACS2015-PAI-PGM-0003);
- 30 Km/h Speed Limit Policy (ACS2017-TSD-TRF-0002);
- [Comprehensive Asset Management Policy](#);
- [Accessibility Design Standards](#); and,
- Traffic Calming Design Guidelines (ACS2019-TSD-PLN-0001).

Data Analysis

A detailed collision review was undertaken as part of the SRSAP project to provide a better understanding of where collisions are happening, which road users are involved

and associated contributing factors. In keeping with the goals of a Safe Systems Approach (SSA), the review focused on fatal and major injury (FMI) collisions. The analysis showed that there was a total of 743 FMI collisions and on average 15.5 FMI collisions per 100,000 population per year that occurred within the City limits between 2013 and 2017 inclusively. A detailed summary of the collision data analysis can be found in Document 1. Key insights obtained from the review include:

- Number of Collisions by Locations:
 - 653 FMIs (88%) occurred on municipal roadways (102 fatal, 551 major);
 - 75 FMIs (10%) occurred on provincial highways (17 fatal, 58 major);
 - 15 FMIs (2%) occurred on federal roadways (2 fatal, 13 major);
 - 157 FMIs (21%) occurred within the rural area of Ottawa (41 fatal, 116 major); and,
 - 354 (48%) FMIs occurred at, or were related to, intersections (47 fatal, 307 major).
- Number of Collisions by Involved Road User:
 - 199 (27%) FMIs involved one or more drivers ≤ 25 years of age (39 fatal, 160 major);
 - 190 (26%) FMIs resulted in a pedestrian suffering a major or fatal injury (29 fatal, 161 major);
 - 110 (15%) FMIs involved a motorcyclist (16 fatal, 94 major injury); and,
 - 81 (11%) FMIs involved a cyclist (8 fatal, 73 major).
- Number of Collisions by Contributing Factors:
 - 322 (43%) FMIs noted aggressive driving for one or more drivers (57 fatal, 265 major);
 - 261 (35%) FMIs noted inattentive for one or more of the drivers (26 fatal, 235 major); and,

- 63 (8%) FMIIs noted alcohol use or impairment by drugs or alcohol for one or more drivers (11 fatal, 52 major).

It should be noted that the collision categories summarized above are not mutually exclusive and that there is some overlap between them. For example, a pedestrian could have been involved in a collision at an intersection while the driver was impaired. That collision would have been identified above as a pedestrian collision, an intersection collision and a collision involving an impaired driver.

Public Survey

A public survey was undertaken from February 20 to March 16, 2019 to determine the road safety issues respondents felt were a priority in Ottawa. Approximately 3,000 residents completed the survey. Although there were some differences, the priorities identified in the public survey aligned with priorities identified in the collision analysis. A detailed summary of the public survey results can be found in Document 1.

Theme, Vision and Goal

The Safe Systems Approach (SSA) to road safety is a set of principles that is the foundation for many road safety plans around the world. Sweden (Vision Zero), the Netherlands (Sustainable Safety), New Zealand (Safer Journeys) and Australia (National Road Safety Strategy) are notable countries that use an SSA to road safety. The names of the plans vary but they are all based on the SSA which is the set of principles upon which this SRSAP is based.

The shared responsibility and culture change aspects of the SSA principles guided the development of the theme for the SRSAP update. A firm was retained to help develop the updated plan's theme, vision and goal statements. Numerous options were then focus tested to ensure they are clear and supported by the public. The final theme, vision and goal are as follows:

- Theme: Think Safety, Act Safely
- Vision: A comprehensive and proactive strategy for making Ottawa roads safe for all users
- Goal: A reduction in the average annual rate of fatal and major injury collisions of 20% by 2024

Emphasis Areas

Based on the results of the collision analysis and public survey, the Core Team, together with the Stakeholder Working Group, developed a list of priority areas for road safety, known as emphasis areas. The efforts of the SRSAP are focused on reducing the number of FMI collisions in the defined emphasis areas in order to help achieve the overall goal of a 20% reduction in the FMI rate. The four emphasis areas selected for the SRSAP are described below:

- Vulnerable Road Users: All FMI collisions that involved a pedestrian, cyclist or a motorcyclist;
- Rural Areas: All FMI collisions that occurred on roadways within the rural area;
- Intersections: All FMI collisions occurring at, or related to, an intersection; and
- High-Risk Driver Behaviours: All FMI collisions that included aggressive, impaired or distracted (inattentive) driver behaviours.

