



THINK
SAFETY
ACT
SAFELY

**2020-2024
Ottawa Road Safety Action Plan 3.0**

Background

- Ottawa's Road Safety Action Plans:
 - 2003 to 2011 – Integrated Road Safety Program; and,
 - 2012 to 2016 – Safer Roads Ottawa Program.
- Direction from Council to update the City's plan giving consideration to:
 - Vision Zero principles;
 - Community consultation;
 - Self-funding model; and,
 - Communications plan.

2012 to 2019

Safer Roads Ottawa Program

- 14 % reduction in fatalities and serious injuries (2012-2017);
- 63 red light cameras;
- 50,000 students attended Drop It and Drive presentations;
- Five Automated Licence Plate Recognition (ALPR) systems;
- Launch of the School Bus Stop Arm Camera Program; and,
- Fatal Collision Review Committee (FCRC).

Collision Statistics (2013-2017)

- 14,700 reported collisions per year;
- 149 fatal and major injury collisions per year;
- Rate of 2.8 fatalities per 100,000 residents;
- 1% of total collisions result in fatal or major injury collisions (FMI):
 - 48% at intersections;
 - 43% a result of aggressive driving.
 - 26% were pedestrians;
 - 21% within rural area;
 - 15% involved motorcyclists; and,
 - 11% involved cyclists

City of Ottawa Plans & Programs That Contribute to Road Safety



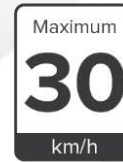
Transportation Master Plan



Building Better and Smarter Suburbs



Ottawa Pedestrian Plan



30 Km/h Speed Limit Policy



Ottawa Cycling Plan Update



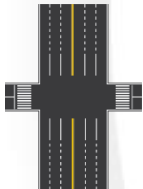
Traffic Calming Design Guidelines



Complete Streets Implementation Framework



Safer Roads Ottawa Plan



Arterial Road Corridor Design Guidelines



Road Safety Audits



Road Safety School

Community Consultation

- Hosted four community consultations involving 23 community partners;
- Received approximately 3,000 responses to the public opinion surveys; and,
- Held individual meetings with elected officials, Safer Roads Ottawa internal partners and community partners.

Safe Systems Approach

- Principles of a Safe Systems Approach (SSA):
 - Human life and health are prioritized;
 - Shared responsibility between roadway providers, regulators and users;
 - Human error on the roadway should not lead to death or serious injury;
 - Road safety requires a change in culture; and,
 - Data driven.
- North American vs European Context:
 - Provincial and Federal funding.

2020 – 2024 RSAP

- **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 Area: Vulnerable Users



- Pedestrians, cyclists, and motorcyclists are the most vulnerable users of our roads;



- Out of 743 Fatal or Major Injury (FMI) collisions between 2013 and 2017, there were:

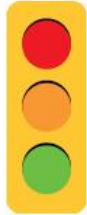


- 190 involving pedestrians;
- 110 involving motorcyclists; and,
- 81 involving cyclists.



Making Roads Safer for Vulnerable Users

Pedestrians



New **mid-block pedestrian signals** will be installed at two locations



Additional **no right turn on red** restrictions will be added at priority locations



The **Walking School Bus** program will be expanded with a hybrid paid/volunteer model



Enhanced, **high visibility** crosswalk markings will be added at 10 high priority locations



More **advanced pedestrian walk signals** will be added at locations downtown and near schools



The **Adult Crossing Guard Program** will be expanded by 10 new locations

Making Roads Safer for Vulnerable Users

Cyclists



Cycling safety enhancements will be made to 10 locations, including signs, signals, pavement markings, bike lanes, bike boxes and cross rides



A review of **high-volume cycling/vehicle interaction locations** will be completed to guide future designs; a detailed design will be developed for one location



The number of **cycling safety** courses available to the public will be increased



Expansion of the **cycling network** will continue



New cycling safety technologies like curb products and cycling detection feedback will be assessed and piloted

Making Roads Safer
for Vulnerable Users

Motorcyclists



Take It to the Track

events will be expanded
to engage high risk
motorcyclists



A comprehensive motorcycle fatal and serious injury collision

study will identify
trends and measures to
improve safety



Motorcycle **safety training**
will be expanded to
300 participants

Emphasis Area: Intersections



- Almost half of all fatal and serious injury collisions in Ottawa each year happen at intersections; and,
- Out of 743 FMI collisions between 2013 and 2017, 354 occurred at intersections.

