

Recommendations for all Municipalities - Chief Coroner's Pedestrian Death Review		Dept.	Action
LEADERSHIP			
1.	A "complete streets" approach should be adopted to guide the development of new communities and the re-development of existing communities in Ontario. Complete streets should be designed to be safe, convenient and comfortable for every user, regardless of transportation mode, physical ability or age. Complete streets features might include such items as:	PGM	A new Complete Streets Policy will be introduced as part of the Transportation Master Plan update to provide an over-arching Complete Streets Policy for Ottawa. New Pedestrian Oriented Design Guidelines will be introduced as part of the Ottawa Pedestrian Plan update.
¹	Improved pedestrian infrastructure, e.g. well-designed and well-placed crosswalks, pedestrian crossing "islands," raised crosswalks, audible pedestrian signals and sidewalk "bulb outs" (widened sidewalks that effectively narrow the road)	PW	The Pedestrian Safety Evaluation Program (PSEP) is a customized process that combines traffic engineering with public engagement, for prioritizing and programming road safety improvements for pedestrians crossing roadways at signalized and non-signalized intersections within the City of Ottawa. The list of items in this bullet, among others, are considered as potential improvement measures when locations are evaluated through this program.
		PGM	Direction provided by the new Complete Streets Policy and Pedestrian Oriented Design Guidelines will inform the design of developer-built streets.
¹	Sidewalk amenities for pedestrians and those waiting for public transit, such as benches and recycling bins	PW	Participating in development of an Integrated Street Furniture Policy (P3)
		PRCS	Leading development of an Integrated Street Furniture Policy (P3)
		OC Transpo	New Shelter Installation Program and On-Street Transit Facility Improvements Project installs shelters and bus pads and completes accessibility improvements annually subject to budget approval. Participating in development of Integrated Street Furniture Policy.
¹	Improved bicycle infrastructure and amenities, such as bicycle lanes, racks and parking areas	PGM	Ottawa Cycling Plan 2013 will provide direction regarding bicycle infrastructure.
		PW	Implementing and supporting increased cycling infrastructure including cycling racks in the road right-of-way.
¹	Wider shoulders	ISD	Current road standards exist for new residential streets including an existing 20m rural section (ROW-20R). Context appropriate application. Developing City of Ottawa Road Design Guideline initiated Q3 2013 deals with creation of a document based on practices/standards/ specifications presently in place. New Road Design Guidelines will only take place in the second phase of the development of the guidelines (2014).
¹	Synchronized traffic signals along major routes and arterial roads	PW	Public Works ongoing review of synchronization and signal timing of 1,100 traffic signals with a goal of approximately 200 traffic signals annually.
¹	Bus pullouts or special bus lanes	OC Transpo	Bus bays are reviewed in accordance with Council approved policy ACS2011-ICS-TRA-0010. Transit Priority provides reserved bus lanes in accordance with the TMP.
¹	Safe and convenient pedestrian connections to transit stops	PGM	Ottawa Pedestrian Plan will identify the pedestrian network and implementation with a priority focus on connectivity to transit.
		OC Transpo	Provision of accessible pedestrian facilities in development of new transit facilities.
¹	Landscaping features such as trees, planters and ground cover	PGM	Strong landscaping elements and inclusion of streets trees are featured in the City's series of Planning Design Guidelines.
		PW	Programs for the maintenance of landscaping features and trees.
¹	Centre medians	ISD	Context appropriate application. Developing City of Ottawa Road Design Guideline - initiated Q3 2013.
¹	On-street parking and other speed reduction methods, such as traffic calming measures	PGM	Area Traffic Management Studies are undertaken where multiple significant issues have been identified and measures are implemented on a priority basis as resources permit.

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		PW	Speed radar boards are deployed along roadways where concerns of speeding are reported by the public. Current practices allow for changes to on-street parking regulations based on community input where no safety concern would be introduced as a result of the change.
2a.	The Province of Ontario should develop a Walking Strategy for Ontarians. The vision should include the creation of a walking environment for the citizens of Ontario which integrates walking with other modes of transportation including public transit, cycling and driving, and seeks environmental, health, social and safety benefits for Ontarians.		
2b.	As a component, municipalities should be encouraged to develop policies, practices, and plans for safe and convenient pedestrian conditions for transportation including road safety, recreation and health; in essence, creating their own individual walking strategies, (e.g. Toronto Pedestrian Charter 2002, Toronto Walking Strategy 2009, Ottawa Integrated Road Safety Program 2003/Safer Roads Ottawa 2012.).	PW	The Safer Roads Ottawa program initiates and leads various awareness/education campaigns geared towards safety concerns for the vulnerable roadway user.