Countermeasures

Following the identification of emphasis areas, the Core Team with the Stakeholder Working Group, developed a list of countermeasures or initiatives that could be implemented to address collision types within each of the emphasis areas. These include initiatives delivered by the City of Ottawa, as well as those to be delivered by external partners. The countermeasures include initiatives from the 3Es of Road Safety which are Engineering, Enforcement and Education.

In addition to those countermeasures developed through the SRSAP process, Traffic Services was directed by Council on June 12, 2019 to review a specific list of additional measures that could potentially further enhance road safety in Ottawa and to report back on these as part of the Strategic Road Safety Action Plan Update Report in December 2019. Direction was issued to staff as part of Motions 15/6 and 15/7, which included the following list of items to review:

- A plan to optimize all traffic lights for the safety of vulnerable road users first, transit priority second and traffic flow third;
- That the City look at options to eliminate all “revert reds”;

- That staff develop criteria to eliminate “beg buttons”, so that pedestrians and vehicles are treated the same at actuated intersections;
- That staff devise criteria to eliminate right-on-reds where bike lanes are present;
- That staff identify all floating painted bike lanes and develop criteria and a plan to convert through this process to safe, segregated, protected bike lanes;
- That staff develop criteria and devise a plan wherein all painted bike lanes that meet the criteria currently on arterials, arterial mainstreets and mainstreets, or that are part of the city’s current bike network, are converted to safe, segregated, protected bike lanes and intersections; and,
- That staff review the requirements and costs to accelerate and implement the entryway measures for a gateway speed limit of 30 km/hour on residential roads in the urban core.

Each item listed above was reviewed by Transportation Services to determine its feasibility and effectiveness in enhancing road safety in the context of the SRSAP. Those measures which are supported and recommended by staff have been incorporated as a countermeasure under the associated emphasis area in the SRSAP. A summary of the review, in addition to the proposed recommendations for each item, is provided in Document 2 - Response to Motions No 15/6 and 15/7.

The full list of countermeasures proposed under the updated SRSAP is provided by emphasis area in Section 6.4 of Document 1. At a high-level, the selected countermeasures include the continuation of existing programs or countermeasures previously established to address road safety, as well as new or enhanced countermeasures. Each year that the new SRSAP is in effect, an Implementation Plan will be developed to identify deliverables from the plan’s list of countermeasures.

Traffic Services will bring a report to Transportation Committee on an annual basis on the progress of initiatives identified in the affected year’s Implementation Plan as well as the countermeasures to be included in the following year’s plan.

Road Safety Funding

Annual SRSAP Implementation Plans will be based on available funding. In order to enhance or deliver additional countermeasures other than those currently being

delivered under existing programs, additional funding will be required.

A review of the 2019 Budget was undertaken to determine funding allocated to programs that contribute to road safety within the City. Approximately \$25 million was allocated to existing programs in 2019. A summary of each program contributing to road safety is listed in Document 3 – Estimated Road Safety-related 2019 City of Ottawa Investments. Currently, as part of the 2020 Draft budget, approximately \$27.5 million is identified as part of existing programs contributing to road safety. Table 1 below displays funding amounts by emphasis area in existing 2019 programs and programs identified in the 2020 Draft Budget.

