

Using GIS to Enhance the Value of Speed Display Board Data: City of Ottawa Case Study Part 1

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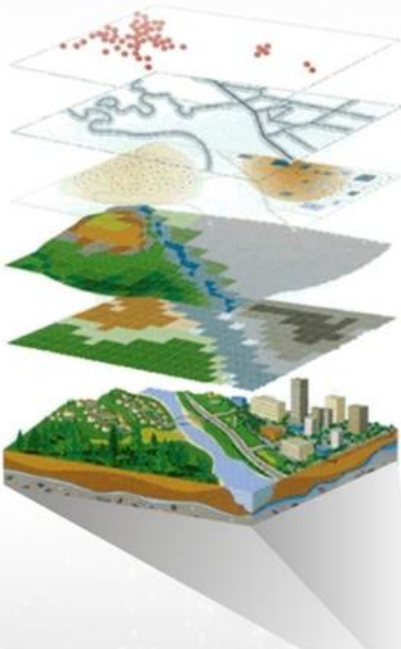


Special Report

*Research Project Chronicling the Use of
Transparency and Accountability as Political
Buzzwords, or as Drivers Ensuring the
Standard of Access to Public Records in
Canada Is Best Practice*

<http://wellar.ca/informationresearch/Publications.html>

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1. Background

Many Ottawa residents and traffic safety groups are aware that municipal election campaign brochures, candidate declarations at public meetings, the results of broadcast and social media surveys, and statements by Ottawa Police Service repeatedly confirm that speeding traffic is a top-of-mind concern in all of Ottawa's 24 wards.

However, and regrettably because they are repeated year after year after year, those results, promises, and statements confirm that whatever remedies are implemented, they are not as effective as citizens expect, politicians promise, or police pledge. This recent story is a case in point: <https://ottawa.ctvnews.ca/photo-radar-camera-in-the-glebe-issues-2-100-tickets-in-the-first-month-1.6710335/>.

One of the proposed remedies is the speed display board (SDB), examples of which are shown in Figures 1 and 2.

The images in Figure 1 depict a speed display board at rest (A), and then showing the speeds of an oncoming vehicle travelling at or under the speed limit of 40kph (B), slightly over 40kph (C), and well over 40kph (D). A brief video shows the SDB in operation: <https://youtu.be/waQDqNvMU5o>.

Because placement of SDBs is a critical factor in accurately capturing rates of speed as vehicles travel on a roadway approaching the boards, and whether, when, and where their influence on driver behaviour takes effect, a critical factor in board effectiveness is the location of SDBs.

In Figure 2, for a measured distance of more than 400 metres (440 yards) in a 60kph zone, there are no physical sightline issues between the SDB screen and a vehicle operator.

In Figure 3, on-street parking is permitted in the approach to the SDB. As a result, both the SDB sensor and vehicle operators suffer sightline issues.

In Figure 4, the SDB is located on the inside of a curve, and only 20 metres from a stretch of trees whose branches and leaves hang over the roadway for much of the year. As a result, both the SDB and vehicle operators experience sightline issues.

In Figure 5, this SDB is located on a local, curved, limited access, abbreviated roadway with minimal through traffic any time, any day, and considerable on-street parking. As a result, in the improbable event of SDB influence on driver behaviour on this roadway, it would likely be on a vehicle operator who resides immediately nearby, and not on someone passing through.

Figure 1. Speed Display Board (SDB) Images in a 40kph Zone

A. No speed shown



B. Speed at or under 40kph



C. Speed over 40kph



D. Speed over 40kph



As shown, the speed display boards can be deployed in conjunction with speed limit signs.

Questions arise as to what kind of driver exceeds the MAXIMUM posted speed of 40kph by any amount, much less by almost 25% over the speed limit of 40kph which is spelled out as MAXIMUM, all caps?

One suggestion from reviewers is that perhaps those applying for a driver's licence need to be able to properly define what the word 'MAXIMUM' means.

Figure 2. Moodie Drive SDB*



*This SDB is readily visible from a distance of more than 400 metres, but for 75 metres on either side it has been the site of a number of motor vehicle incidents in recent years, including a pedestrian death.

Approximately 75 metres to the north of the SDB is a signalized intersection which carries a considerable amount of pedestrian traffic, and then there are no significant speed influencers for more than 700 metres in either direction.

Numerous complaints by area residents about speeders “blowing through” the neighbourhood suggest the influence effect is very limited.

And numerous area residents have posted complaints on social media sites that they have never seen an officer in the traffic enforcement unit of Ottawa Police Service attending at this stretch of road, much less issuing a citation for anything.

Monitoring of the speed board revealed frequent occurrences of speeds well above the 60kph MAXIMUM.

Figure 3. Old Richmond Road SDB*



*Vehicles parked on-street can serve traffic calming purposes, but if sightlines are blocked due to parked vehicles and especially large cube trucks, then any influence on drivers by the speed board does not occur until the line of parked vehicles has been cleared.

As checking before 'planting' the SDB station post would have revealed, this roadway has on-street parking, which means that there are often sightline issues between drivers and the SDB.

If this SDB had been located 50-75 metres past the parking zone, it might have more influence on drivers who are likely to increase speeds once they clear the parked vehicles.

Figure 4. Ridgefield Crescent SDB*



*In addition to blocked sightlines between the SDB and vehicle operators from April to November due to trees, and especially large deciduous trees, there is a line-of-sight factor.

That is, drivers tend to look straight ahead for oncoming traffic, rather scan fully across the windshield when they approach the curve.

As a result, they are looking down and to the left of the board, and may not see it until they get up close and the SDB is blinking red.

This board is actually within the boundaries of a park, which makes it very late in the game to try to influence the behaviour of speeders.

Figure 5. Tanglewood Crescent SDB*



*The location of this SDB has boggled minds since the day it was erected.

It is on a local, curved, limited access, abbreviated roadway with minimal through traffic any time, any day, and regularly hosts a considerable number of parked vehicles which serve as obvious and effective speed influencers.

To make matters worse when it comes to imprudently spending scarce tax dollars, this SDB is located on an end section of an S-curve and, due to the large hedge, has no sight of vehicles approaching the curve for several hundred metres where speeding could occur prior to reaching the S-curve.

Moreover, the cedar hedge is a sightline blocker of the SDB and drivers every day of the year.

The speed display board is among a long list temporary and permanent measures intended to control, enforce, or influence driver behaviour, including those presented in Table 1.

Table 1. A Selection of Permanent and Temporary Measures to Influence, Control, or Enforce Vehicle Speed on Roadways

Automated speed enforcement cameras	Roundabouts
Bollards	Rumble strips
Concrete barriers	Speed cameras
Crossing guards	Speed display boards
Flashing lights – overhead	Speed bumps
Flashing lights – roadside	Speed cushions
Flex boards	Speed humps
Law enforcement vehicles	Speed limit signs
Railway crossing arms	Street furniture
Raised curbs	Stop signs
Raised intersections	Stop bar signs
Red light cameras	Traffic enforcement
Road markings	Traffic signals
Road narrowing	Woonerfs
Roadside vegetation	Yield signs

Based on my experience in the transportation planning field, and what I observe on neighbourhood streets, it is my perception that for a variety of reasons most of the speed display boards installed in Bells Corners (Figures 3, 4, and 5) are not effectively serving area residents. **(1)**

I took my concern to ‘city hall’, and over the past five years I exchanged a number of emails with city staff and College ward politicians (Rick Chiarelli, 2018-2022, Laine Johnson, 2022-) as well as with area residents and community associations regarding the installation, use, and location of SDBs in College ward, City of Ottawa. **(2)**

A selection from the dozens of speed display board emails is included in Appendix A to provide context, to indicate issues of concern (political, technical, financial, bureaucratic, public participation, safety), and the nature of the citizen-city hall dialogue that led to this report.

In the interests of space and time, I refer to those emails whenever appropriate rather than repeating them or substantial parts of them in the main body of the report.

Finally, it is emphasized that suggestions about using geographic information systems (GIS) to enhance the current use of speed display boards are focused on the City of Ottawa.

Consequently, while it is possible that some findings are directly applicable to other centres, I believe it is prudent to perceive this research as a case study focused on the Ottawa experience, and to regard it as a pre-test of ideas and methodology.

2. Purpose of Report

This report discusses using a geographic information system (GIS) platform to combine data captured at individual SDB stations into a master SDB database.

The posit is that having a database for each station as well as the network of stations creates a GIS-based decision support capability to compare, contrast, and rank vehicle speeds at SDB stations throughout each ward and the entire city, which in turn creates a data-driven basis for making a host of safety-related policy, plan, program, and operations decisions to more effectively address Ottawa's vehicle speeding problem.

3. Current Use of Speed Display Boards by the City of Ottawa

As shown in Appendix A, email exchanges on speed display board (SDB) issues began with previous councillor R. Chiarelli and continued with Councillor Laine Johnson who was elected for the 2022-2026 term.

Email 22 dated November 29, 2023, is in response to email 19 and email 20, and contains this paragraph on the current use of SDBs which staff provided to Councillor Johnson.

"I have checked in with traffic services staff and been advised that there is not a public-facing access link to speed display board data for the City of Ottawa. The primary purpose of speed display boards is to influence speed, rather than to capture data. Approximately 700 of the 830 speed display boards installed across the city do not have associated cloud accounts. This means that data would need to be manually pulled and catalogued."

It was confirmed with Councillor Johnson that the statement, "The primary purpose of speed display boards is to influence speed, rather than to capture data", is that of staff.

Since this project is not a critical evaluation of what the City of Ottawa does or does not do with vehicle speed data that is shown on the SDB screens, it is accepted that the

boards do not capture data which, in the case of SDBs, is the variable rate of speed of vehicles from when they enter until they exit the field of view of the radar sensor.

With that operational statement in place, the remainder of the report first discusses the perceived benefits that could accrue if the City of Ottawa did capture data presented on the speed board screens.

With those basics in place, the report then discusses the contribution to speed reduction and public safety that could be made if the SDBs are elements of a GIS platform supporting a city-wide integrated network of data-generating speed display boards.

4. Perceived Benefits of Using Speed Display Boards to Capture Data on Vehicle Speeds

Perceived beneficiaries of captured data include residents, community groups, public interest groups, councillors, and police.

The indicative comments which follow will be familiar to many who have participated in traffic surveys involving any of the modes of walking, cycling, transit, and private motor vehicles, or who have used traffic count data provided in paper reports or via online links.

In addition, both broadcast media and social media are sources of insight into how data presented on speed display boards can be used. However, those sources are outside the scope and resources of this project. (3)

A. Residents

At present, residents wanting to examine data on vehicle speeds are required to be on-site to view the SDB of interest and create their own records.

