

THINK
SAFETY
ACT
SAFELY

Ottawa Road Safety Action Plan 3.0

2020 Implementation Plan



Safer Roads Ottawa | Sécurité des routes Ottawa
Toward Zero | Vers zéro

ottawa.ca

Think Safety, Act Safely

There was an average of **149 collisions resulting in fatal or serious injuries, involving all road users, annually on Ottawa roads** from 2013-2017. One fatality or serious injury is one too many. We all have a role to play in reducing loss of life and life-altering injuries due to collisions on our roads.

About the Action Plan 3.0

The 2020-2024 Ottawa Road Safety Action Plan is an integrated, comprehensive and proactive strategy for making our roads safer for all users—and for continuing to advance toward zero fatal and serious injury collisions. The Action Plan:

- builds on the successes of Ottawa’s first and second road safety action plans, which have delivered some of the best collision reduction results in the country, including a 14% reduction since the last Action Plan was implemented
- incorporates input and guidance from residents, community stakeholders, road safety advocates and experts
- integrates proven road safety best practices and innovative new measures that include engineering, enforcement and education

The action plan addresses these key road safety focus areas for our city.

Pedestrians



Cyclists



Motorcyclists



Intersections



Rural Roads



High-Risk Drivers



20%

Reduction

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**.

Investment

In 2019, The City of Ottawa invested \$25 million in programs related to road safety. In 2020, that investment will increase to \$31.5 million, which includes a one-time \$4 million enhancement to implement measures identified in the updated Road Safety Action Plan. It is anticipated to increase even more significantly in 2021 and beyond, when additional revenue from new automated enforcement measures (speed cameras, red light cameras, school bus cameras, automated license plate recognition) will be directly invested in the Road Safety Action Plan.

2020 Implementation Plan Highlights

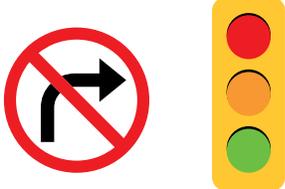
The additional \$4 million available for road safety during 2020 will be used to enhance existing programs and to introduce new strategies and tactics to make our roads safer. These measures—which integrate education, enforcement and engineering—will together address the road safety focus areas: vulnerable road users, intersections, rural roads and high-risk drivers. While enforcement is the responsibility of Ottawa Police Service, valuable contributions to road safety are also made by Ottawa Fire Services, Ottawa Paramedic Service and Ottawa Public Health.

Making Roads Safer for Vulnerable Users

Pedestrians, cyclists, and motorcyclists are the most vulnerable users of our roads. These are some of the actions that will be undertaken to address their safety in 2020.



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



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



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



Pedestrian countdown timers and **AODA compliant pedestrian push buttons** will be installed at all new intersections and when existing intersections are upgraded



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



Geometric modifications will be made at one high risk intersection and new low-cost safety measures will be implemented at additional locations



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



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



The **Be Safe Be Seen** initiative will be expanded to 24 events per year



Education and outreach on new and existing pedestrian infrastructure will be expanded



Vulnerable Road Users



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



Expansion of the **cycling network** will continue



A comprehensive **motorcycle fatal and serious injury collision** study will identify trends and measures to improve safety



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



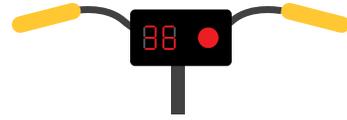
Cycling safety enhancements will be made to 10 locations, including signs, signals, pavement markings, bike lanes, bike boxes and cross rides



Red Reverts eliminated at signals where multi-use pathways and cross-rides are present



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



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



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

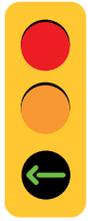


Take It to the Track events will be expanded to engage high risk motorcyclists

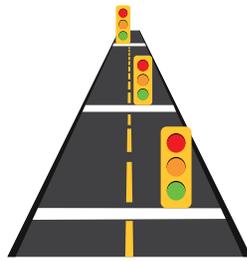
In addition to these highlights, engagement initiatives, and communications campaigns will be funded.

