

1. **Strategic Road Safety Action Plan Annual Report**
Rapport annuel du Plan d'action stratégique de la sécurité routière

COMMITTEE RECOMMENDATIONS

That Council:

1. **Receive the 2021 Road Safety Action Plan – Implementation Plan Status Update**
2. **Approve the 2022 Road Safety Action Plan – Implementation Plan, as outlined in this report.**

RECOMMANDATION DU COMITÉ

Que le Conseil :

1. **recevoir le Plan d'action en matière de sécurité routière pour 2021 – Mise à jour sur les progrès réalisés dans le cadre du plan de mise en œuvre;**
2. **approuve le Plan d'action en matière de sécurité routière pour 2022 – Plan de mise en œuvre, comme indiqué dans le rapport.**

DOCUMENTATION / DOCUMENTATION

1. Director, Traffic Services, Public Works Department report, dated January 24, 2022 (ACS2022-PWD-TRF-0001)

Rapport de Directeur, Services de la circulation, Direction générale des travaux publics, daté le 24 janvier 2022 (ACS2022-PWD-TRF-0001)
2. Extract of draft Minutes, Transportation Committee, February 2, 2022.

Extrait de l'ébauche du procès-verbal, Comité des transports, le 2 février 2022.

Subject: Strategic Road Safety Action Plan Annual Report

File Number: ACS2022-PWD-TRF-0001

**Report to Transportation Committee on 2 February 2022
and Council 9 February 2022**

**Submitted on January 24, 2022 by Philippe Landry, Director, Traffic Services,
Public Works Department**

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Ward: Citywide

Objet : Rapport annuel du Plan d'action stratégique de la sécurité routière

Dossier : ACS2022-PWD-TRF-0001

Rapport au Comité des transports

le 2 février 2022

et au Conseil le 9 février 2022

**Soumis le 24 janvier, 2022 par Philippe Landry, Directeur, Services de la
circulation, Direction générale des travaux publics**

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Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That Transportation Committee recommend that Council:

- 1. Receive the 2021 Road Safety Action Plan – Implementation Plan Status Update.**

2. **Approve the 2022 Road Safety Action Plan – Implementation Plan, as outlined in this report.**

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil :

1. **de recevoir le Plan d'action en matière de sécurité routière pour 2021 – Mise à jour sur les progrès réalisés dans le cadre du plan de mise en œuvre;**
2. **d'approuver le Plan d'action en matière de sécurité routière pour 2022 – Plan de mise en œuvre, comme indiqué dans le rapport.**

BACKGROUND

In December 2019, City Council approved the 2020-2024 Strategic Road Safety Action Plan (RSAP) ([ACS2019-TSD-TRF-0009](#)), a five-year plan that builds on the City's existing road safety programs. The plan is based on the Safe Systems approach to road safety 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.

The ultimate vision of the plan is that it serves as a comprehensive and proactive strategy for making Ottawa roads safe for all users. Though the 2020-2024 plan's goal calls for a 20 per cent reduction in the rate of fatal and major injury collisions by 2024, Council further approved a longer-term 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.*

As part of the RSAP approval process, Council approved Recommendation 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 RSAP Implementation Plan and to obtain approval on the initiatives brought forward as part of the present year's Implementation Plan”.

In March 2021, Council received the first annual report related to the RSAP and

approved the recommended 2021 RSAP Implementation Plan. This report provides a status update on the 2021 Implementation Plan and introduces the 2022 RSAP Implementation Plan for approval.

DISCUSSION

The City's 2020-2024 Strategic Road Safety Action Plan ([ACS2019-TSD-TRF-0009](#)) adopted a Safe Systems approach to road safety, according to which:

- Human life and health are prioritized.
- Safety is a shared responsibility between roadway providers, regulators and users.
- Human error on the roadway should not lead to death or serious injury, and road traffic systems must be designed accordingly.
- Road safety requires a culture change, whereby roadway providers, regulators and road users must cooperate and be ready to change to achieve the long-term vision and goals of the RSAP.

The plan is delivered by internal partners involved in the education, enforcement and engineering aspects of road safety. Delivery is coordinated by the Safer Roads Ottawa program, which is governed by a Steering Committee composed of senior representatives from Ottawa Fire Services, Ottawa Paramedic Service, Ottawa Police Service (OPS), Ottawa Public Health (OPH), Public Works and the Regional Supervising Coroner.

Continued and targeted interventions are needed to achieve the goals of the RSAP. This requires the development of an implementation plan that identifies specific countermeasures or actions to be undertaken by the partners each year. Reporting back on the status of deliverables ensures accountability on the part of those delivering the initiatives.