Further, depending upon the weather, the means of recording SDB data, and the volumes and rates at which vehicles arrive in the SDB sensor's viewing area, the task of pulling data off a screen may range from relatively easy for one resident to very difficult for a group of residents until they become trained observers working as a group.

And, to round out the data compilation challenge, there is the matter of whether a selection of cross-sectional or snapshot data is sufficient, or whether a sample could suffice and, if so, what kind of sample? In my experience relatively few residents are trained in sampling and deriving statistics from those samples.

As for assembling a body of longitudinal data from SDB observations, there are limits to how long and how often even the most dedicated of residents can engage in SDB surveillance.

The Walking Security Index project is a case in point because the research design emphasized the participation of 'ordinary people' in testing the WSI indexes. **(4)**

Among their tasks was that of observing and recording the behaviors of pedestrians and vehicle operators based on 15 to 25 variables per index at more than 30 intersections.

It is my recollection that the vast majority of residents who assisted in the testing were good for an hour or so, in part because the amount of traffic activity could be very high and the task quite taxing and stressful. It was agreed by participants that the WSI survey work was entertaining, informative, and sometimes exciting such as when conflicts occurred, but being responsible for even one quadrant of an intersection for an hour or so at a time was not an activity that many people wanted to frequently repeat. **(5)**

As for recording data taken from SDB screens manually and using recording devices, I have done it as have others with concerns about speeding traffic, and while each of us found observing the rates of speeds informative, none of us found the experience entertaining. Boring is the word often used, except when heavy-footed drivers hit 90 or more in a 60kph zone or 80+ in a 40kph MAXIMUM zone.

Or to re-phrase, monitoring an SDB for about 30 minutes seems to be near the upper limits under ideal conditions, and five minutes seems about right when it is cold or snowing or pouring rain.

The bottom line is that acquiring the SDB data needed for a substantive longitudinal database which is required to critically assess the speed story at even one SDB is a very difficult, demanding physical task for one person, or even a group of people.

And then there are matters of normalizing the raw data, and incorporating them in a database for analysis purposes, or for whatever purposes residents choose, bearing in mind that residents using the data may not be the residents who pulled the speed data off the board screens.

Moreover, if residents want to use the data at a public hearing, for example, there are challenges in producing the metadata which rigorously describe the means of acquiring assembled data, and then putting everything together in a package which 'passes muster' before a body of professionals who may be assembled to evaluate the work for its methodological soundness.

This itemization of difficulties, challenges, obstacles, etc., could go on for many more pages, but it seems that a sufficient case has been made that residents have much to gain if data are captured at source and the standard of access to residents is in the realm of best practice, that is free, easy, timely, direct, and online.

B. Community Groups

These formal coalitions hold community meetings, manage community facilities, and represent residents at city meetings, at hearings, on boards, before boards, and in other situations due to their recognition by the City of Ottawa as a 'spokesperson' for a neighbourhood. At present there are about 160 community groups in Ottawa, with the Federation of Community Associations (<https://fca-fac.ca/>) serving as a primary umbrella organization with about 75 members.

Community groups may request a councillor to install an SDB, and a councillor could consult with city staff about where to locate the SDB.

However, since SDBs are a temporary traffic calming measure, a community group or residents from another part of the ward could ask that the SDB be moved, which could lead to a need to justify that the SDB stay where it is. **(6)**

A question then arises: If community groups need SDB data to support a data-driven versus a political decision, how are those data to be obtained if not generated by data captured at source, that is, directly from the SDB? Are they expected to happily bring their own cameras to make videos of SDB speed postings?

Section A describes the obstacles, barriers, difficulties, etc., encountered by individual residents and informal groups of residents who engage in traffic field work, including the capture and use of data collected from SDBs.

In my experience and speaking with individuals previously and currently active in community groups, we all agree that while the many hands in a community group may be helpful, most if not all the obstacles, barriers, difficulties, etc., affecting individuals apply to community groups when it comes to not having a body of captured data to use for analytical purposes, decision-making, and discussions with councillors and city staff.

Further, many of the obstacles, barriers, difficulties, etc., are not readily overcome because community groups are difficult to sustain over extended lengths of time. In the case of the WSI project, and despite what many participants said about entertaining and informing aspects of WSI project field work, it is my recollection that the length of time of WSI survey activity for most volunteers from community groups was limited to three or so hours on a given day.

Further, while leaders of some community group members signed on for repeat field work in their neighbourhoods, it was a tough task for them to persuade others in the community to assist in collecting data for hours at a time, and on repeated occasions.

On the other hand, it is my experience from presenting workshops to community groups that many in a group will meet for three hours on repeated occasions if the workshop

involves such activities as using various techniques of analysis on a database, interpreting the numeric results, mapping the results, taking photographs and making videos, publishing the findings in community newsletters, submitting briefs to councillors and, more recently, posting materials on community websites and blogs.

Repeating a key point made in section A, the itemization of difficulties, challenges, obstacles, etc., could go on for many pages, but it seems that a sufficient case has been made that community groups and their residents have much to gain if SDB data are captured at source, and data access to community groups is free, easy, timely, direct, and online.

It is again emphasized that there are some 160 community groups in Ottawa, which means that free, easy, timely, and direct online access to captured SDB data could provide a strong surveillance capability for residents living within the borders of each community group.

And it is further emphasized that in the absence of a data capture function at SDBs, Ottawa community groups are powerless to use the SDBs in a manner which is consistent with what could be done if SDBs had such a function, and what needs to be done to deal with a speeding problem that appears to be present in many communities across Ottawa. (7)

C. Public Interest Groups

By way of examples, Horizon Ottawa, Ecology Ottawa, and the Federation of Community Associations are public interest groups with a city-wide perspective regarding matters of public interest which are pertinent to the group's mission, mandate, raison d'être, etc.

Among public interest groups which have direct advocacy concern about private and public motor vehicle speeds are those in the cycling community, including Bike Ottawa-Citizens for Safe Cycling.

In addition, there are many bike or cycling groups in Ottawa which could adopt an advocacy position on behalf of slowing private and public motor vehicle traffic through the proactive use of speed display boards to capture speed data.

Members of these groups use roadways which are also used by private motor vehicles and transit vehicles, some of which might travel at speeds which exceed the posted limit or might travel at speeds which are not appropriate for conditions.

Members of these groups could be in many wards, and could bring a broad perspective to bear, because cyclists can 'inspect' multiple SDBs within and between wards on a

number of the trips they make per month, week, or day, depending upon their activity levels.

However, when it comes to stopping to observe and record data from SDBs, cyclists encounter many if not most of the obstacles, barriers, difficulties, etc., noted above in section A, and especially during periods of snow, rain, sleet, harsh cold, and high heat.

That said, if cyclists have access to captured data for SDBs on their routes, then because of their mobility during seven or more months of the year, cyclists are uniquely placed to monitor SDBs during days and times of rides.

One issue for which studies appear light is the seeming ‘by default’ use of the 85th percentile as a decision point for discussions about speeds in general, when it is possible that for safety reasons a decision point percentile of 80, 75, or 70 is appropriate in many locations, and especially in residential areas, school zones, etc., where many roadway users may be in the vulnerable class. **(8)**

Because cyclists can visit two or three or more wards on a trip, they are an invaluable SDB monitoring resource when their services are marshalled.

Of note in this regard, years ago inspectors were dropped from all kinds of oversight functions, and the City of Ottawa adopted the complaint mode whereby citizens were obliged to report problems.

It seems apparent that the City of Ottawa will not monitor SDB data at stations in conjunction with driver behaviour under various traffic conditions, and cyclists are the only likely citizen candidates who come to mind to undertake this task.

Should they do so, cyclists would provide a great public service, and would no doubt be rewarded accordingly by city council.

D. Councillors

Councillors allocated themselves \$40,000 at the outset of the temporary traffic calming program (TTCP) in 2015. Further, they assigned themselves delegated authority to spend the funds as they choose, on whatever measures they choose to be installed wherever they choose. The allocations were subsequently increased from \$40,000 to \$50,000 in 2018, so the 24 councillors self-allocated themselves a collective annual TTCP budget of \$1,200,000 on delegated authority.

At the end of 2023 the TTCP allocation was increased by council to \$75,000 per councillor, which is a significant amount of discretionary public money to put in the hands of councillors, and especially those with re-election intentions who could use TTC funds to cultivate voters in one ward area or another.

To my knowledge there is no publicly available report on a ward-based or citywide audit or performance measurement test for TTCP expenditures, which now amount to \$1, 800,000 in total per year should all funds be spent.

That being the case, councillors have no evidence as to the effectiveness of SDBs as influencers of driver behaviour in any ward, or the city overall, and taxpayers have no facts on what they are getting for their money in each ward, or citywide.

Moreover, because SDB data are not captured, and decisions about SDB stations are not data-driven, councillors may be subjected to pressure from community groups or vested interest groups to put an SDB here, or to move one from there to here, or here to there. Anything but rigorous, one might say.

But change could be impending, beginning with a widely publicized declaration by Ottawa Mayor Mark Sutcliffe that trust, transparency, and accountability are matters of enormous priority for him.

Since that declaration is pertinent to this report, an email to Mr. Sutcliffe regarding actions in progress to achieve his 'enormous priority' is reproduced as Exhibit 1.

Exhibit 1. Email to Ottawa Mayor Mark Sutcliffe re News Item on Transparency and Accountability

From: wellar.barry@gmail.com <wellar.barry@gmail.com>

Sent: Wednesday, August 30, 2023 9:45 PM

To: Mark Sutcliffe <Mark.Sutcliffe@ottawa.ca>; ottawacouncil@ottawa.ca;

Cc: George A. Neville <george.neville@ncf.ca>; 'douglasarnold douglasarnold' <douglasarnold@sympatico.ca>; 'Ange Holmes' <ange.holmes@ryerson.ca>; 'Horizon Ottawa' <info@horizonottawa.ca>; 'Ecology Ottawa' <info@ecologyottawa.ca>; wellar.barry@gmail.com; Wendy.Stephanson@ottawa.ca;

Subject: Re: Transparency, communication top new city manager's agenda, Ottawa Citizen, August 24, 2023.

Dear Mayor Mark Sutcliffe,

Re: Transparency, communication top new city manager's agenda, Ottawa Citizen, August 24, 2023.

The article by Blair Crawford states that after the council meeting you met with reporters, and according to his account "... Sutcliffe said increasing trust, transparency, and accountability was an enormous priority for me."

I presume the past tense “was” also applies to the present, and it is fair and accurate to say that what you meant is “increasing trust, transparency, and accountability is an enormous priority for me” and, I presume, by extension you mean council.

This communication proceeds on that understanding but, if it is in error, please so advise at your earliest opportunity.