Reducing Collisions at Intersections

Almost half of all fatal and serious injury collisions in Ottawa each year happen at intersections. The following are some of the actions that will be undertaken in 2020 to address safety at intersections.



Fully protected left turn arrows will be added at 12 locations



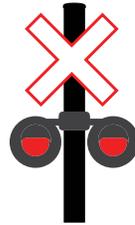
Signal timings at more than 200 intersections will be reviewed and updated



Detailed designs will be developed for 2 locations meeting signal warrants (roundabouts and protected intersections considered during design)



New design measures will be undertaken to reduce collisions at one **high collision** intersection



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



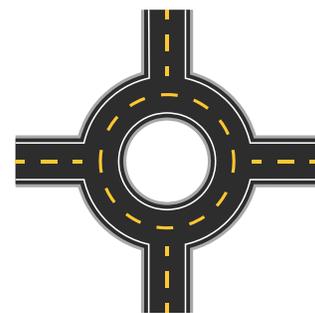
The **complete streets** policy will continue for new roadways and reconstruction projects



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



New **network screening process** will be introduced to identify locations requiring safety improvements



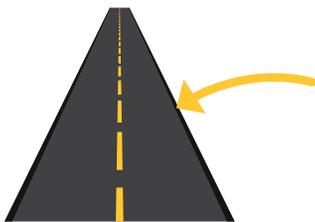
Roundabouts will continue to be added on new roadways, reconstruction and roadway modifications



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

Making Rural Roads Safer

More fatal injury collisions happen on Ottawa’s rural roads than anywhere else in the city. The following are some of the actions that will be undertaken to make rural roads safer.



Safety edges will be added on roadways where technically feasible



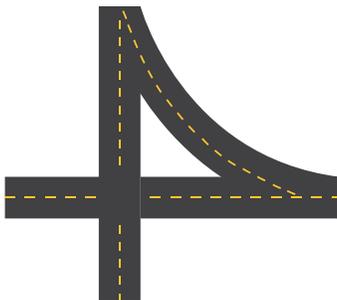
Rural **stop locations** along one corridor per year will be equipped with oversized stop signs, stop ahead signs, and flashing LED beacons as required



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



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

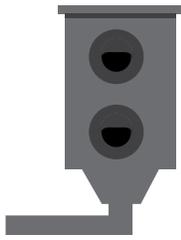


Functional designs will be developed for 12 **“skewed” rural intersections**



Addressing High-Risk Drivers

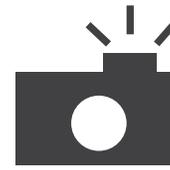
Aggressive, distracted and impaired driving was a contributing factors in approximately 450 fatal and serious collisions per year between 2013 and 2017. The following are some of the actions that will be undertaken to reduce the harms caused by high-risk drivers.



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



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.



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



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



Creating a Culture of Road Safety

During 2020, Safer Roads Ottawa will undertake an overall road safety communications program targeting all road users and encouraging them to Think Safety and Act Safely.

City of Ottawa policies—and those planning, designing and constructing our road network—are likewise critical to road safety. The city, its suppliers, developers and builders are all encouraged to Think Safety, Act Safely when proposing policies and integrating new construction projects and developments.

City of Ottawa plans and programs that impact road safety.



Transportation Master Plan



Building Better and Smarter Suburbs



Ottawa Pedestrian Plan



30 Km/h Speed Limit Policy



Ottawa Cycling Plan Update



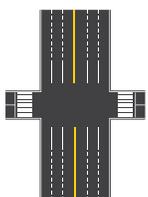
Traffic Calming Design Guidelines



Complete Streets Implementation Framework



Safer Roads Ottawa Plan



Arterial Road Corridor Design Guidelines



Road Safety Audits

Read the entire Road Safety Action Plan Report at ottawa.ca/road-safety