2021 Implementation Plan

The 2021 Implementation Plan included a number of engineering, enforcement and education-based countermeasures to address collisions under the four emphasis areas of the RSAP. Public health measures and resourcing issues associated with COVID-19 hindered the delivery of some initiatives planned for 2021.

Document 1 – 2021 RSAP – Implementation Plan – Status Update provides the status of all countermeasures identified in the 2021 Implementation Plan, the highlights of which are listed below.

Vulnerable Road Users:

- Pedestrian Crossings (PXOs) – Installed PXOs at two roundabouts, with installation at a third underway.
- High-Volume Cycling/Vehicle Locations – Detailed design for three locations underway.
- Motorcycle Safety Strategy – Created a motorcycle safety working group consisting of key internal and external stakeholders and conducted annual collision data monitoring.

Intersections:

- Traffic Control Signals – Completed detailed design for the intersection of Frank Kenney Road and Innes Road.
- Fully Protected Left-Turn – Completed functional design for two locations where geometric revisions are required, with detailed design and construction anticipated in 2022.

Rural:

- Horizontal Curves – Enhanced delineation on horizontal curves at five locations.
- Skewed Intersections – Initiated detailed design for three rural skewed intersections and implemented short-term countermeasures identified in the 2020 Safety Study of Ottawa Rural Skewed Intersections.
- Safety Edges – Completed the first phase of the pilot study evaluating the constructability of safety edges. This will allow for safety edges to be implemented on rural roads as part of 2022 resurfacing. The second phase, evaluating durability and maintenance requirements, will continue for another four years.

High Risk Drivers:

- Communications Strategy – Created the 2021-2022 Communications Strategy for the RSAP and delivered the 2021 Communications Plan, designed to change road user behaviour.
- Automated Speed Enforcement – Completed the pilot project and presented the findings to Council.

Certain initiatives could not be fully delivered. Some were deferred or partially completed, whereas others were cancelled:

- Cycling safety enhancements during resurfacing were deferred, pending the release of Ontario Traffic Manual *Book 18 – Bicycle Facilities*. This document was released in 2021, after resurfacing projects had started. Funding allocated in 2021 will be used to incorporate cycling enhancements into 2021 and 2022 resurfacing projects.
- The installation of emerging safety devices was put on hold. Safer Roads Ottawa was in the early stages of reviewing the possibility of piloting automated bus lane enforcement at locations where violations were leading to collisions. Due to travel pattern changes related to COVID-19, some of the same behaviours were no longer observed.
- Most OPH and OPS initiatives were put on hold due to resources being reallocated to COVID-19 initiatives.
- In-person Safer Roads Ottawa community stakeholder initiatives were put on hold in the first half of the year due to public gathering restrictions. Restrictions eased during the fall, allowing some events to take place.

2016-2020 Fatal and Major Injury (FMI) Collisions

Overall collisions in the city were down significantly in 2020, likely due to fewer daily trips by residents affected by COVID-19 lockdowns. There were 10,047 reportable collisions in 2020, compared to an average of 14,887 per year over the five previous years. This reduction was also reflected in the number of FMI collisions. In 2020, there were 110 FMI collisions compared to an average of 150 per year, averaged over the 5 preceding years.

Countermeasures are selected based on available fatal and major injury collision data for the four emphasis areas of the RSAP. For each emphasis area, Table 1 compares FMI data for the 2013-2017 baseline period and the most recent analysis period (2016-2020). The table includes metrics related to the goals of the plan.

Table 1: FMI Collision Summary for 2013-2017 Baseline Period and 2016-2020 Analysis Period

Indicator	2013-2017 FMI Data	2016-2020 FMI Data	Change in Number of FMI Collisions
Total number of FMI collisions	743	712	Down
5-year average FMI rate (FMI collisions/100,000 population)	15.5	14.4	Down
Average number of fatalities (fatalities/year)	27	24	Down
FMI collisions at or related to intersections (% of total FMIs)	354 (48%)	391 (55%)	Up
FMI collisions in rural areas (% of total FMIs)	157 (21%)	160 (22%)	Up
FMI collisions involving a pedestrian (% of total FMIs)	190 (26%)	171 (24%)	Down
FMI collisions involving a cyclist (% of total FMIs)	78 (10%)	83 (12%)	Up
FMI collisions involving a cyclist on an e-bike (% of total FMIs)	3 (<1%)	5 (<1%)	Up
FMI collisions involving a motorcyclist (% of total FMIs)	110 (15%)	105 (15%)	Down
FMI collisions involving one or more drivers	451 (60%)	480 (67%)	Up

Indicator	2013-2017 FMI Data	2016-2020 FMI Data	Change in Number of FMI Collisions
engaging in one or more high-risk driving behaviours (% of total FMIs)			

Table 2 provides an annual breakdown of fatal and major injury collisions from 2013 to 2020.