In recent years I surveyed members of two City of Ottawa councils, including this council, to attempt to measure members’ regard for transparency and accountability in principle and in practice.

For reasons discussed in a number of posted reports (<http://wellar.ca/informationresearch/Publications.html>), the means used in the survey to measure City of Ottawa council members’ regard for transparency and accountability is the question:

“Do you agree that citizens are entitled to free, easy, timely, and direct online access to City of Ottawa public records?”

The premise is that at minimum those are the conditions which must be met for citizens to have the level of access to City of Ottawa public records needed to hold politicians to levels of trust, transparency, and accountability set by citizens.

I look forward to learning at the earliest moment your position and that of council on what practices have been or are identified, and their schedules for adoption and implementation by council to improve citizens access to the evidence needed to establish the validity of claims about trust, transparency and accountability which are achieved by you and other members of the City of Ottawa 2022-2026 council.

Thank you.

Dr. Barry Wellar, C.M.,
Professor emeritus, University of Ottawa
President, Information Research Board

In view of the mayor’s media statement, it might seem likely that councillors are bound to follow his lead and ensure that citizens and the mayor are fully apprised as to their annual disposition of \$75,000 in TTC program funds, and the results of council expending as much as \$1,800,000 overall per year.

The bottom line in this regard is that the City of Ottawa is cash-strapped, so there is likely to be increased pressure for individual councillors and council to ensure that TTC funds are expended effectively, with citizens on board.

It therefore seems apparent that councillors have a great deal to gain by having SDB data captured so that they can use a data-driven approach upon which to base discussions about such matters as locating SDB stations, bringing in permanent traffic calming measures, and ramping up traffic enforcement.

Further, because of the delegated authority condition, real or perceived favouritism in TTC decisions may be outside the realm of Code of Conduct standards. **(9)**

Therefore, councillors who want to make self-serving decisions about SDB locations could well oppose a pro-data capture argument, because such an argument is not in their vested interest.

And, conversely, councillors who put the public interest before their private interest will opt for having a data capture approach, because it serves making data-driven decisions about the location of SDBs to influence, enforce, and control vehicle speeds.

Finally, it is necessary to state that I have not yet received a reply from Mayor Sutcliffe to my request that he inform me of actions he has taken to deliver on his promise to improve trust, transparency, and accountability at Ottawa city hall. And, I am not aware from other sources as to actions he has taken in that regard.

However, since councillors and not the mayor are directly responsible for TTC budgets, perhaps members of this council will move SDBs past the stage of token influencer, and into that of key component in a decision support system capability.

E. Police

The Ottawa Police Service (OPS) has an annual budget in excess of \$400,000,000 (four hundred million dollars), and with that amount of money to expend one might think that OPS would have a plan in place to make use of SDB data.

And that could well be the case.

However, there is no obvious way to ascertain if OPS has such a plan because the OPS website is a misery to wade through, OPS communications with this citizen and others to whom I have spoken are a disaster, and the Ottawa Police Services Board (OPSB) seems to be under a permanent cone of silence when asked anything non-trivial about OPS operations.

As a result, it is presumed that OPS has no plan to use DBS data, and that it engages in no activities involving the use of DBS data.

That said, how can this report help OPS up its enforcement game by using captured DBS data?

One suggestion is offered because, with more than \$400,000,000 at its disposal annually, OPS should be able to hire someone who can offer better resource deployment advice on traffic enforcement than to spend great amounts of time and effort chasing after stunt drivers on 400 series roads in search of media headlines.

In short, and as broadcast and social media regularly indicate in stories about fines levied via automated speed enforcement (ASE) cameras, there are thousands of speeders throughout Ottawa for many hours per day.

Therefore, if OPS wants to give speeders a major wake-up call, then here is a news flash:

Use captured SDB data to prioritize when and where to assign enforcement personnel and equipment (e.g., ASE cameras) on residential streets where people live, and start issuing citations by humans and machines.

That action should have been launched when the first SDB was installed, and long, long before the number of SDBs reached its current total of almost 850.

F. Other Beneficiaries

I believe it is fair to say that there are more beneficiaries of data captured from SDBs, including elementary school groups, traffic safety researchers, and traffic safety advocates, if given free, easy, timely, and direct online access to GIS-based records.

The cases made for the five beneficiaries discussed in this report – residents, community associations, public interest groups, councillors, and police – appear more than sufficient to establish that if even one of them makes use of data captured from speed display boards, there would be a significant jump in SDB value relative to that currently achieved by using the boards solely to influence driver behaviour.

As has been noted many times, speed limit signs are also intended to influence driver behaviour, but as the SDB numbers reveal, the word MAXIMUM on speed limit signs, some just before an SDB, often seems to be a waste of paint.

In the next section I refer to the geographic aspect of speed display boards, that is, their locations and spatial relationships, and how using geographic information system (GIS) technology and science could significantly enhance the value of SDBs if the City of Ottawa captured the data which are shown as speeds on SDB screens.

5. Perceived Benefits of Using a GIS Platform to Support a City-Wide Network of Data-Generating Speed Display Boards

As reported in section C, Email 22, transmitted by Councillor Laine Johnson in mid-December 2023, at present there are 830 speed display boards installed across the city. However, subsequent communications in mid-January 2024 updated the number of SDBs to 851.

With the proposed increase in 24 councillors' temporary traffic calming budgets from \$50,000 to \$75,000 per year, it seems reasonable to expect that at least 25 SDBs will be added in the near future, so a total of 875 SDBs is used as the basis for discussing the perceived benefits of using a GIS platform to support a city-wide network of data-generating speed display boards.

In my experience 875 ground stations makes for a robust set of GIS data capture 'points', so it is all systems go from that perspective.

However, I believe it is necessary to be upfront and ground the discussion of benefits in several problematic realities which appear to confront and stymie Ottawa. **(10)**

First, to my knowledge the City of Ottawa is not recognized as an innovative entity in the fields of research methodology, application of quantitative techniques, or GIS science and technology.

As a result, there could be an element of overreach on my part in terms of expectations about what the City of Ottawa could achieve in the near future regarding the design, development, implementation, and use of an SDB-GIS capability. **(11)**

Second, during the background phase and while thinking more broadly about metropolitan centers in Canada, questions arose as to whether other municipalities have made a GIS platform and SDB network connection and, if so, whether this study could build on lessons already learned and apply that work to Ottawa. **(12)**

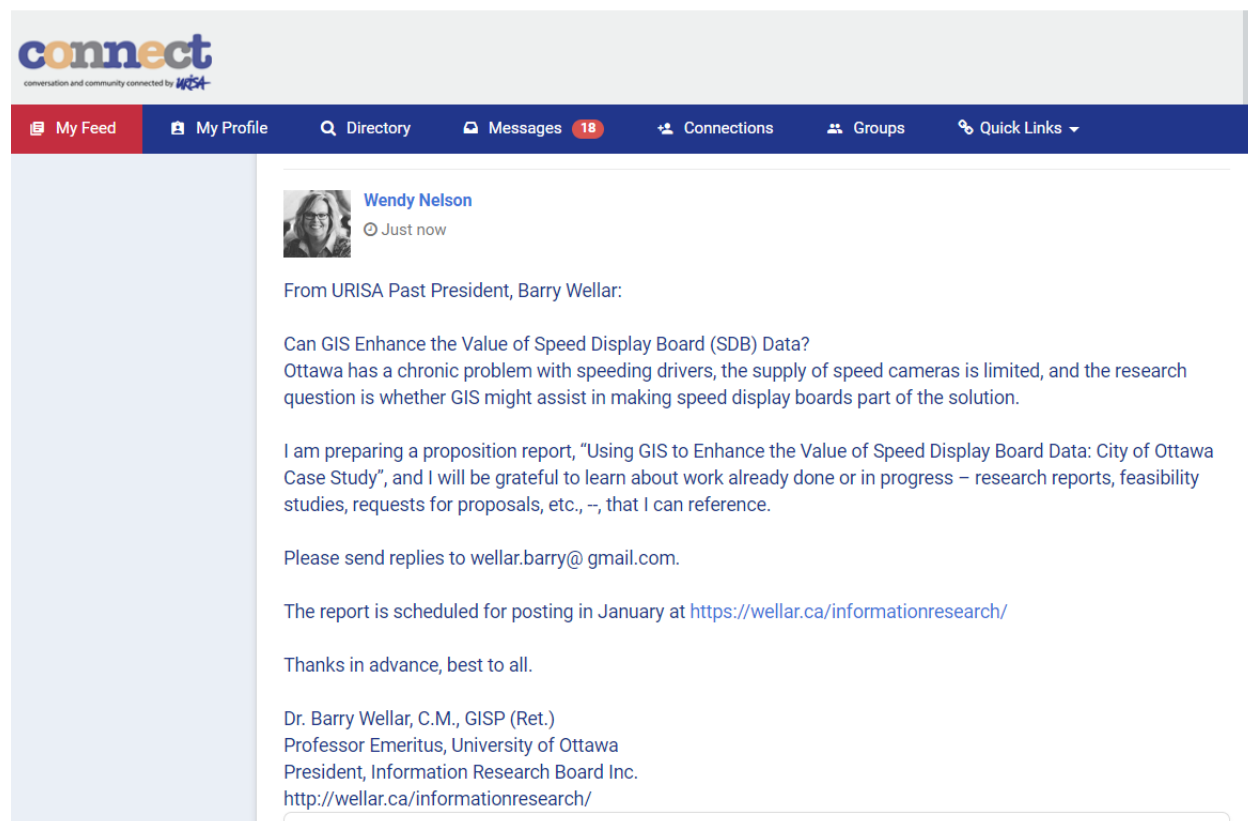
No such centers were identified through literature searches, and none arose to date as a result of communications with professionals in GIS and traffic safety agencies, as well as with academics. **(13)**

However, requests sent out in mid-December to BeSpatial Ontario, and the Urban and Regional Information Systems Association, to post a note about the SDB-GIS project may be productive. Members of these associations are connected to multiple disciplines, government agencies at all levels, and research bodies, so there is reason for optimism that SDB-GIS work done or in progress will be brought to my attention in 2024.

Exhibit 2 contains a post in the URISA CONNECT space. The link to URISA CONNECT is <https://urisa.org/blogpost/2058093/URISA-Connect>.

If responses are received prior to the date of publication, they will be acknowledged by adding an endnote here.

Exhibit 2. Note in URISA CONNECT about the GIS-SDB Project



Third, due to a mix of problems - financial, technical, ridership, routing, fleet changes, deteriorating road infrastructure, etc. - that seem to worsen week by week, council and staff may decide their higher priority lies in the perceived big-ticket transportation and traffic items, that is LRT, bus transit and building and maintaining roads.