		PGM	The Ottawa Pedestrian Plan is Ottawa's master pedestrian strategic and policy plan. OPP review will establish an Ottawa Pedestrian Charter. Note: Ottawa signed International Walking Charter 2011.
ENGINEERING			
12.	All municipalities in the Province of Ontario should undertake an annual forensic review of all pedestrian deaths that occurred within their jurisdictions to identify collision-prone areas. They should seek to understand the root causes of the deaths with a view to implementing engineering changes that may support enhanced safety for pedestrians and avoid future deaths. Analyzing collision patterns can assist in guiding the development of remedial or preventive measures.	PW	Ottawa Police Services conduct in-depth review of all fatal collisions in an effort to identify root causes. Contributing factors deemed engineering related are communicated to City staff for action. Community involvement helps bring attention to conflict areas based on near misses. Input is received through the Pedestrian Safety Evaluation Program field review which is conducted with community members. Conflict analysis is fairly labour-intensive if done through field observation, or costly if done through some of the newer methods involving video capture and computer analysis of the video. Resources to undertake these studies on a regular basis have not been identified.
13.	All municipalities in the Province of Ontario should review the collision history of a road and proactively seek to improve pedestrian safety as a component of capital planning for road reconstruction and resurfacing projects.	PW	Reviews and provides input on capital roadway reconstruction plans from a vulnerable roadway user safety standpoint as part of the Pedestrian Safety Evaluation Program. Implementation of any safety improvement strategies are funded under the capital budget for individual projects. For example, Bronson Avenue reconstruction project.
14.	Municipalities should consider the introduction of speed reduction strategies where speed has been implicated in the death(s) of pedestrians, and in areas where there are large populations of pedestrians utilizing the roadway including school areas, seniors' homes, community and recreation centres and hospitals. Some of the traffic calming strategies to consider for implementation include:	PW	Public Works undertakes the screening of locations and recommends locations for inclusion in the Area Traffic Management program. The screening process considers collisions involving vulnerable road users as well as contextual criteria including: the presence of schools, parks, community centres, or cluster of vulnerable street users (e.g. care facility, childcare centres, seniors' residences); residential frontage; pedestrian activity levels not adequately served by pedestrian facilities; and pedestrian oriented retail (e.g. "main street" districts).
	¹ Reducing the number of travel lanes	PGM	The Transportation Master Plan review will provide stronger guidance on managing roads and will consider modifying how the City forecasts travel demand so that road space may be used more efficiently for all road users. Both the Pedestrian Plan update and the Cycling Plan update will introduce new measures of level of service/comfort for active modes of transportation.
	¹ Installing wide parking lanes	ISD	Context appropriate application. Developing City of Ottawa Road Design Guideline - initiated Q3 2013.
	¹ Reducing the width of travel lanes, in concert with the introduction of cycling lanes	ISD	Context appropriate application. Developing City of Ottawa Road Design Guideline - initiated Q3 2013.
	¹ Installing centre medians	ISD	Context appropriate application. Developing City of Ottawa Road Design Guideline - initiated Q3 2013.

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1	Introducing road diets*	ISD	Context appropriate application. Developing City of Ottawa Road Design Guideline - initiated Q3 2013 - deals with creation of a document based on practices/standards/specifications presently in place. New Road Design Guidelines will only take place in the second phase of the development of the guidelines (2014).
1	Installing speed humps	PGM	As part of the Area Traffic Management program, studies that consider a full range of potential speed reduction measures are conducted, and measures are implemented on a priority basis as resources permit.
1	Installing raised intersections	ISD	Developing City of Ottawa Road Design Guideline - initiated Q3 2013 - deals with creation of a document based on practices/standards/specifications presently in place. New Road Design Guidelines will only take place in the second phase of the development of the guidelines (2014). Traffic calming measures including raised intersections will be considered in the review.
1	Installing bulb outs	PGM	As part of the Area Traffic Management program, studies that consider a full range of potential speed reduction measures are conducted, and measures are implemented on a priority basis as resources permit.
1	Installing chicanes	PGM	As part of the Area Traffic Management program, studies that consider a full range of potential speed reduction measures are conducted, and measures are implemented on a priority basis as resources permit.
