

Transportation Services Department

Strategic Road Safety Action Plan Update

ACS2019-TSD-TRF-0009

City Wide

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.**

The Committee received a detailed slide presentation overview of the report from Phil Landry, Director, Traffic Services, Transportation Services Department

(TSD), Krista Tanaka, Program Manager, Road Safety & Traffic Investment, TSD and Rob Wilkinson, Coordinator, Safer Roads Ottawa Program, TSD. A copy of the presentation is held on file with the City Clerk.

The following staff were also present and responded to questions:

- Marian Simulik, General Manager, Finance Services/City Treasurer, Finance Services Department
- Alain Gonthier, Director, Infrastructure Services, Planning, Infrastructure and Economic Development
- Robert Grimwood, Senior Project Manager, Sustainable Transportation, TSD
- Kevin Wylie, General Manager, Public Works and Environmental Services Department

The following motions were introduced for consideration prior to hearing from delegations:

Motion

Moved by Councillor S. Menard

WHEREAS the Strategic Road Safety Action Plan Update report recommends continuing following the Safe Systems Approach to road safety; and

WHEREAS under the Safe Systems Approach, the City has a responsibility to provide roadway infrastructure that is intuitive and forgiving; and

WHEREAS costs to retrofit the City's vast roadway network in keeping with the Safe Systems Approach is in the billions of dollars; and

WHEREAS leading countries like Sweden, the Netherlands and Australia that have adopted the Safe Systems Approach have dedicated significant funding within the national budgets to help jurisdictions implement infrastructure changes

to further progress towards zero fatalities and serious injuries; and

WHEREAS Canada has adopted a Safe Systems Approach as part of its most-recent National Road Safety Strategy; and

WHEREAS recently announced changes to the Federal Road Safety Transfer Fund Program increased funding by \$30 M over the next three years and now allows funding to be allocated to the municipal level across Canada; and

WHEREAS the Province of Ontario typically provides funding for road safety research and awareness activities;

THEREFORE be it resolved that City 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.

Motion

Moved by Councillor S. Menard

That the following two clauses be added to the report recommendations:

- 1. That the City of Ottawa adopts the goal of zero fatalities with a meaningful year over year reduction 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.*
- 2. That staff bring back options, as part of the 2021 SRSAP annual report, with operational and capital cost implications that will work towards zero traffic fatalities on our roads by 2035.*

Motion

Moved by Councillor J. Leiper

WHEREAS 30 km/h is the target operating speed which minimizes severity of motor vehicle collisions involving cyclists or pedestrians under a Safe Systems Approach to road safety; and

WHEREAS cyclists and pedestrian volumes are highest within the Core; and

WHEREAS the City of Ottawa's Strategic Road Safety Action Plan recognizes that one fatal or serious injury collision is one too many; and

WHEREAS staff have undertaken an evaluation of the cost to implement measures to bring all roadways within the Core Residential Gateway Speed Limit areas into compliance with the POLICY FOR POSTING A 30 KM/H SPEED LIMIT ON AN EXISTING ROADWAY as part of response to Motion 16/5, Item G, included as Document 2 in the Strategic Road Safety Action Plan Update report; and

THEREFORE BE IT RESOLVED that Transportation Committee recommend 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 TTC budgets and other funding mechanisms, as per the POLICY FOR POSTING A 30 KM/H SPEED LIMIT ON AN EXISTING ROADWAY.

The Committee then heard from the following delegations offering their views and suggestions:

1. Alex Cullen, Federation of Citizens' Associations*
2. Robb Barnes, Ecology Ottawa*

3. Michelle Perry, Board Member, Healthy Transportation Coalition*
4. Miranda Gray, Convent Glen Orleans Woods Community Association*
5. Travis Croken*
6. John Woodhouse*.
7. Barbara Greenberg, Bike Ottawa*
8. Ward Vershcaeve
9. Trevor Haché, Healthy Transportation Coalition*

The delegations addressed concerns which included, but were not necessarily limited to:

- Adopting a vision zero policy
- Making safer streets a bigger budget priority
- Need for increased traffic calming in school walk zones
- Need for improve cycling infrastructure
- Challenges for persons with disabilities

Written correspondence was also received from the following:

- Email dated December 2, 2019 from Dianne Breton, Council on Aging*
- Email dated December 4, 2019 from Alayne McGregor*

[Individuals / groups marked with an asterisk above provided written submissions; all submissions are held on file with the City Clerk.]*

Having concluded discussions and questions of staff, the committee considered the motions as follows:

Motion

Moved by Councillor S. Menard

WHEREAS the Strategic Road Safety Action Plan Update report recommends continuing following the Safe Systems Approach to road safety; and

WHEREAS under the Safe Systems Approach, the City has a responsibility to provide roadway infrastructure that is intuitive and forgiving; and

WHEREAS costs to retrofit the City's vast roadway network in keeping with the Safe Systems Approach is in the billions of dollars; and

WHEREAS leading countries like Sweden, the Netherlands and Australia that have adopted the Safe Systems Approach have dedicated significant funding within the national budgets to help jurisdictions implement infrastructure changes to further progress towards zero fatalities and serious injuries; and

WHEREAS Canada has adopted a Safe Systems Approach as part of its most-recent National Road Safety Strategy; and

WHEREAS recently announced changes to the Federal Road Safety Transfer Fund Program increased funding by \$30 M over the next three years and now allows funding to be allocated to the municipal level across Canada; and

WHEREAS the Province of Ontario typically provides funding for road safety research and awareness activities;

THEREFORE be it resolved that City 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.

CARRIED

Motion

Moved by Councillor S. Menard

That the following two clauses be added to the report recommendations:

1. **That the City of Ottawa adopts the goal of zero fatalities with a meaningful year over year reduction 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.**
2. **That staff bring back options, as part of the 2021 SRSAP annual report, with operational and capital cost implications that will work towards zero traffic fatalities on our roads by 2035.**

CARRIED

Motion

Moved by Councillor J. Leiper

WHEREAS 30 km/h is the target operating speed which minimizes severity of motor vehicle collisions involving cyclists or pedestrians under a Safe Systems Approach to road safety; and

WHEREAS cyclists and pedestrian volumes are highest within the Core; and

WHEREAS the City of Ottawa's Strategic Road Safety Action Plan recognizes that one fatal or serious injury collision is one too many; and

WHEREAS staff have undertaken an evaluation of the cost to implement measures to bring all roadways within the Core Residential Gateway

Speed Limit areas into compliance with the POLICY FOR POSTING A 30 KM/H SPEED LIMIT ON AN EXISTING ROADWAY as part of response to Motion 16/5, Item G, included as Document 2 in the Strategic Road Safety Action Plan Update report; and

THEREFORE BE IT RESOLVED that Transportation Committee recommend 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.

CARRIED

The Committee then CARRIED the report recommendation as amended by Motion N°s 7/1, 7/2 and 7/3 as laid out below:

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 2030, 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 2030.
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 TTC budgets and other funding mechanisms, as per the policy for posting a 30 km/h speed limit on an existing roadway.

**Transportation Committee
Report 7
December 11, 2019**

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**Comité des transports
Rapport 7
Le 11 décembre 2019**

**Extract of Draft Transportation
Committee Minutes 7
December 4, 2019**

**Extrait de l'ébauche du
procès-verbal 7
du comité des transports
le 4 décembre 2019**

CARRIED, on a division of 7 yeas and 0 nays, as follows:

YEAS (7): Councillors S. Blais, J. Leiper, M. Luloff, L. Dudas, E. El-Chantiry,
M. Fleury, S. Menard

NAYS (0): Councillors (None)