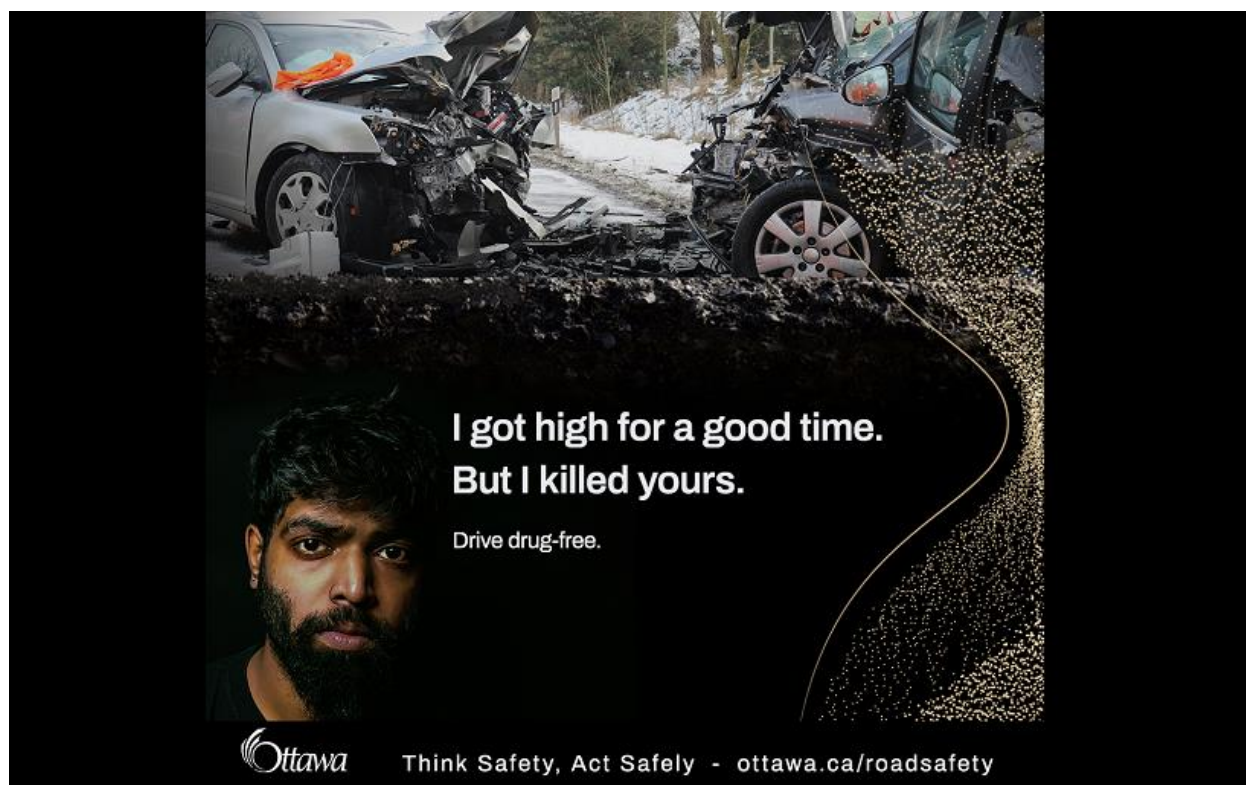
That being the case, they may decide that the speeding problem can be 'punted', rather than dealt with in a coherent, systematic, action-oriented way. **(14)**

On the other hand, and seemingly to the contrary of comment three, while this report is in progress area residents are informed that the City of Ottawa has launched a new ad campaign with an aim to improve road safety.

[\(https://ottawa.citynews.ca/2023/12/15/city-launches-road-safety-ad-campaign/\)](https://ottawa.citynews.ca/2023/12/15/city-launches-road-safety-ad-campaign/)

The news item of interest is presented as Exhibit 3.

Exhibit 3. Media Item, City launches road safety ad campaign



A City of Ottawa road safety campaign. Photo/City of Ottawa.

By Alex Black (Posted Dec 15, 2023 09:53:10 AM. Last Updated Dec 15, 2023 10:57:36 AM)

The City of Ottawa has launched a new ad campaign with an aim to improve road safety.

The idea behind the 'Time is Precious' ad campaign is to highlight bad behaviour on the roads, including impaired and distracted driving, as well as aggressive driving (speeding), failing to yield to the right of way, following too closely and disobeying traffic controls.

Between 2017-2021, 67 per cent of the 673 fatal and major injury collisions involved high-risk driving behaviours.

This campaign, which is guided by the City's Road Safety Action Plan in partnership with the Ottawa Police Service (OPS) will focus on education around these driving behaviours, with a targeted theme each month.

The emphasis area for December is impaired driving.

"We have a goal to make Ottawa safe for everyone, especially on the road," said Mayor Mark Sutcliffe. "With this new ad campaign it's about making the right choices. Drive safely – no distractions, no phones, no drugs, or alcohol – it's that simple."

Click [here](#) to learn more.

'Time is precious' ad campaign

The 'Time is precious' ad campaign is part of the Road Safety Action Plan's education work. In educating residents – whether they drive, cycle and/or walk – the Plan aims to de-normalize unsafe road behaviour and foster a culture of road safety in Ottawa. Each month focuses on different emphasis areas, which are chosen based on the high incidence of fatal and major injury collisions in those months involving those behaviours. <https://ottawa.citynews.ca/2023/12/15/city-launches-road-safety-ad-campaign/>

In the paragraph preceding Exhibit 3, the word 'seemingly' is used with a reason.

That is, over the 50 years that I have resided in Ottawa I have seen dozens of similar campaigns, and the wish list of expectations and sentiments expressed by politicians and police spokespersons is very much a variation on a theme of same old, same old. Regrettably, and as noted previously, the level of success is low, very low, which is why these campaigns are trotted out with regularly.

In the case of the current campaign, for example, I find no mention of how the behaviour changes are to be achieved even though, as we have learned many times in many ways, wishing does not work when it comes to changing established behaviours in a meaningful way.

Therefore, since little if any progress has been achieved in dealing with speeders, it seems reasonable and even prudent to look diligently for new ways to proceed on the speed reduction front, and one option is developing a GIS platform capability to support a network of data generating SDBs. **(15)**

Ten assets in place are outlined as follows. **(16)**

1. An informed council. The temporary traffic calming program began in 2015. City of Ottawa politicians have had more than eight years to become familiar with such matters as what the boards do and do not do, what effects the boards have had in influencing driver behaviour, what use Ottawa Police Service has made of the boards, what involvement citizens have had with the boards, and, from a value for money aspect, what councillors can achieve in traffic calming with annual budgets of \$75,000 that they could not achieve with annual budgets \$50,000.

This asset should be an informed council because, I believe it is fair to say, a campaign pledge of every person who has run for municipal office in the Ottawa area in the past

40 years, and members elected to this council in particular, has been to deal with speeding traffic.

2. An informed transportation staff. Ditto for transportation staff regarding all the points made about politicians in #1. After eight years staff should be an informed asset about anything involving SDBs, with emphasis on their locations.

3. Councillors as geo-politicians. While it is often said that “All politics are local”, municipal politicians are reminded on a daily basis why they should be more aware than provincial and federal politicians about how geography makes things and politics local.

In the case of SDB stations, they are located alongside roads in wards, and where they are located and not located is a political decision made by the local councillor.

The asset in place is the councillor who has gone through the due diligence process and presumably knows why the SDB is here and not there, where it should go if moved, and where an added SDB could best be located to serve local traffic calming needs.

4. Councillors as geo-data experts. All members of council have had numerous opportunities to become apprised that in the vicinity of 80% of the city’s records have a geographic feature, that the city’s geographic records (digital and non-digital data elements, items, and formats) number in the multi-millions, and that the city’s daily transactions involving geographic records (digital and non-digital data elements, items, and formats) which number in the multi-multi-millions, can only be handled by extensive and intensive use of electronic geographic information systems. (17)

5. Drivers are assets in place on the roads. When vehicle operators ‘hit the road’ in Ottawa, they begin their trips in one geographic area, let us say ward A, and if they exit ward A then they enter and exit more geographic areas, namely, ward B, ward C, ward D, etc., and they do this for every trip taken until they return home, or leave the city.

Citizens who use global positioning systems (GPS) to drive from here to there are traversing geographic areas on every trip from one end to the other, every centimetre of the way.

If the roadways used are lines on a screen, then SDBs are points on those lines, and ward boundaries are polygons. As George Costanza might have said in a Seinfeld episode, “It’s all geography, baby.”

These assets in place are citizens who use GIS science and technology capabilities to plan and navigate all kinds of trips, and the tools at their disposal include GPS, Roadtrippers, Google Maps, and Waze.

Clearly, with that kind of geographic exposure, and hands-on GIS familiarity, expertise, and experience at their disposal, such citizens have the potential to lead the way from a users' perspective on developing a GIS platform capability to support a network of data-generating SDBs.

Also, as a closing note, who better than drivers left in the dust by speeders to inform councillors about where an SDB is needed?

6. SDBs are assets in place that are designed to be movable. SDB stations are designed to be temporary, that is, movable from one roadside location to another, and this feature makes them a dynamic asset which can function most anywhere, most anytime.

The City of Ottawa's Temporary Traffic Calming Program (TTCP) is explicit that SDB installations are temporary, so there should be no issue with decisions to re-locate SDB assets from one place to another within a ward.

7. SDBs are not new technology for the City of Ottawa. A variety of capabilities and functionalities can be incorporated in SDBs. Ottawa's SDB inventory already includes SDBs, some equipped with modems needed to capture data which can be transmitted to a central data repository for inclusion in a master geo-database.

With that basic asset in place, eight years of experience 'under its belt', and any SDB technology learning needs likely to be more of a gentle slope than a steep curve, it seems that the City of Ottawa should be able to shift with relative ease into the data capture mode.

8. Many thousands of Ottawa residents have the skill set to make significant use of data captured by SDBs. There is high potential for citizens, community groups, and public interest groups across the city to become engaged with a GIS platform capability that supports a network of data generating SDBs.

However, this is more likely to happen if council improves its record, and that of the City of Ottawa in general, on public access to public records. This change includes ensuring that citizens have free, easy, timely, and direct online access to the master geo-database, the metadata file, and any analytical tools and productions created by the City of Ottawa.

Assets in place to promote the Ottawa city hall improving its record on public access to public records include a number of publications by the Information Research Board (18), and the pronouncement by Mayor Mark Sutcliffe about trust, transparency, and accountability being an "enormous priority" for him. (19)

9. This is known territory. A critical knowledge asset in place includes many thousands of publications about GIS research and applications in the field of transportation, including numerous journal, conference, special interest group, workshop, and webinar reports, articles, workbooks, etc., of the Urban and Regional Information Systems Association (URISA). (<https://urisa.org/>)

Previous and current City of Ottawa staff membership in URISA and URISA Ontario/BeSpatial Ontario means that these GIS knowledge assets are known entities.