1	Installing cross walks	PW	Installed at controlled intersections, where sidewalks are present or where appropriate.
1	Installing automated traffic enforcement systems which are scientifically validated and strategically located	PW	There are currently 35 locations equipped with red light cameras within the City. Typically, locations are chosen based on the number of right angle collisions.
15.	Municipalities, in developing their complete streets approach, should consider reducing speed limits to 30 km/hr on residential streets. In addition, municipalities should adopt speed limits of 40 km/hr on other	ISD	Context appropriate application. Developing City of Ottawa Road Design Guideline - initiated Q3 2013.
16.	Municipalities, in developing their complete streets approach, should consider installing leading pedestrian signal intervals (LPI) in intersections where there have been collisions or where a high occurrence of potential collisions between vehicles and pedestrians might occur. The WALK sign, turned on 3-5 seconds before the green light ensures that the vehicle intending to turn right or left has improved visibility and time to yield to pedestrians that have begun to cross.	PW	There are approximately 30 signalized intersections within the City where the leading pedestrian interval is in use. They are installed at locations where there is a high potential of conflict between high volumes of pedestrians and high volumes of right or left turning vehicles.
17.	Municipalities, in developing their complete streets approach to pedestrians, should consider strategies to benefit all pedestrians, particularly senior citizens and those with disabilities by including:	PGM	A new Complete Streets Policy will be introduced as part of the Transportation Master Plan update which will be all inclusive of older adults and the Accessibility for Ontarians with Disabilities Act.
1	Pedestrian lights with longer countdowns and walking times (reduce walking speed assumptions from 1.2 m/sec to 0.73 m/sec)	PW	The walking times used to determine pedestrian clearance intervals varies from 1.2 m/s to 1.0 m/s. The slower walking time is used at locations where there are increased number of seniors, children or other vulnerable users. Public Works reviews requests on a case by case basis and will adjust the timing as required.
1	Auditory signals at pedestrian/traffic lights	PW	Public Works manages the Audible Signal Program whereby audible signals are installed at intersections. The 2013 Capital Budget for this program is \$600,000. As well, all newly installed traffic signals or existing traffic signals undergoing a major retrofit through a reconstruction project have audible signals installed. Approximately 57% of the traffic signals have audible signals.

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	¹ Shorter crossing distances	PGM	The Transportation Master Plan review will provide stronger guidance on managing roads and will consider modifying how the City forecasts travel demand so that road space may be used more efficiently for all users. Both the Pedestrian Plan update and the Cycling Plan update will introduce new measures of level of service/comfort for active modes of transportation.
	¹ Pedestrian countdown signal timers	PW	Public Works manages the Pedestrian Countdown Signal Program whereby audible signals are installed at intersections. The 2013 Capital Budget for this program is \$500,000. As well, all newly installed traffic signals or existing traffic signals undergoing a major retrofit through a reconstruction project have the pedestrian countdown signals installed. Approximately 38% of the traffic signals have pedestrian countdown signals.
	¹ Additional lighting at intersections with high night-time pedestrian demand	PW	Should City Council decide to meet the Coroner's recommendation, the existing ROW Lighting Policy will need to be updated to meet the new requirements and to coordinate efforts with the unit responsible for identifying locations where high night-time pedestrian demand is found. To this day, policy changes only apply to new projects designed after approval of the policy change. Existing conditions of existing roadways are grandfathered until the time of major reconstruction.
	¹ Widened sidewalks to accommodate mobility aids	ISD	Geometric Design Standards. Current minimum sidewalk width is 1.8m which accommodates mobility aids (two wheelchairs passing) and exceeds the minimum provincial requirement of 1200mm.
	¹ Removal of snow and ice as a priority	PW	The City of Ottawa follows the Council approved Maintenance Quality Standards for roads and sidewalks, which outlines the classification of priority sidewalks. Priority snow clearing is provided in: the Downtown business district; Byward Market; Large employment centres; Special tourism areas.
	¹ Pedestrian crossing islands	ISD	Geometric Design Standards currently include for a median. Context appropriate application. Developing City of Ottawa Road Design Guideline - initiated Q3 2013. The first phase of the Road Design Guidelines (for end of Q3 2013) deals with creation of a document based on practices/standards/specifications presently in place. New Road Design Guidelines will only take place in the second phase of the development of the guidelines (2014).
	¹ Marked crosswalks at all four legs of an intersection	PW	The City marks crosswalks at the majority of their intersections. However, some crosswalks are not marked where a pedestrian crossing is prohibited.