Table 2: 2019 and 2020 Draft Road Safety Related Budget

SRSAP Emphasis Area	Total 2019 Budget in Thousands (\$000)	Total 2020 Draft Budget in Thousands (\$000)
All	1,856	1,912
High-Risk Drivers	2,375	3,700
Intersections	4,095	4,475
Vulnerable Road Users	16,829	17,399
Grand Total	25,155	27,486

As the best practices review identified, many jurisdictions direct revenue obtained from automated enforcement to fund their road safety programs. It is recommended that as of 2020, revenues generated by automated enforcement be directed to fund the SRSAP Program. The program's funding would include revenue generated from all forms of automated enforcement, including, but not limited to, automated speed enforcement, automated license plate recognition and school arm violation cameras in addition to future revenues generated through red-light cameras installed beyond 2020. This recommendation aligns with previous direction associated to a self-funding model received at the May 4, 2016 TRC meeting as part of Motion No. 14/2, which was then replaced with Motion No. 31/8 at the May 2016 Council meeting. Specific items of [Motion 31/8](#) which relate to the self-funding model, are listed below:

- *Item 3:*

“That Council approve that any photo radar pilot projects in the City of Ottawa be implemented on the condition that all revenues from the program (net of implementation costs) will be directed to a special account dedicated exclusively to funding road safety initiatives in the City of Ottawa, and that the Province be requested to ensure that municipalities are provided with all necessary authority to permit this use; and,

- *Item 5:*

“That should the Province permit the City of Ottawa any options to conduct pilot projects for the use of photo radar and/or speed reduction pilot, staff be directed to provide a report to Committee and Council with options on implementation, including the use of photo radar revenue to further road safety and traffic calming initiatives at the earliest practicable opportunity;”.

In future years, the SRSAP Program’s annual Implementation Plan will be based on available funding generated from automated enforcement revenue.

As automated enforcement revenue is not currently directed to the SRSAP Program, an alternate funding source has been identified to fund the program’s 2020 Implementation Plan initiatives. At it’s [October 9, 2019 meeting](#), City Council approved that a one-time sum of \$4 million dollars be used to establish baseline funding for the implementation of countermeasures identified as part of the 2020 Implementation Plan associated with the SRSAP Program.

2020 Implementation Plan

The 2020 Implementation Plan is in two parts; one consists of road safety-related countermeasures to be delivered as part of existing programs put forward in the 2020 Draft Budget and the other consists of additional initiatives to be funded by the proposed one-time \$4M sum for the 2020 SRSAP in the Draft 2020 Budget. The proposed 2020 SRSAP Implementation Plan is identified in Document 4 - 2020 SRSAP Implementation Plan – Existing Programs and Document 5 – 2020 SRSAP Implementation Plan – Initiatives. The plan identifies clear deliverables and measurable outcomes for each of the countermeasures planned for implementation in 2020. The delivery of the 2020 Implementation Plan is pending 2020 Budget approval.

Highlights of some of the new or enhanced countermeasures identified under the 2020 Implementation Plan are listed and described below by emphasis area. Those countermeasures that are more over-arching are listed under the umbrella of Road Safety Culture.

Road Safety Culture

- Road Safety Training – Develop and deliver a training course to all staff within the City who make decisions about the roadway network in order to build a culture of road safety throughout the City in keeping with the theme of Think Safety, Act Safely. The training will focus on the basics of road safety including human factors, to ensure that practitioners consider safety when making planning, design or maintenance decisions. Human factors are the road users' physical, cognitive and perceptual abilities that influence their use of the system.
- Road Safety Audit Guidelines – A Road Safety Audit can be undertaken during the planning and design phases of a project to evaluate potential risks for the various road users and to identify potential mitigation measures that can be assessed by the project team for integration into the design. Road Safety Audits are currently being undertaken on an ad hoc basis. Transportation Services will work with Infrastructure Services in the Planning, Infrastructure and Economic Development Department to create a guideline to identify large projects or unconventional projects that would benefit from a Road Safety Audit and start applying the guidelines once complete.
- Education Plan – Develop an overall strategy for communications including an emphasis on changing safety culture of road users across the city.

Emphasis Area: Vulnerable Road Users

- Pedestrian Signals - Increase funding for the New Traffic Control Devices Program for the implementation of up to two warranted pedestrian signals.
- Leading Pedestrian Interval (LPI) - Develop an LPI assessment and implementation guideline prioritizing intersections near schools across the city and those within the central business district. Implement LPI where criteria are met within these areas.