Table 2 - Annual Breakdown - Fatal and Major Injury Collisions 2013 to 2020

Year	Intersection	Rural	Pedestrian	Cyclist	e-Cyclist	Motorcyclist	High-risk
2013	76	27	49	16	0	16	81
2014	57	34	29	13	0	21	81
2015	67	20	39	14	1	23	75
2016	78	33	38	22	0	26	104
2017	77	43	36	14	1	24	102
2018	106	28	41	13	1	22	101
2019	76	29	36	16	1	20	92
2020	56	27	21	16	2	13	77

It should be noted that the collision categories summarized above are not mutually exclusive and sometimes overlap. For example, a pedestrian and an impaired driver could have been involved in a collision at an intersection. Such a collision would be counted as a pedestrian collision, an intersection collision and a collision involving an impaired driver.

2022 Implementation Plan

In October 2021, Council approved the [Automated Speed Enforcement and School Bus](#)

[Camera Pilot Projects Report \(ACS2021-TSD-TRF-0005\)](#). The report recommended that all net revenues generated by automated enforcement initiatives be allocated to a Road Safety Reserve Fund and that such funding be used for initiatives identified in the Road Safety Action Plan (RSAP). Implementation of this recommendation has ensured ongoing funding, with the 2022 Budget allocating \$7.2 million to RSAP measures.

The 2022 Implementation Plan (see supporting Document 2 – 2022 RSAP – Implementation Plan) breaks down this funding by countermeasure. Many of the countermeasures build on those completed as part of the 2020 and 2021 implementation plans. The following lists highlight some of the countermeasures identified in the 2022 Implementation Plan, organized by emphasis area.

Vulnerable Road Users:

- Pedestrian Crossings (PXOs) – Complete installation of PXOs identified in the reviews conducted as part of the School Traffic Calming initiative.
- High-Volume Cycling/Vehicle Locations – Fund construction of cycling safety enhancements at up to three locations (subject to availability of partial funding through the Federal Active Transportation Fund).
- Motorcycle Safety Strategy – Develop a comprehensive motorcycle safety strategy with continued input from key internal and external stakeholders through the Motorcycle Safety Working Group.

Intersections:

- Traffic Control Signals – Undertake detailed design for one warranted location (including review of roundabout and protected intersection concepts) and allocate funding to initiate construction as part of the 2020 RSAP Implementation Plan.
- Fully Protected Left-Turn – Implement geometric modifications at one high-ranking location for fully protected left-turn installation and implement protected left turn phasing at up to five locations where no geometric revisions are required (and/or conduct functional design studies at locations where geometric revisions are required).

Rural:

- Horizontal Curves – Enhance delineation on horizontal curves at up to five locations.
- Skewed Intersections – Complete detailed design of two rural skewed intersections identified in the 2020 Safety Study of Ottawa Rural Skewed Intersections and allocate funding to implement geometric modifications at 2 rural skewed intersections.
- Safety Edges – Implement safety edges on rural roads as part of the 2022 resurfacing program (total number of corridors to be determined).

High Risk Drivers:

- Communications Strategy – Deliver initiatives identified in the 2021-2022 Communications/Education Strategy (with an emphasis on changing road safety culture among road users throughout the City) and develop a 2023-2024 strategy.

Road Safety Funding

A review of City budgets from 2020 to 2022 determined the amount of funding allocated to programs that contribute to road safety within the city. Approximately \$27.5 million was allocated to existing programs in 2020, compared to \$37.1 million in 2022. Table 3 breaks down existing program funding amounts for the period by emphasis area. See supporting Document 3 – Road Safety-Related 2020 - 2022 City of Ottawa Investments for a detailed list of existing programs with their respective funding amounts for 2020-2022.

