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REF N ^o :	ACS2013-COS-PWS-0022	
SUBJECT :	PEDESTRIAN SAFETY EVALUATION PROGRAM (PSEP) – PILOT RESULTS	
OBJET :	PROGRAMME D'ÉVALUATION DE LA SÉCURITÉ DES PIÉTONS – RÉSULTATS DU PROJET PILOTE	

PURPOSE

The Pedestrian Safety Evaluation Program (PSEP) – Pilot Results IPD is a follow up to Pedestrian Safety Evaluation Program Report (Reference [ACS2010-COS-PWS-00001](#)), carried by the Transportation Committee on April 7, 2010 and approved by Council on April 28, 2010. It provides an update of the pilot project and information on how the program will be managed into future.

BACKGROUND

Pedestrian safety is an important component of the City's road safety strategy. Between 2008 and 2012, there were 1,814 collisions involving pedestrians, 66% of these collisions occurred at intersections. In 2010, Public Works brought forward the Pedestrian Safety Evaluation Program to Committee and Council, and this program was approved as a 3-year pilot program.

The Pedestrian Safety Evaluation Program is a customized process that combines traffic engineering with public engagement, for prioritizing and programming pedestrian related road safety improvements to signalized and non-signalized intersections within the City of Ottawa. The goal of this program is to mitigate the frequency and severity of preventable collisions involving

pedestrians by providing guidance in the selection of cost-effective countermeasures, improving the speed at which a decision can be reached, and improving the accuracy of the decision that is reached.

The Pedestrian Safety Evaluation Program process contains the following phases:

- Prioritization or “network screening” phase which is intended to identify high collision and/or high risk locations;
- Diagnosis or investigation phase in which possible causal factors are identified, and candidate countermeasures are selected (the detailed engineering study – DES);
- Countermeasures evaluation and programming phase in which project specific recommendations are made, a prioritized program of work is finalized, and that program is implemented; and,
- Monitoring phase in which the outcome of the implemented countermeasures on safety risks is assessed, documented, monitored and evaluated.

All four phases of the Program rely heavily on local community involvement. A diagram depicting the PSEP process is included in Document 1.

In the 2010 report, City staff recommended reviewing 23 intersections from a pedestrian safety perspective (one in each city ward), using the processes/tools developed for the program. The implementation of countermeasures identified during the pilot project were not foreseen to require additional funding as these would occur during the planned reconstruction of the roadway, for which funding would be included through capital works roadway projects.

DISCUSSION

The Pedestrian Safety Evaluation Program currently receives no funding. The PSEP projects are selected based upon planned construction schedules. Since the program depended on planned roadway reconstruction funding to implement the measures and that not all priority locations in each ward would be reconstructed over the 3 year time frame, staff realized that it would not be possible to improve an intersection in each of the 23 wards. Intersections were therefore selected on the basis of opportunity in coordination with other construction projects and at priority locations.

Over the past 3 years, 24 locations have had pedestrian safety measures implemented. Document 2 provides information on the locations and the measures that were implemented. The changes that have been made have enhanced the pedestrian environment and safety at these locations.

In the last three years, staff identified issues that need to be addressed as the program moved from a pilot to sustainable program. These are noted below along with measures to address them.

- **Coordination of locations:** Planned reconstruction timelines do not always coincide with the high priority pedestrian safety locations brought forward by the public. The program would require funding in the order of \$500,000 to address a project outside of upcoming planned reconstruction projects. As part of the DC-By-Law update in 2014, the Public Works department will be requesting that an additional \$500,000 be added to the Safety Improvement Program to address intersections that require review as a result of increased traffic generated from growth in the City.
- **Scope of planned reconstruction:** The scope of work for planned roadway reconstruction cannot always accommodate the PSEP's recommended counter measures to improve pedestrian safety. The Public Works department will continue to work with Infrastructure Services department to implement measures that have been identified into reconstruction projects.
- **Prioritization Tool:** The prioritization tool is based on a robust and technically defensible process developed by the Federal Highway Administration (FHWA) and has been customized for the City of Ottawa. It has proven to be very useful, and through experience gained to date, enhancements to the tool are being considered, such as including the number of turn lanes, pedestrian volumes or more specific land uses in an area. With these enhancements, location ranking capabilities will be improved.
- **Countermeasure Evaluation:** Intersections cannot always be evaluated / monitored prior to and following the installation of pedestrian safety improvement countermeasures through the PSEP due to resource constraints. Staff will continue to review collision data and gather input from the community once measures have been implemented.

CONCLUSION

The Public Works department has adopted the Pedestrian Safety Evaluation Program (PSEP) within its operations. The program has been and continues to be very useful as a safety audit tool. As noted above, the Public Works department will be requesting additional funding to undertake stand alone locations. Should the funding be approved, the Public Works department will use the methodology noted in the PSEP to identify priority locations. Should funding not be approved the PSEP will continue to be used in conjunction with the current Safety Improvement Program (SIP) studies and in the preliminary design stages of capital rehabilitation projects.

Should you have any questions, please do not hesitate to contact Philippe Landry, Manager of Traffic Management & Operational Support Branch by phone at 613-580-2424 ext 23185 or by email at philippe.landry@ottawa.ca

Original Signed by

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SUPPORTING DOCUMENTATION:

Document 1 – Pedestrian Safety Evaluation Program (PSEP) Process
Document 2 – Pedestrian Safety Measures (2011-2013)