10. Interest in combining curiosity-driven and client-driven inquiry. Research and field work assets in place who could become involved in developing a GIS platform capability that supports a network of data generating SDBs include faculty and students in the Geomatics Program, Department of Geography and Environmental Studies at Carleton University, and the Geomatics Program, Department of Geography, Environment and Geomatics at the University of Ottawa. (For those not familiar with geomatics programs see <https://www.uottawa.ca/faculty-arts/programs/undergraduate/geomatics>)

It is briefly recalled that graduate students and many classes of undergraduate students were involved under my supervision in the Walking Security Index (WSI) project over seven years.

The WSI project was funded by the Region of Ottawa-Carleton and then by the amalgamated City of Ottawa and undertook first-of-its-kind applied research that solved intersection problems in Ottawa and a number of other cities. **(20)**

The university Geomatics programs are assets in place to assist in this proposed GIS endeavour.

11. Private sector expertise and experience. It could be necessary to engage consulting expertise and experience in research methodology, GIS science and technology, GIS project management, GIS database design, interactive graphics, SDB technology, computer-communications networks, and advocacy of public participation in affairs of local government. I believe that most and perhaps all those bodies of expertise and experience and other consulting resources are assets in place in the Ottawa area.

The final comment about a GIS platform to support a city-wide network of data-generating speed display boards briefly reports on the current locations of SDBs.

As noted in section C, the City of Ottawa currently has 831 SDBs in operation, and that number was increased to 875 for the purposes of this report as the likely number of SDB assets in place in the near future.

Because it is important to know the distribution of SDBs across the city, Email 23 was sent December 8, 2023, to College ward councillor Laine Johnson requesting her assistance in obtaining details and maps on:

1. The number of SDBs installed in each ward.
2. The location of SDBs by ward, and across the city.

A subsequent email was sent January 3, 2024, seeking an expedited response to the communication of December 8 due to several matters arising, including requests by citizens and community groups for access to the report to deal with urgent speeding issues in their neighbourhoods, and a scheduling shift in the Information Research Board's research agenda.

The communication of January 3, 2024, is Email 26 in Appendix A, and a follow-on commensuration of January 12, 2024 seeking a response to the communication of December 8, 2023, is email 27 in Appendix A.

The upshot of those communications is that a response was received January 15, 2024, regarding the numbers per ward, and their distribution by ward.

However, due to demands of another project, it became necessary to draw this project to a close a week sooner than anticipated. As a result, responses to the email of December 8, 2023 and other communications pertinent to the GIS aspect will be considered in a future publication.

6. Feedback on the proposition of using GIS to enhance the value of speed display data

Two of Canada's foremost GIS authorities, Gordon Plunkett, Director, Spatial Data Infrastructure, Esri Canada, and Professor Mike Sawada, Department of Geography, Geomatics, and Environmental Studies, University of Ottawa, were asked to comment on different aspects of the report.

With regard to the merits of the proposition both responded in the affirmative, which in my view is sufficient grounds to proceed to publication of this report.

More specifically, regarding the use of GIS infrastructure to support a network of SDBs, the exchanges with Gordon Plunkett are reproduced as Exhibit 4 and Exhibit 5.

Exhibit 4. Email to Gordon Plunkett, Esri Canada, requesting feedback

From: wellar.barry@gmail.com <wellar.barry@gmail.com>

Sent: Thursday, January 4, 2024 8:29 PM

To: 'Gordon Plunkett' <gplunkett@esri.ca>

Cc: wellar.barry@gmail.com; 'Michael Sawada' <Michael.Sawada@uottawa.ca>

Subject: Using GIS to Enhance the Value of Speed Display Board Data: Ottawa Case Study (Draft1)

Gordon Plunkett, Director

Spatial Data Infrastructure

Esri Canada

Gordon

Thank you for agreeing to comment on my proposition about using GIS to enhance the value of speed display board data.

I have not encountered previous work in this field, much less any applications, and if that is indeed the situation then I do not have precedent exploratory or confirmatory documentation to which I can refer.

If you know of such documentation, then I would greatly appreciate having it brought to attention.

My interest at this time is learning your thoughts about the proposition that GIS could be used to enhance data captured by speed display boards.

In brief, it is my impression, or working hypothesis if you will, that a GIS is required to 'handle' even a modest amount of data captured by the City of Ottawa's 830 or more speed display boards.

Clearly, decisions have to be made about specifications for a GIS-based capability to 'handle' captured speed display board data.

However, basic questions arise at the outset about whether it could be done technologically and technically.

Please let me know when you are available for a discussion.

Thank you, and Best Wishes for 2024.

Barry

Dr. Barry Wellar, C.M., GISP (Ret.)

Professor Emeritus, University of

Ottawa

President, Information Research Board Inc.

133 Ridgfield Crescent
Nepean, ON K2H 6T4
CANADA
<http://wellar.ca/informationresearch/>

Exhibit 5. Email response from Gordon Plunkett to request for feedback

From: Gordon Plunkett <gplunkett@esri.ca>
Sent: Friday, January 12, 2024 3:19 PM
To: wellar.barry@gmail.com
Cc: 'Michael Sawada' <Michael.Sawada@uottawa.ca>
Subject: RE: Using GIS to Enhance the Value of Speed Display Board Data: Ottawa Case Study (Draft1)

Hi Barry

I took some time this afternoon to go through your Speed Display Board report. Here are my comments:

- It is logically laid out and is very well written. I learned two new words, which are woonerfs and posit.
- Your report says that 700 of the 830 SDBs do not have communication capabilities (cloud accounts), meaning that 130 may already have data collection capability. This may be a place to start and do a pilot project. The City could purchase “smart” SDBs as they replace the older models.
- Your indication that GIS analysis could be used to determine the impact of SDBs is correct in my opinion, plus presumably any additional data that the SDB collects could give an indication of not just speed, but traffic volume, efficiency during peak traffic times and other metrics.
- Perhaps the placement of some of the SDBs could still be left in the councillors hands so they could place some where they are getting the most complaints about speeding as I presume the city roads department does not collect or use this complaint information.

Regards

Gordon

Gordon Plunkett | Director, Spatial Data Infrastructure
Esri Canada | 430-1600 Carling Ave | Ottawa ON K1Z 1G3

T 613-683-6213 | M 613-371-4736 | esri.ca

There are many more questions to ask and answer when exploring a proposition that appears to break new ground in both the fields of traffic management and GIS infrastructure.

However, in exploring a proposition which is at the pre-test phase of methodologically designed research, it appears fair to say that more than sufficient arguments have made to affirm that assets are in place for the City of Ottawa to build towards a pilot study on using GIS to enhance the value of speed display board data.

7. Conclusion

There are three major findings from this pre-test of the proposition to use geographic information systems science and technology to enhance the value of speed display board data.

First, the City of Ottawa position of just using speed display boards (SDBs) to influence the behaviour of speeding drivers and not capturing data from the boards is found to be sorely wanting for reasons such as the following.

A. Speeders are inclined to speed, which suggests they slow down when approaching the boards and then speed up as soon as they are passed, so any influencing is momentary, and the consequences of speeding are zero to none.

B. Speed limit signs have been around for decades, are often proximal to locations frequented by vulnerable road users such as pedestrians, are often situated no more than 600-800 or so metres apart, and feature a MAXIMUM notice on every sign, but city traffic count records reveal that despite their omnipresence these signs are of limited influence on operating speeds of a large proportion of vehicle operators.

It therefore appears to follow that an SDB here or there is likely to have limited influence on occasional speeders, and far, far less influence on chronic speeders.

C. Data captured by speed boards amount to the equivalent of free traffic surveys. From a return-on-investment perspective, it makes sense to capture data rather than let them vaporize.

D. Citizens, community groups, and public interest groups across the city complain, seemingly without end, about speeders. They have great interest in monitoring the situation, so it makes eminent good sense to ensure that they have free, easy, timely, and direct online access to data captured by speed boards anywhere in the city.

It is emphasized that whatever the number of staff the City of Ottawa has to monitor and analyze SDB data, there are 10, 20, and perhaps 50 or more times as many residents who are fully qualified to perform any of the analyses undertaken by city staff.

E. It seems every member of council has used the term ‘data-driven’, so it appears likely they all know that if there are no data, nothing is driven.

That state of knowing should put them squarely behind the proposition of using the boards to capture data rather than just using them as hollow influencers.

And if that is not the case then trust, transparency and accountability issues arise for any member of council who talks the data game, but has no factual evidence upon which to base grounded decisions,

The first major finding, therefore, is that there are numerous substantive reasons to capture speed display board data and, apparently, no good reason to not do so.

The second major finding is that due to the spatial location of where trips start and end, and the spatial arrangement of roadways that connect trip origins and destinations, it makes eminent sense to use GIS science and technology to create a spatial system of SDB stations.

Since work in the GIS-transportation field has been in progress for some 50 years, it appears fair to conclude that the City of Ottawa can piggyback the network of SDB stations on existing transportation applications at minimal cost or delay.

And, as noted in section 5, there are many assets in place to assist if needed.

The third conclusion, therefore, is a convergence of summary conclusions one and two.

That is, the proposition to use geographic information systems science and technology to enhance the value of captured speed display board data is found to be prudent, practical, doable, and overdue for safety reasons.

If the proposition is adopted and acted upon as suggested, then what is envisaged is a package consisting of:

- A database for each station as well as the network of stations.
- A GIS-based decision support capability to compare, contrast, and rank vehicle speeds at SDB stations throughout each ward and the entire city.

- A data-driven basis for making a host of safety-related policy, plan, program, and operations decisions to more effectively address Ottawa's vehicle speeding problems.

8. Endnotes

1. This view is shared by many area residents in comments posted on area Facebook group sites and blogs. For illustrative comments see, for example, <https://bellscorners.wordpress.com/2016/05/13/speed-kills/>. See also Appendix A, emails 1, 2, 9, 10, 11, 12, 13, 16, 17, 18, 20, and 21. And, for a story typical of speeding vehicles stories in other wards see <https://ottawa.ctvnews.ca/orleans-residents-question-city-s-decision-to-remove-street-from-list-to-prevent-speeding-1.6709773>.