- High Cycling/Vehicle Interaction Study - Undertake a study to develop conceptual designs and cost estimates for roadway modifications to improve cycling (and pedestrian) safety at locations with high volumes of cyclists and vehicular traffic.
- Cycling Safety Improvement Program - Undertake detailed design for one high-volume cycling/vehicle interaction location and initiate construction.
- Motorcycle Collision Study - Conduct a comprehensive study of fatal and major injury collisions involving motorcyclists to identify cost-effective countermeasures
- Separate cyclists and pedestrians from vehicle traffic on collectors and arterials as the default approach as defined in the new arterial and collector street guidelines. This should be captured in new arterial and collector street designs and eligible reconstruction/renewal projects when technically feasible and within the funding levels identified in the Long-Range Financial Plan. Additional financial implications will be defined as part of the next Long-Range Financial Plan update.

Emphasis Area: Rural

- Rural Roadway Signage - Proactively identify rural stop locations for upgrading, for example, oversized stop sign, stop ahead sign, flashing LED beacon based on network screening. Review and update one corridor per year which usually consists of 15 to 20 intersections.
- Rural skewed intersection - Review and prioritize locations for upgrade from rural "skewed" intersection (i.e. Dalmeny at Gordon Murdock) to standard intersection. Prepare functional designs for 12 intersections to close channel and modify intersection to accommodate turning movements.
- Safety Edge - Update specifications, develop process to identify locations and incorporate safety edges as part of candidate resurfacing and roadway projects.

Emphasis Area: Intersections

- Traffic Control Signals - Increase funding for the New Traffic Control Devices Program to undertake detailed designs for two warranted locations – including review of roundabout and protected intersection concepts.

- Fully Protected Left Turn - Develop a systematic approach to review and prioritize locations for fully protected left turn installation to mitigate left-turn collisions. May require addition or extension of a left turn lane. Implement 10 locations-assuming no geometric revisions and undertake detailed design for two locations where geometric revisions are required.

Emphasis Area: High Risk Drivers

- 30 km/h Target Speed – Require that all new local residential streets within new developments or reconstructed roadways on local residential streets be designed for a target operating speed of 30 km/h.
- 30 km/h Design Guideline – Develop a guideline to help designers determine appropriate measures required to reduce operating speeds to 30 km/h on local residential streets
- Traffic Calming in School Areas – Fund a new program to implement traffic calming measures in the vicinity of schools.
- Automated Speed Enforcement (ASE) – Undertake a pilot of ASE within the city, pending Regulation changes required by the Government of Ontario.

Program Structure

The City of Ottawa has a well-established organizational structure that outlines the responsibilities of all the partners involved in implementing safety programs within, and external to, the organization. A Safe Systems plan requires that Education, Enforcement and Engineering all work together and that those delivering initiatives are aware of the actions and progress of the other groups and provide support as needed for those initiatives. In order to accomplish this, the continued partnership between Ottawa Fire Services, Ottawa Paramedic Services, Ottawa Police Services, Ottawa Public Health and Transportation Services will be essential.

The program will continue to be coordinated by Transportation Services through the Coordinator of the Safer Roads Ottawa Program (SRO) and the existing overall structure will continue as follows:

- Steering Committee: Includes senior management from Ottawa Fire Services, Ottawa Paramedic Service, Ottawa Police Service, Ottawa Public Health and

Transportation Services in addition to the Regional Supervising Coroner. It is recommended that this group meets two to four times per year to evaluate the progress of the SRSAP and discuss high priority issues within the City related to road safety;

- Internal Working Group: Consists of representatives from each of the partner agencies, responsible for delivering safety programs within the city. The internal working group is accountable for the delivery of countermeasures under the SRSAP. It is recommended that the group meet monthly or bi-monthly; and,
- Stakeholder Working Group: Consists mainly of representatives from local road safety partners. In Ottawa, this is a well-established group that has provided support to the SRO program for many years. It is recommended that the group meet on a quarterly basis.