Reducing
Collisions at

Intersections



Signal timings at more than 200 intersections will be reviewed and updated



Roundabouts will continue to be added on new roadways, reconstruction and roadway modifications



Upgrades to two **at-grade rail crossings** will be completed to ensure the city meets the 2021 deadline to comply with Transport Canada Grade Crossing Regulations



New and **emerging safety devices** for intersections will be piloted, tested and evaluated



Fully protected left turn arrows will be added at 12 locations

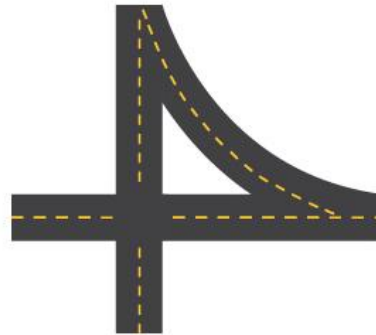
Emphasis Area: Rural Roads

- More fatal injury collisions happen on Ottawa's rural roads than anywhere else in the city;
- Out of 743 FMI collisions between 2013 and 2017, 157 occurred in the rural area;
- FMIs in the rural area account for:
 - 21% of all FMI collisions city-wide; and,
 - 34% of all fatal collisions.





Rural **stop locations** along one corridor per year will be equipped with oversized stop signs, stop ahead signs, and flashing LED beacons as required



Functional designs will be developed for 12 “**skewed**” rural intersections



An improved process for identifying **road shoulder maintenance** priorities will be introduced



Safety edges will be added on roadways where technically feasible



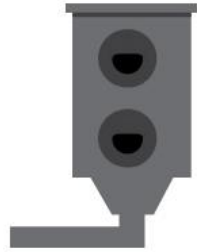
A broad range of **enforcement measures** delivered principally by Ottawa Police Service will continue

Emphasis Area: High-Risk Drivers

- Aggressive, distracted and impaired driving was a contributing factor in FMI collisions;
- Out of 743 FMI collisions between 2013 and 2017, approximately 450 involved high-risk driver behaviour;
 - 322 involved aggressive driving;
 - 261 involved inattentive driving; and,
 - 63 involved impaired driving.



Addressing **High-Risk Drivers**



More **red light running cameras** will be installed at high collision intersections



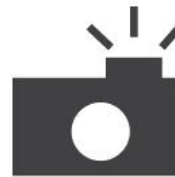
Gateway speed limit areas with signage to establish 40 km/h or 30 km/h limit areas will continue to be implemented within neighbourhoods



A broad range of **communications and education programs** targeting high-risk driving behaviours including cannabis and stunt driving will be undertaken



Traffic calming measures will be enhanced in school areas



Automated speed enforcement pilot locations will be assessed



A broad range of **enforcement measures** delivered principally by Ottawa Police Service including RIDE programs and others will continue.

Automated Speed Enforcement

- Regulations approved and in effect as of December 1, 2019;
- Changes made to Regulations must be reviewed by ASE Steering Committee to determine impact;
- 90-day warning period now required; and,
- Earliest start to enforcement in Ottawa is in Spring 2020.