2. I have been involved in traffic matters in this area for more than 50 years through university research projects, community group participation, planning and zoning applications, and Official Plan and Transportation Master Plan reviews. It is my experience that decisions by the former Region of Ottawa-Carleton and the former and current City of Ottawa reveal a longstanding bias towards facilitating the movement of private motor vehicle traffic. In the case of speed display boards (SDBs), service to vehicle operators is achieved by limiting SDB use to influencing driver behaviour, rather than using them to support enforcing speed limits by capturing data for enforcement purposes.

3. Due to the exploratory nature of pre-test research, a core objective of this report is to promote discourse leading to corrective action. Formal inquiries with emphasis on the learned and technical literatures, and interviews with perceived beneficiaries would likely identify more benefits for each group. Further, discussions about the project with members of community associations, cycling groups, and councillors point to the need for their active engagement in promoting discourse on matters presented in the report.

4. One link to many Walking Security Index (WSI) productions is https://www.google.com/search?q=walking+security+index&rlz=1C1VFKB_enCA622CA665&og=&qslcrp=EgZjaHJvbWUqCQgCECMYJxjqAjlJCAAQlXgnGOoCMgkIARAJGCcY6glyCQgCECMYJxjqAjlJCAMQlXgnGOoCMgkIBBAJGCcY6glyCQgFECMYJxjqAjlJCA YQlXgnGOoCMg8IBxAuGCcYrwEYxwEY6gLSAQkyMTQwajBqMTWoAgiwAgE&sourceid=chrome&ie=UTF-8#ip=1

5. Credit is given to students in the Department of Geography and Environmental Studies, University of Ottawa, who participated in the Walking Security Index project, 1995-2002, and conducted many hours of field work. Student researchers included graduate students and undergraduate students enrolled in GEG 3104, Research Methodology, and GEG 4314, Planning Practice. Motivational factors behind many long

hours of field work in all manner of weather conditions included course assignments, curiosity about behaviours of pedestrians and vehicle operators, and pizza after sessions at intersections in all seasons observing traffic activity, filling forms, taking photos, and making videos.

6. Councillors who claim their decisions are data-driven are in a problematic position if they make decisions based on loud noises made by constituents in one area, versus quiet, data-driven arguments by constituents in other areas.

7. I will modify this report upon receiving from any councillor the link to contrary evidence.

8. If all SDBs are used for is to influence heavy-footed drivers, then the 85th percentile might suffice if SDBs are 'rigged' accordingly, although explanations are lacking as to what, specifically, the City of Ottawa would do to make any difference in the behaviour of heavy-footed drivers. However, if enforcement is in play, and especially where vulnerable users are at risk, then a lower percentile is likely appropriate because the drivers of interest do not have to be in a class that could be termed the worst of the worst.

9. Emails 9,10,11,15, 24, and 25 in Appendix A refer to Code of Conduct issues associated with the installation of speed display boards in College ward, and emails 24 and 25 request a response from MPP Paul Calandra, current Ontario Minister of Municipal Affairs and Housing, about the status of the Consultation on Strengthening Accountability of Municipal Politicians that was launched by his predecessor Steve Clark in 2021, but appears to have become encased in a cone of silence. Concern arises among citizens when municipal councillors self-assign delegated authority in annual amounts of \$50,000 and \$75,000 with zero accountability, it seems, and the provincial government fails to produce a report on accountability of municipal politicians in a timely manner.

10. While the focus in this report is on Ottawa, and the specific constraints may not apply elsewhere, the long record of things gone wrong in developing and implementing information systems in governments of all sizes dictates being up front about constraints of a proposition report.

11. A previous case in point was advising the City of Ottawa to make more use of quantitative techniques and GIS technology to implement the findings from the Walking Security Index (WSI) project for which I was the Principal Investigator. Funding was provided by the former Region of Ottawa-Carleton and then by its successor, the City of Ottawa. However, and hence the concern about the City of Ottawa not taking fuller advantage of what it spends on SDBs, this kind of shortcoming is not new. While the Region of Ottawa-Carleton and the City of Ottawa funded the WSI research, over the

past 20 years other centres in Canada and abroad have made greater use of the Walking Security Index (WSI) research than either the Region of Ottawa-Carleton or the City of Ottawa.

12. Due to likely legal differences by ‘going abroad’, the scope of the study was initially limited to Canadian centres for this report. It was then decided to broaden the scope because much of the leading GIS work in municipalities is done by the Urban and Regional Information Systems Association which has an international membership. (<https://urisa.org/>)

13. I hasten to emphasize that while limited searches of peer-reviewed literature did not yield any indications of prior, related research activities in this domain, I did not conduct exhaustive searches due to time and other constraints. And I did not search theses and dissertation holdings. It seems fair to say that such activities should be undertaken by the City of Ottawa if it decides to move in the direction of using GIS to enhance the value of value of speed display board data.

14. The term ‘punt’ is frequently used in a political context to refer to decisions by politicians to avoid dealing with a problem, issue, concern, etc., in a definitive, directed way, and shuffle them off to a future date, future council, future anything to get the matter off their plates in the here and now. Cases in point in Ottawa include affordable housing, waste management, climate change, and property tax rates which are far below what is needed to sustain previous investments in public goods and services.

15. Doing the same thing over and over and expecting a different result has been referred to as a sign of insanity, but when it comes to politicians it is said that as a rule they are much more comfortable with ‘same old, same old’ than ‘new or different’. As a result, it seems, they prefer making the same known errors than, perhaps, making new or different errors.

16. The term ‘outlined’ is used because this project is at the pre-test stage, and therefore is suggestive and indicative rather than directive and comprehensive. The latter type of report is a significant undertaking and requires a substantial body of expertise and experience in GIS science and technology, SDB technology, computer-communications networks, and advocacy of public participation in affairs of local government. However, I believe that the outlined assets in place combined with comments in the remainder of the report provide the foundation for terms of reference to include in the design of an applied research project.

17. In addition to whatever GIS-related materials City of Ottawa staff provide, members of council have also been informed of publications which specifically discuss many of the topics in this report, including [*Chronicling the Use of Transparency and Accountability as Political Buzzwords, and as Drivers Ensuring the Standard of Access*](#)

[to Public Records in Canada is Best Practice](#); [Interim Report 18. Invoking the Code of Conduct to Publicly Oblige City of Ottawa Politicians to Demonstrate Due Regard for Transparency and Accountability](#); [Interim Report 22. City of Ottawa Mayor and Councillors, 2022-2026: Do You Agree that Citizens Are Entitled to Free, Easy, Timely, and Direct Online Access to the Public Records Held by the City of Ottawa? Survey #1](#); [Interim Report 23. Analysis and Implications of Survey #1, City of Ottawa Mayor and Councillors, 2022-2026: Do You Agree that Citizens Are Entitled to Free, Easy, Timely, and Direct Online Access to the Public Records Held by the City of Ottawa?](#); [Thoughts on adding geo-records to the pilot study on best practices for citizen access to public records \(Presentation Slides\)](#); [Contributions by City of Ottawa Council to Best Practice Standards for Citizens' Access to Spatial Records Held by Local Governments](#); [Panel Discussion: Best Practice Standards for Citizens' Access to Spatial Records Held by Local Governments](#); [BEST PRACTICE STANDARDS FOR CITIZENS' ACCESS TO SPATIAL RECORDS HELD BY LOCAL GOVERNMENTS \(Presentation Slides\)](#).

18. See City of Ottawa publications by the Information Research Board at <https://wellar.ca/informationresearch/Publications.html>

19. See Exhibit 1.

20. A link to some of the Walking Security Index project publications is provided in endnote 4. I assume that all project reports done under contract to the Region of Ottawa-Carleton and the amalgamated City of Ottawa are available in the City of Ottawa library. WSI reports may still be available at the Ottawa Public Library, and the libraries at Carleton University and the University of Ottawa.

Acknowledgement

In addition to providing editorial and proofreading assistance, longtime area resident Craig MacAulay, community association member and public interest group member (cycling and pedestrians), created an impressive image repository of speed display board stations and their environs, including the photos presented in Figure 1, Figure 2, Figure 3, Figure 4, and Figure 5.

APPENDIX A

Email Communications Outlining the Discourse Leading to this Report

Over the past five years hundreds of emails have been sent to and received from members of City of Ottawa council, City of Ottawa staff, Ottawa Police Service, Ottawa Police Services Board, several Ministers of the Ontario Ministry of Municipal Affairs and Housing, community associations, concerned citizens, and journalists on the topic of excessive vehicle speeds in residential areas and what to do about them.

The following emails provide a timeline illustrating concerns and questions about speeding, about the lack of action to effectively address the speeding problem, and about events and situations that led to the design and content of this report on using a geographic information system (GIS) to enhance the value to citizens, community associations, public interest groups, elected officials, and Ottawa Police Service of data captured from speed display boards.

Email 1. Speeding on Arnold Drive

From: Barry Wellar <wellar.barry@gmail.com>

Sent: Friday, June 14, 2019 3:55 PM

To: 'Chiarelli, Rick' <rick.chiarelli@ottawa.ca>

Subject: Speeding on Arnold Drive

Councillor Chiarelli

As you may recall, the issue of speeding was frequently mentioned during the last municipal campaign, and I discussed it with when you came to our door during your campaign walk on Ridgefield Crescent.

Further, the issue of speeding was a frequently-mentioned topic at campaign-related public meetings in College Ward, and in wards throughout the City of Ottawa for that matter.

My observations over the past two years lead me to suggest that there has been no noticeable reduction in the number of speeding vehicles on Arnold Drive, which in turn leads me to inquire about what you have done to address this issue.

Specifically, please forward to me all communications between you and members of your staff and any City of Ottawa agency, including Ottawa Police Service, regarding initiatives suggested and taken to document and modify the state of speeding on Arnold Drive, January 1, 2019-June 30, 2019.

I look forward to receiving the requested materials at the earliest. I hasten to add that the end date of June 30, 2019 is for analysis purposes, and that I welcome receiving copies of existing communications in advance of the end date, and any other communications as they arise.

Please ensure that all communications are digital, and in a manner consistent with citizens having free, easy, timely, and direct online access to public records.

Thank you.

Barry Wellar

Email 2. Speeding on Road 58, public access to public records

From: Barry Wellar <wellar.barry@gmail.com>

Sent: Saturday, June 15, 2019 4:02 PM

To: 'Chiarelli, Rick' <rick.chiarelli@ottawa.ca>

Cc: le hibou <ottawaowl2@yahoo.ca>; george neville <george.neville@ncf.ca>; doug arnold <douglasarnold@sympatico.ca>; 'Wellar, Barry' <wellarb@uottawa.ca>

Subject: Speeding on Road 58 Between Road 32 and Road 36

Councillor Chiarelli

As you may recall, the issue of speeding was frequently mentioned during the last municipal campaign, and I discussed it with you when you came to our door during your campaign walk on Ridgefield Crescent.