Resource Requirements

SRO is responsible for coordinating the efforts of the internal and external partners to deliver road safety initiatives within the city. The Coordinator of the program will continue to ensure that the action items identified in the plan are carried out by the groups responsible for those items throughout the life of the plan. In addition, SRO will continue to provide the community engagement and education related initiatives identified as part of the plan.

In order to implement the SRSAP plan, six positions, which include the extension of two existing positions and four new positions, within Traffic Services are required. These six positions include:

- Two Safer Roads Ottawa Officer positions, which were temporarily funded through Strategic Initiatives in the last term of Council. Staff in these positions will help deliver items under the Safer Roads Ottawa Program, which include the School Bus Camera, Pathway Patrol Program, as well as participate in many community-based initiatives;
- One Data Analyst position to provide on-going data analysis, SRSAP monitoring and reporting;
- One Road Safety Engineer position to implement the new Road Safety Audit

Program and other engineering related countermeasures, such as the rural roadway signage review or the motorcycle collision study;

- One Automated Enforcement Coordinator to lead the red-light cameras, automated speed enforcement, automated license plate recognition and school bus camera programs and to act as a liaison function between the Ottawa Police Service and Traffic Services; and,
- One Pedestrian and Cycling Traffic Signal Engineer to specialize in the traffic signal operations reviews related to countermeasures identified under this plan.

These positions will be temporarily funded in 2020 through the one-time \$4 million funding for the SRSAP Program brought forward in the 2020 Draft Budget. Staff will seek to secure permanent funding for the six positions as part of the Automated Speed Enforcement Pilot Project Report anticipated to be presented to Council for approval approximately six months following the conclusion of the pilot project.

Conclusion

The adoption of the 2020-2024 SRSAP and the delivery of its corresponding countermeasures shows the City of Ottawa's commitment to improving road safety for all road users. The plan, like many other SRSAPs throughout the world, is based on a Safe Systems Approach in which:

- human life and health are prioritized;
- safety is a shared responsibility between roadway providers, regulators and users;
- there is a recognition that a human error on the roadway should not lead to death or serious injury, and that road traffic systems must be designed accordingly; and,
- road safety requires a change in culture, in which roadway providers, regulators and road users must cooperate and be ready to change to achieve the long-term vision and goals of the SRSAP.

These principles that relate to ethics, responsibility, safety and mechanisms for change are the foundations of a Safe Systems Approach.

The 2020-2024 SRSAP is also data-driven, which means that the plan's countermeasures are set to have the greatest impact on road safety by focusing efforts on helping to address gaps or implement measures to reduce the greatest number of collisions resulting in serious injury or death. The plan builds on existing road safety programs while also investing in new and enhanced countermeasures.

The SRSAP annual reporting structure to Transportation Committee and Council, beginning in 2021, ensures that those delivering the plan and the countermeasures are held accountable. Furthermore, this ensures that the plan is both feasible and effective based on available resources. In order to implement the SRSAP, additional staffing resources are required. Directing revenues from automated enforcement to the SRSAP Program is a means for the plan to be self-funding moving forward.

Road safety is truly attained through a collaborative approach between roadway providers, regulators and road users. Road safety requires a culture change; all planners, designers, and maintainers of the roadway as well as drivers, passengers, cyclists, pedestrians and motorcyclists contribute to their own safety and that of others using the roadway. We are all accountable in making our roadways safer. If we all "*Think Safety and Act Safely*" we are moving towards zero deaths or serious injuries on our roadways; we are consciously making decisions and taking action, *recognizing that one fatality or serious injury is one too many.*

RURAL IMPLICATIONS

This report applies to the entire city with an emphasis dedicated to mitigating collisions on rural roadways.

CONSULTATION

Consultation was undertaken as part of the project and included both a public survey to determine road safety priorities for residents of the City of Ottawa as well as the creation of a Stakeholder Working Group to help guide the development of the plan.