Road Safety Funding

Existing Road-Safety Related Programs

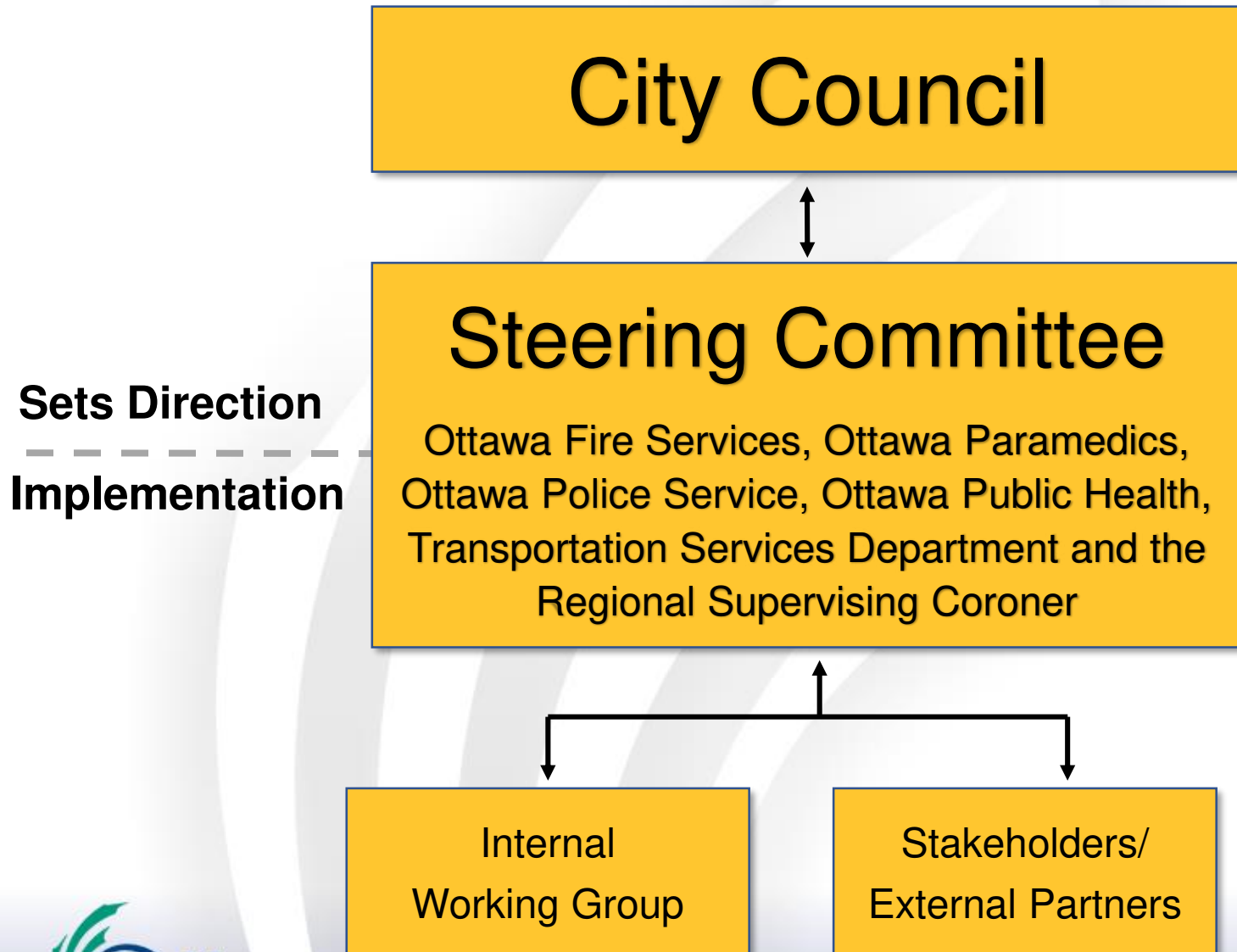
RSAP Emphasis Area	Total 2019 Budget in Thousands (\$000)	Total 2020 Draft Budget in Thousands (\$000)
All	1,856	1,912
High-Risk Drivers	2,375	3,700
Intersections	4,095	4,475
Vulnerable Road Users	16,829	17,399
Grand Total	25,155	27,486

Road Safety Funding

New / Future

- \$4 million in new funding for 2020;
- Future funding created from revenue generated from all forms of automated enforcement including, but not limited to:
 - Automated speed enforcement;
 - Automated licence plate recognition;
 - School arm violation cameras; and,
 - Red-light cameras (installed beyond 2020 only).

Organizational Structure of the RSAP



Communications Plan

- Robust strategy to roll out plan:
 - A two year comprehensive communications plan will be completed;
 - The plan will focus on using all forms of media (social media, radio, TV etc.) to educate residents; and,
 - A more pronounced focus on road safety messaging involving City Councillors, all SRO partners and external partners.
- Awareness/Education campaigns focused on:
 - Culture change;
 - Emphasis areas; and,
 - Data driven.

QUESTIONS?



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