Further, the issue of speeding was a frequently-mentioned topic at campaign-related public meetings in College Ward, and in wards throughout the City of Ottawa for that matter.

My observations over the past two years lead me to suggest that there has been no noticeable reduction in the number of speeding vehicles on Road 58 between Road 32 and Road 36, which in turn leads me to inquire about what you have done to address this issue.

Specifically, please forward to me all communications between you and members of your staff and any City of Ottawa agency, including Ottawa Police Service, regarding initiatives suggested and taken to document and modify the state of speeding on Road 58 between Road 32 and Road 36, January 1, 2019-June 30, 2019.

I look forward to receiving the requested materials at the earliest. I hasten to add that the end date of June 30, 2019 is for analysis purposes, and that I welcome receiving copies of existing communications in advance of the end date, and any other communications as they arise.

Please ensure that all communications are digital, and in a manner consistent with citizens having free, easy, timely, and direct online access to public records.

Thank you.

Barry Wellar

Email 3. Getting the bafflegab runaround on traffic issues from former councillor's office

From: Barry Wellar <wellar.barry@gmail.com>

Sent: September 05, 2019 8:40 PM

To: Chiarelli, Rick <Rick.Chiarelli@ottawa.ca>

Cc: Deans, Diane <Diane.Deans@ottawa.ca>; Meehan, Carol Anne <CarolAnne.Meehan@ottawa.ca>; Egli, Keith <Keith.Egli@ottawa.ca>; Ferraro, Krista <krista.ferraro@ottawa.ca>; Kennedy, Lynn <Lynn.Kennedy@ottawa.ca>; Burns, Kathy A (Police) <BurnsK@ottawapolice.ca>; 'george neville' <george.neville@ncf.ca>; 'doug arnold' <douglasarnold@sympatico.ca>; Alex Cullen <alexcullen@rogers.com>; 'le hibou' <ottawaowl2@yahoo.ca>; 'Chris Maziarski 58' <majmaz48@gmail.com>; McGuire, Shawn <Shawn.McGuire@ottawa.ca>; Alex Cullen <alexcullen@rogers.com>; McKenney, Catherine <Catherine.Mckenney@ottawa.ca>; Menard, Shawn <Shawn.Menard@ottawa.ca>; Leiper, Jeff <Jeff.Leiper@ottawa.ca>; tspears@postmedia.com; Willing, Jon <jwilling@postmedia.com>; Chianello, Joanne (CBC) <joanne.chianello@cbc.ca>

Subject: RE: Speeding on Arnold Drive; TRANSPARENCY AND ACCOUNTABILITY

Thank you, Ms. Hennessey,

May I suggest that you and anyone who assisted with your reply re-read the stunt driving conditions. I believe that you are only partially correct with reference to the 150kph feature, since it is only one aspect of stunt driving legislation.

By the way, and not to become too quantitative, 150kph is 50% over the 100 kph limit. Consequently, I am moved to wonder whether, after all this time, Mr. Chiarelli or some other councillor or maybe someone at OPS has figured out that if 50% over maximum is the measure for 400 series roads or roads with 400 series design and traffic conditions, then why isn't 50% over max, or 40% or 30% over max the stunt driving specification for city roads WHERE THERE ARE PEDESTRIANS AND CYCLISTS?

Perhaps you could inquire. It would be novel, indeed, for the City of Ottawa to be on the leading edge of an idea for inclusion in its Vision Zero initiative. I have added several names to the cc list as they might be very interested in what is done next by you, Mr. Chiarelli, or OPS, or the "team of traffic specialists" to which you refer, since what is

done to deal with private motor vehicle operators is a major factor in the Vision zero process.

And that little note brings me to your reference to climate. Please, climate per se has nothing to do with restricting stunt driving, and I have no idea where you got that idea. Do you have a source that I can examine? If so, please provide the link. FYI, we have a Honda Fit and while not on a par with the motorcycle that must have ripped off 130 on Sunday last, the FIT could hit 100 kph in both directions on two stretches of Arnold, no sweat, for at least 300 days of the year, and driving at that rate on that road totally fits the stunt driving condition.

As for contacting OPS in the absence of any sign of action by Mr. Chiarelli, I have been there, tried that, and had a telephone chat about traffic resource deployment, but with no apparent success since I detect no change in speeding on Arnold. By the by, I am still waiting for OPS email addresses for digital trail purposes.

Perhaps the new Chief might find this topic to warrant his consideration. I await learning of Mr. Chiarelli's progress, since this is his responsibility, and he has had ELEVEN weeks to frame his questions.

Finally, the statement "FURTHERMORE, your request for all communications between any and all City agencies in regards to municipal property and its operational needs must be submitted to the appropriate governing bodies with oversight of Freedom of Information Agencies." appears to have nothing to do "RE: Speeding on Arnold Drive; TRANSPARENCY AND ACCOUNTABILITY"? If it is based on a previous email on this topic, please provide the date because it is not coming up in my search.

And, if it is not, why is it in this TRANSPARENCY AND ACCOUNTABILITY file? Once I get an answer to that question, I will return to your comment about "...the appropriate governing bodies with oversight of Freedom of Information Agencies".

Good luck in your posting.

Barry Wellar

Email 4. Inadequate public access to public data

From: McGuire, Shawn [<mailto:Shawn.McGuire@ottawa.ca>]

Sent: Tuesday, September 10, 2019 11:42 AM

To: Barry Wellar; Chiarelli, Rick

Subject: RE: Speeding on Arnold Drive; TRANSPARENCY AND ACCOUNTABILITY

Hi Dr. Wellar,

Thank you for submitting your inquiry to the City of Ottawa. Arnold Drive is a local roadway, ranging in width from approximately 7-8m. It currently has a sidewalk along the outside of the curve, with a granular shoulder along the inside of the curve. “No parking anytime” restrictions exist along the outside of the curve, with time-restricted parking restrictions along the inside. It has a posted speed limit of 40km/h.

Our database shows no recent speed data available. The latest operating speeds on file are from 2010, which show an 85th percentile operating speed (speed at which 85 percent of motorists are travelling at or below) of 49km/h. No collisions were reported on Arnold Drive in the past 6 years.

We have ordered speed and volume data to be collected this fall so that we can assess current operating speeds and determine whether or not measures should be implemented to mitigate driver speeds. We will contact you once we have received and reviewed the data. In the meantime, perhaps “slow down for us” lawn signs would have some effect. These signs can be placed on the front lawns along the street, reminding drivers that children and other vulnerable users might be on the roadway. The signs can be ordered through Safer Roads Ottawa at sro@ottawa.ca. As well, it is always recommended that traffic violations be reported to Ottawa Police Service. They keep a database of reported locations and prioritize increased presence accordingly. They have also been known to contact drivers and issue warnings if they receive details like license plate #, make, model and colour of vehicle, and time of day. Reports can be submitted through <https://www.ottawapolice.ca/en/contact-us/Online-Reporting.aspx> or by calling 613-236-1222, ext. 7300.

Should you have any questions, feel free to contact me.

Regards,

Shawn McGuire C.E.T.

Traffic Assessment Specialist

Traffic Services Branch

Transportation Services Department

City of Ottawa

Office: 613-580-2424 x32576

Email 5. Absence of recent traffic count data, and notions of ‘influencing’ speeders

From: Barry Wellar <wellar.barry@gmail.com>

Sent: Sunday, September 22, 2019 7:56 PM

To: 'McGuire, Shawn' <Shawn.McGuire@ottawa.ca>

Cc: le hibou <ottawaowl2@yahoo.ca>; george neville <george.neville@ncf.ca>; doug arnold <douglasarnold@sympatico.ca>; Chris Maziarski 58 <majmaz48@gmail.com>

Subject: RE: Speeding on Arnold Drive; TRANSPARENCY AND ACCOUNTABILITY

Thank you, Mr. McGuire, very helpful.

This takes me back to graduate school days in the 1960s at the Transportation Center, Northwestern University, when I began to engage in a career of transportation research projects, many of which involved designing traffic measurement instruments that are still in use today.

In the case of the 2010 study, is it available online? If so, please provide the link so that I can examine the methodology and the data set. This kind of background work is pertinent to comparative analysis research in preparation for the study this Fall.

For context purposes, why did you tell me about the 85th percentile?

From my perspective, and in anticipation of the Fall data story, if these factoids are already calculated I would like to know the number and percentage of vehicles exceeding 48kph, and 40kph, respectively. and, if they do not exist, I can calculate them if provided a digital version of the 2010 materials.

Thank you.

Barry Wellar

Email 6. Crude data, vague generalizations, and emphasis on ‘influencing’ drivers who speed to slow down in residential neighbourhoods

From: McGuire, Shawn [<mailto:Shawn.McGuire@ottawa.ca>]

Sent: Friday, October 4, 2019 3:14 PM

To: Barry Wellar

Cc: le hibou; george neville; doug arnold; Chris Maziarski 58

Subject: RE: Speeding on Arnold Drive; TRANSPARENCY AND ACCOUNTABILITY

Hi Dr. Wellar,

We have received the speed and volume data back with the following results:

- 85th percentile operating speed = 52km/h
- 24hr volume count = 1084 vehicles

The data was collected on Tuesday, September 17th, 2019.

I need to make a correction on my last email. Arnold Drive is classified as a collector roadway, not a local.

I don't believe the 2010 data is available online. The data I am aware of that is available through Open Data only dates back to 2014.

As for your question about 85th percentile operating speed, that is what we use when we review for speeding issues. Out of the 1084 vehicles, 230 were driving in excess of 50km/h. This equates to 21%. The majority of these (147) were travelling between 50 and 54km/h. Only 5 vehicles were recorded traveling faster than 64km/h.

Having said that, Arnold Drive operates generally within the expected operating speed, when compared with many other collector roadways throughout the city. This is not to say that it is acceptable to have vehicles travelling above the speed limit, and as the Vision Zero initiative propels forward, our hopes are that new developments in technology and education will eliminate the capability and perhaps even the desire for people to travel at excessive speeds on public roadways.

I will pass this data on to the councillor's office so that they are aware of current operating conditions in order for any future traffic calming considerations.

Please feel free to contact me with any further questions.

Regards,

Shawn McGuire C.E.T.

Traffic Assessment Specialist

Traffic Services Branch

Transportation Services Department

City of Ottawa

Office: 613-580-2424 x32576

Email 7. Problems with using aggregated data sets for small area analysis

From: Barry Wellar <wellar.barry@gmail.com>

Sent: October 06, 2019 8:03 PM

To: McGuire, Shawn <Shawn.McGuire@ottawa.ca>

Cc: 'le hibou' <ottawaowl2@yahoo.ca>; 'george neville' <george.neville@ncf.ca>; 'doug arnold' <douglasarnold@sympatico.ca>; 'Chris Maziarski 58' <majmaz48@gmail.com>

Subject: RE: Speeding on Arnold Drive; TRANSPARENCY AND ACCOUNTABILITY

Mr. McGuire,

Your communication fails a number of methodology tests and, hence, is of no use to me.