Table 3: 2020 - 2022 Road Safety Related Budget (Existing Programs)

RSAP Emphasis Area	Total 2020 Budget in Thousands (\$000)	Total 2021 Budget in Thousands (\$000)	Total 2022 Budget in Thousands (\$000)
Vulnerable Road Users	17,399	23,597	26,091
Intersections	4,475	4,568	4,728

High-Risk Drivers	3,700	3,746	4,370
Programs that Impact all Emphasis Areas	1,912	1,874	1,943
Grand Total	27,486	33,785	37,132

The additional \$7.2 million investment in the Road Safety Action Plan increases the City's total investment in road safety initiatives and programs to \$44.3 million in 2022, compared to \$31.5 million in 2020. Table 4 summarizes how the \$7.2 million is allocated by emphasis area for 2020-2022.

Table 4: 2020 - 2022 Road Safety Action Plan Budget

RSAP Emphasis Area	Total 2020 Budget in Thousands (\$000)	Total 2021 Budget in Thousands (\$000)	Total 2022 Budget in Thousands (\$000)
Vulnerable Road Users	975	1,765	2,495
Intersections	1,170	830	1,475
Rural Areas	440	925	2,250
High-Risk Drivers	550	450	950
Road Safety Culture	100	30	30
Initiatives that Impact all Emphasis Areas	765	-	-
Grand Total	4,000	4,000	7,200

Traffic Services will work with stakeholders and partners to deliver the 2022 Road Safety Action Plan (RSAP) – Implementation Plan. A report will be presented to the Transportation Committee in early 2023, providing a status update on initiatives delivered as part of the plan and seeking approval for initiatives brought forward as part

of the 2023 Implementation Plan.

FINANCIAL IMPLICATIONS

This report has no financial implications. Sufficient funding exists in the 2022 Approved Budget to undertake the 2022 Road Safety Action Plan. (PWES-220117-5)

LEGAL IMPLICATIONS

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

COMMENTS BY THE WARD COUNCILLOR(S)

Not Applicable

ADVISORY COMMITTEE(S) COMMENTS

Not Applicable

CONSULTATION

In 2021, Safer Roads Ottawa (SRO) continued consultations with the Stakeholder Working Group, which consists mainly of representatives from local road safety partners. This well-established group meets quarterly and has supported the SRO program for many years.

In addition, an online public survey was conducted as part of the Communications Strategy to determine how much road safety messaging residents have been exposed to. This baseline information will be compared to the results of future surveys to determine if outreach and communications tactics delivered as part of the 2021-2022 RSAP Communications Strategy have been effective.

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 including but not limited to the implementation of various types of traffic controls, education and outreach campaigns, the application of pavement markings,

implementation of Leading Pedestrian Intervals and/or No Right Turn on Red and the redesign of intersections to improve safety, benefit all residents. See Document 2 for a complete listing of initiatives that support vulnerable road users, which includes persons with disabilities.

Counter-measures (signage, pavement markings, traffic control infrastructure, etc.) implemented as part of the Road Safety Action Plan meet provincial regulations, including the *Integrated Accessibility Standards Regulation* adopted under the [Accessibility for Ontarians with Disabilities Act \(2005\)](#), as well as the City's [Accessibility Design Standards \(ADS\)](#).

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management Program objectives. Integrated projects that include scope for road reconstruction will provide the best opportunity for the full implementation of RSAP program recommendations. The City will be able to realize cost efficiencies by implementing the recommendations under the integrated projects. The Long Range Financial Plan targets will need to be aligned with the Strategic RSAP policy expectations. There may be some additional, though limited, opportunity through resurfacing projects due to the nature of resurfacing project delivery and budgetary limitations. Remaining safety enhancements are to be implemented under the Road Safety Action Plan (RSAP) program. Traffic Services will work with the Asset Management Branch to determine such eligible enhancements under resurfacing contracts. To fulfill its obligation to deliver safe and reliable services to the community, the City must ensure that assets supporting City services are managed in a way that balances levels of service, risk and affordability.

CLIMATE IMPLICATIONS

By aiming to achieve the principles under Vision Zero and a safe systems approach, the City can support Ottawa's vulnerable road users (i.e. pedestrians and cyclists) in choosing low-carbon modes of transportation through increased road safety and security.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated to this report.

RURAL IMPLICATIONS

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

TERM OF COUNCIL PRIORITIES

The report aligns with the Integrated Transportation Priority in the City of Ottawa's 2019-2022 Strategic Plan.

SUPPORTING DOCUMENTATION

- Document 1 – 2021 RSAP Implementation Plan – Status Update
- Document 2 – 2022 RSAP Implementation Plan – Initiatives
- Document 3 – Road Safety-Related 2020 - 2022 City of Ottawa Investments

DISPOSITION

The Public Works Department will deliver the 2022 Implementation Plan as outlined in this report.