Survey:

CIMA+ worked with Dynata to conduct a survey that included approximately 1,000 adults who live in the City of Ottawa. In addition to the Dynata survey, the City posted the survey on Ottawa.ca and obtained over 2000 responses. The survey was open from

February 20 to March 16, 2019. A summary of the process and results can be found in Section 5.2 of Document 1.

Stakeholder Working Group:

The Stakeholder Working Group participated in four separate workshops at City Hall throughout the course of the project. These were held on:

- July 7, 2018;
- April 6, 2019;
- June 22, 2019; and
- October 19, 2019.

The purpose of the workshops was to provide members of the Stakeholder Working Group the opportunity to, among other things:

- provide feedback on road safety priorities,
- review the outcome of the collision analysis and survey results and to develop emphasis areas;
- identify countermeasures and provide input on theme, vision and goal; and,
- provide input on the 2020 action plan countermeasures.

The workshops were facilitated by CIMA+, and included members of the Core Team as well as senior staff from Transportation Services, Ottawa Police Services and Ottawa Public Health. Representatives from the following community organizations, partners and agencies formed the Stakeholder Working Group:

- Bike Ottawa;
- Causeway;
- Centre de Ressources Communautaires de Vanier;
- Consortium de Transport d'Ottawa;
- Council on Aging of Ottawa;

- CSC Vanier;
- Ecology Ottawa;
- EnviroCentre;
- Federations of Citizens Associations;
- Green Communities Canada;
- Hans on the Bike;
- Healthy Transportation Coalition;
- IPromise;
- MADD Canada – Ottawa Chapter;
- National Capital Commission;
- Ottawa Disability Coalition;
- Ottawa Hospital;
- Ottawa Safety Council;
- Ottawa Student Transportation Association;
- RightBike/Causeway;
- Society of Ottawa Area Riders (SOAR);
- Walk Ottawa/Healthy Transportation Coalition; and,
- WISE.

Internal Stakeholders:

Consultation with internal stakeholders was undertaken in May-September 2019 by the Core Team. Presentations were provided at Service Area Leadership Team meetings and discussions with designated staff within the groups have been on-going. The following Internal Stakeholders were consulted:

- Transportation Planning - Transportation Services Department;
- Infrastructure Services - Planning, Infrastructure & Economic Development Department;
- Roads Services - Public Works & Environmental Services Department; and,
- Planning Services – Planning, Infrastructure & Economic Development Department.

ADVISORY COMMITTEE(S) COMMENTS

Not applicable.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives.

Through renewal projects there will be opportunities to improve safety. For some projects, the City will be able to realize cost efficiencies by implementing the recommendations of the SRSAP program during the normal course of asset renewal. However, for other projects, there remains an incremental cost above that of the planned renewal that will need to be reflected in the next Long Range Forecast Plan. The LRFP targets will need to be aligned with the SRSAP policy expectations.

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.

FINANCIAL IMPLICATIONS

The financial implication is outlined in the report.

ACCESSIBILITY IMPACTS

The 2020-2024 Strategic Road Safety Action Plan seeks to implement measures to address collision types leading to death or serious injury for all road users, including drivers, passengers, pedestrians, cyclists and motorcyclists. Roadway Safety enhancements benefit all residents.

TERM OF COUNCIL PRIORITIES

The report aligns with the Transportation and Mobility Priority in the City of Ottawa's 2015-2018 Strategic Plan.

SUPPORTING DOCUMENTATION

- Document 1 – CIMA+ Consulting Report – City of Ottawa Road Safety Action Plan 2020-2024
- Document 2 – Response to Motions No 15/6 and 15/7
- Document 3 – Estimated Road Safety-related 2019 City of Ottawa Investments
- Document 4 – 2020 SRSAP Implementation Plan – Existing Programs
- Document 5 – 2020 SRSAP Implementation Plan – Initiatives

DISPOSITION

The Transportation Services Department will deliver the 2020-2024 Strategic Road Safety Action Plan as supported and approved by Council.