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TO: Board of Health for the City of Ottawa Health Unit

DESTINATAIRE : Conseil de santé de la circonscription sanitaire de la ville d'Ottawa

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FILE NUMBER: ACS2020-OPH-HPP-0004-IPD

SUBJECT: STRATEGIC ROAD SAFETY ACTION PLAN UPDATE

**OBJET : MISE À JOUR DU PLAN D'ACTION STRATÉGIQUE DE SÉCURITÉ
ROUTIÈRE**

PURPOSE

The purpose of this memorandum is to inform the Ottawa Board of Health about the City of Ottawa's Strategic Road Safety Action Plan Update report. This memo also provides an outline of Ottawa Public Health's (OPH) role in the plan.

BACKGROUND

On December 11, 2019, Ottawa City Council approved the [Strategic Road Safety Action Plan \(SRSAP\) report](#), as amended by the following :

1. That the City of Ottawa adopts the 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.
2. 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 2035.
3. 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.
4. 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 Byward 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.

Since 2003, the City of Ottawa has implemented two SRSAPs. The first “Integrated Road Safety Program: 2003-2011” had a goal of reducing fatalities and serious injuries on Ottawa roadways by 30 percent by the year 2010. Mixed results led to a program refresh, culminating in the creation of the [“Ottawa Strategic Road Safety Action Plan Towards Zero: 2012 – Beyond](#). This updated SRSAP asserted that one fatality or serious injury cannot be tolerated. Sub-goals of a 10% reduction in each focus area were identified, along with specific performance measures that were delivered as part of the Safer Roads Ottawa Program. Following this plan, a 14 per cent reduction in collisions resulting in major injury or fatality was seen in Ottawa.

The purpose of refreshing the City’s SRSAP is to build on the previous plan’s success. The refreshed plan is guided by the theme “Think Safety, Act Safely” and focuses efforts and resources to have the greatest impact on reducing collisions resulting in

serious injury or death. The new plan is data-driven, has measurable outcomes, and aligns with the principles of a safe systems approach and Vision Zero in which:

- human life and health are prioritized;
- safety is a shared responsibility between roadway providers, regulators and users;
- there is recognition that a human error on the roadway should not lead to death or serious injury, and that road traffic systems must be designed accordingly; and,
- road safety requires a change in culture, in which roadway providers, regulators and road users must cooperate and be ready to change to achieve the long-term vision and goals of the SRSAP.

Adopting the new plan, supporting the plan's self-funding model and embracing a change in culture all contribute to continued progress towards zero fatalities and major injuries on our roadways. OPH is a member of the SRSAP Core Team, Steering Committee and Stakeholder Working Group.

The SRSAP aligns with [Canada's Road Safety Strategy 2025](#), which uses a safe systems approach and international best practices (including Vision Zero approaches) to make Canada's roads the safest in the world.

DISCUSSION

OPH's mission is to work together with our community to improve, promote and protect the health and well-being of the people of Ottawa. The SRSAP aligns with the new [OPH strategic plan](#), which includes a strategic direction to "Influence the Social and Physical Environments that Support Health and Well-Being", with an annual measure to promote "Healthy Communities by Design."

Access to safe transportation for all road users is an important public health issue, which OPH seeks to advance. As such, OPH partners with the City on a range of initiatives to promote road safety. As an engaged member of the SRSAP Core Team, OPH influenced this plan by integrating a population health lens, including a focus on equity. No loss of life on Ottawa roads is acceptable. Given that road traffic injuries and fatalities can be prevented, OPH encourages ambitious efforts to promote road safety.

Public Health has an investment in not only preventing fatality and morbidity associated with vehicular crashes, but it is also invested in promoting the health benefits and prevention of chronic disease achieved through the uptake of physical activity through non-motorized modes of transportation such as walking and cycling.

As outlined in the consultant report titled [Road Safety Action Plan 2020-2024](#), OPH contributes in a support role to the Road Safety Action Plan countermeasures. OPH also informs discussions on City policies and plans in areas such as urban design, land use, mobility, and the environment, all of which influence healthy and sustainable transportation.

OPH carries out many initiatives to promote uptake of active transportation, road safety and school active transportation through comprehensive health promotion approaches ranging from policy to education as well as awareness raising and creating supportive environments. This work advances road safety as part of OPH's mandate, as per the Ontario Public Health Standards, to reduce the frequency, severity and impact of preventable injuries. As part of the SRSAP, the OPH Epidemiology Team will also continue to work with the Transportation Services Department to incorporate additional statistics on road safety health outcomes, awareness and behaviours, to assist in understanding road safety issues and identify areas for moving forward.

NEXT STEPS

The SRSAP [2020 Implementation Plan](#) outlines the plan's intent and steps for implementation. The road safety countermeasures to be completed in 2020, based on available funding, are included in [2020 SRSAP Implementation Plan – Existing Programs](#) and [2020 SRSAP Implementation Plan – Initiatives](#).

Specifically, OPH will contribute to the following road safety countermeasures:

- *Be Safe Be Seen* Visibility Promotion
- Education and Outreach about New Pedestrian Infrastructure
- Cycling Safety Awareness Programs and Walking School Bus
- *Get There with Care* road safety campaign
- Road Safety Communications & Education Strategy
- *Teen Safety Week* - impaired driving emphasis

- Traffic Calming in School Areas
- Health Data Surveillance

OPH will be involved in the SRSAP annual reporting to Transportation Committee and Council, and OPH contributions will be reported through the reporting of OPH strategic initiative on Healthy Communities by Design.

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