18.	Municipalities, in developing their complete streets approach to pedestrians, should consider strategies to prevent collisions occurring at mid-block uncontrolled crossings by incorporating pedestrian crossing islands on roads with four or more lanes where pedestrian are commonly crossing at mid-block and/or pedestrian/vehicle collisions have occurred.	PW	The Pedestrian Safety Evaluation Plan reviews these areas of concern and looks primarily at implementing measures to discourage mid-block crossings. Site specific consideration may be given to certain locations.
19.	Municipalities, in developing their complete streets approach to pedestrians, should consider strategies to prevent collisions occurring where pedestrians are walking along the road. Some of these strategies might include:		
	¹ Developing new communities that provide sidewalks	PGM	The updated policies of the Official Plan, Transportation Master Plan and Pedestrian Plan will identify the requirements for provision of sidewalks during development. Sidewalks are required on both sides of arterial and collector roads and transit routes and are required on local roads that lead to transit and schools.

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	¹ Adding sidewalks in existing communities	PGM	The updated policies of the Official Plan, Transportation Master Plan and Pedestrian Plan will identify the requirements for provision of sidewalks. The Ottawa Pedestrian Plan will identify the pedestrian network and implementation with a priority focus on connectivity to transit.
	¹ Building roads with paved shoulders a minimum of 4 feet (1.8m) wide	ISD	Context appropriate application. Developing City of Ottawa Road Design Guideline - initiated Q3 2013.
	¹ Building communities with continuous and connected sidewalks along both sides of the street	PGM	The updated policies of the Official Plan, Transportation Master Plan and Pedestrian Plan will direct the requirements for provision of sidewalks during development. Sidewalks are required on both sides of arterial and collector roads and transit routes and are required on local roads that lead to transit and schools.
	¹ Ensuring that sidewalks continue through driveways which are prohibited from being blocked	ISD	Ottawa's Sidewalk and Curb Standards and Standard Drawings (SC 7.1, SC8, SC8.1) require continuous sidewalk across un-signalized entrances and private driveway entrances.
	¹ Providing double-sided lighting along both sides of arterial streets	PW	The City's Streetlighting Policy and roadway design dictates the type of lighting that is placed along roadways. The following link is the guideline which describes the requirements for lighting placed along roadways. http://ottawa.ca/en/city-hall/planning-and-development/community-plans-and-design-guidelines/design-and-planning-0-1--91 .

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9	The MTO should amend the Highway Traffic Act, to allow local municipalities to set the unsigned default speed limit at 40 kilometres an hour on residential streets, a decrease from the current 50 kilometres an hour.	PW	In 2009, City Council approved a motion that the City of Ottawa ask municipalities in Ontario with a population over 50,000 and the Association of Municipalities of Ontario for their support for an amendment to the Highway Traffic Act, R.S.O. 1990 to permit municipalities, on local roads in residential communities: (a) to set their own default speed limits (unsigned); or (b) in the alternative, to set alternative default speed limits with limited signage (gateway signs) at the entrances to these residential communities; Support from other municipalities was found to be insufficient to pursue the changes with the Province. Staff continue efforts to increase support, through the Ontario Traffic Council.
10	The Ministry of Transportation should amend the <i>Highway Traffic Act</i> to allow for municipality bylaws to allow for the erection of non signalized pedestrian crossings for mid block crossings in residential areas.	PW	Staff support this recommendation and have been working with other municipalities in Ontario to develop the signage and pavement marking design along with the required changes to the Highway Traffic Act to facilitate mid block crossings. Staff will request that Council petition the Province to allow the use of this pedestrian crossing device in Ontario.
ENGINEERING			
24	The Ministry of Education and the Ministry of Transportation should make road safety and pedestrian safety information mandatory in the junior kindergarten through grade eight curriculum, targeting children 5-14 years of age on a yearly basis. The focus should be on navigating streets safely, particularly when exposed to arterial streets and high risk corridors.	PW	The City funds a program run by the Ottawa Safety Council that educates elementary children on signal operations and how to safely cross at signalized intersections, stop controlled intersections, roundabouts and mid block locations.
25.	The Ministry of Education and the Ministry of Transportation should ensure that public education and safety campaigns for both pedestrians and drivers should promote awareness of pedestrian safety at night, given that most fatalities occurred at twilight or in the dark. All pedestrians should be encouraged to wear bright or retro-reflective clothing when walking in the evening or at night.	PW	The City's Safer Roads Ottawa program has run campaigns, and plans to do several more campaigns, geared towards making vulnerable roadway users more visible at night by encouraging the use of lights and reflectors.