Long story short, please provide the links to the following productions which, I believe it is fair to presume, are available in digital format and whose generation should require no more than several minutes to retrieve and a couple of clicks to transmit:

1. The methodology used to justify the
2. one-day count being done on September 17, 2019, given that the most recent similar count brought to my attention was performed sometime in 2010;
3. The tables used to produce the numbers for the variables used in your communication. At minimum the needed tables and associated graphics, should there be numeric and/or graphic representation series from raw data up through increasing levels of aggregation, are those which reveal numbers of vehicles per 5-, 10- or 15-minute interval over 24 hours, and the kph speeds by number of vehicles for each 15-minute interval. I can do further aggregative and other calculations on my own.

The same criteria apply to the 2010 data set, which I presume is in digital format.

Until I see both data sets it will not be possible to determine what other methodological and data set productions are required for comparative analysis purposes.

I hasten to add and emphasize that I am not doing research work for any councillor, and my request is not for their attention. They are asked in separate communications which are designed to disclose whether, again long story short, they have a passing clue as to what to do with or about the kind of aggregated, narrowly cross-sectional, and isolated point-type rather than vector-type numbers which you sent to me.

That said, all councillors are in the employ of taxpayers, so if any councillor has ever asked Transportation Services for anything even remotely resembling the preceding text, then please bring the communication(s) to my attention at the earliest moment.

Thank you.

Barry Wellar

Email 8. Public access to public records. Why must I buy public records?

From: McGuire, Shawn <Shawn.McGuire@ottawa.ca>

Sent: Tuesday, October 8, 2019 11:19 AM

To: Barry Wellar <wellar.barry@gmail.com>

Cc: 'le hibou' <ottawaowl2@yahoo.ca>; 'george neville' <george.neville@ncf.ca>; 'doug arnold' <douglasarnold@sympatico.ca>; 'Chris Maziarski 58' <majmaz48@gmail.com>

Subject: RE: Speeding on Arnold Drive; TRANSPARENCY AND ACCOUNTABILITY

Hi Dr. Wellar,

The raw data and related analysis are not released directly by our team. Please send your request to purchase this information/data from the Transportation Data Records group through 3-1-1. They manage all of the collision, volume and speed data and can advise what can be released.

Regards,

Shawn

Email 9. Code of conduct complaint and absence of council control over temporary traffic calming budget

From: Barry Wellar <wellar.barry@gmail.com>

Sent: December 10, 2020 3:41 PM

To: integrity / intégrité <integrity@ottawa.ca>

Subject: Rick Chiarelli Complaint

Mr. Marleau,

I was alerted by several area residents that the following quote appears in today's Ottawa Citizen in a column by Jon Willing in which mention is made of Rick Chiarelli:

"According to the report, Chiarelli will still have control over temporary traffic-calming spending and a parkland reserve account since they didn't come up in the integrity investigation."

That statement lacks clarity and is also puzzling from my point of view, and leaves me at a loss. Perhaps you can assist.

Numerous people including City of Ottawa politicians and staff are aware of my emails to Chiarelli with regard to such traffic calming issues as speeding on numerous roads in College ward, trucks using non-truck routes including one roadway that runs through a

school zone, and street signage problems (one of which I solved by going directly to Ottawa Safety Council and the City of Ottawa because Chiarelli had not responded to much less acted on previous communications), and they are included in the Code of Conduct complaint that I submitted December 20, 2019.

Please advise as to the standing of my Code of Conduct complaint, which may give me some idea what to make of the statement in the Willing column.

Thank you.

Barry Wellar

Email 10. Playing politics with traffic calming

From: le hibou <ottawaowl2@yahoo.ca>

Sent: Tuesday, December 29, 2020 11:37 AM

To: Barry Wellar <wellar.barry@gmail.com>

Cc: Lynwood Village Community Association <contact@lynwoodvillageottawa.ca>; westcliffecommunity@gmail.com; granda k <teamlittlehoof@hotmail.com>; integrity / intégrité <integrity@ottawa.ca>; Kanellakos, Steve <Steve.Kanellakos@ottawa.ca>; O'Connor, M. Rick <rick.oconnor@ottawa.ca>; steve.clark@pc.ola.org; Lisa MacLeod-co <lisa.macleodco@pc.ola.org>; jeremy.roberts@pc.ola.org; Joanne Chianello <joanne.chianello@cbc.ca>; Willing, Jon <jwilling@postmedia.com>; joanmclark <joanmclark@sympatico.ca>; Doug Arnold <douglasarnold@sympatico.ca>; George A. Neville <george.neville@ncf.ca>; premier@ontario.ca; Jim Watson <jim.watson@ottawa.ca>; Horizon Ottawa <info.horizonottawa@gmail.com>; Rob Campbell <rob.campbell@ocdsb.ca>; briarvine@gmail.com; belaircommunityassociation@gmail.com; cityviewassociation@gmail.com; elliott15oak@rogers.com; racheltweedy@hotmail.com; president@qualicum.org; qtsrcommunity@gmail.com; info@copelandpark.ca; markandjane@rogers.com; valleystreamcommunityassoc@gmail.com; info@francouest.org; James O'Grady <jogrady66@gmail.com>; Sean Devine <sean@seandevine.ca>; Malcolm J Coyne <mcoyne@teksavvy.com>; Theresa.Kavanagh@ottawa.ca; capitalward@ottawa.ca; King, Rawlson <Rawlson.King@ottawa.ca>; Jeff.Leiper@ottawa.ca; Catherine.Mckenney@ottawa.ca

Subject: Re: Rick Chiarelli Complaint (playing politics with traffic calming)

Hi everybody,

Many thanks to Professor Barry Wellar C.M. for his tenacious efforts on behalf of the residents of College ward and the City of Ottawa.

It's outrageous the way #TeamChiarelli plays politics with traffic calming in College ward.

<https://bellscorners.wordpress.com/2018/09/15/playing-politics-with-traffic-calming/>

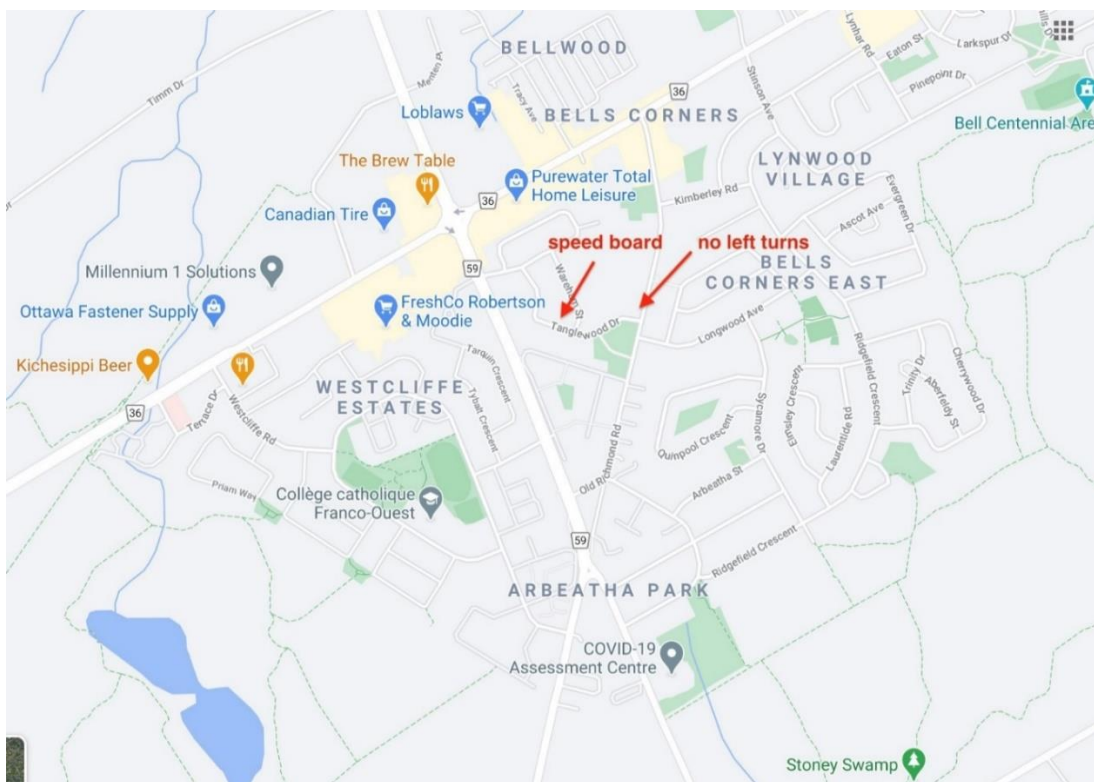
But the “cherry on the sundae” is the recent installation of a speed display board near the councillor’s property. As you know, there are MANY locations in College ward where traffic calming is desperately needed, but Tanglewood Drive is nowhere near the top of the list.

Dr. Wellar, you’re the expert. Could traffic counts or other criteria possibly justify the choice of Tanglewood Drive in Bells Corners for this speed display board?

Speeding cut-through traffic is a huge problem in Bells Corners but the councillor’s street is barely affected.

Speeding is rampant in Bells Corners but the light westbound traffic on Tanglewood Drive approaching the speed display board is naturally slowed by the sharp turn ahead. Unlike most other residential streets in Bells Corners Tanglewood has a sidewalk to enhance pedestrian safety.

It would be great if EVERY street in College ward had improved traffic calming measures but this is clearly not a priority for the mayor and his allies on council. The College ward share of the discretionary traffic calming budget is woefully inadequate and should not be used as a political football in such a blatant fashion by Councillor Chiarelli Chiarelli family compound on Tanglewood Drive in Bells Corners.



Email 11. Concern about a political decision on speed display board location

From: Barry Wellar <wellar.barry@gmail.com>

Sent: Thursday, January 28, 2021 10:21 AM

To: Rick.Chiarelli@ottawa.ca

Cc: 'Lynwood Village Community Association' <contact@lynwoodvillageottawa.ca>; westcliffecommunity@gmail.com; belaircommunityassociation@gmail.com; briarvine@gmail.com; 'Horizon Ottawa' <info.horizonottawa@gmail.com>; 'Copeland Park Community Alliance' <info@copelandpark.ca>; 'Qualicum-Graham Park Community Association' <president@qualicum.org>; 'Queensway Terrace South Ridgeview Community Association' <qtsrcommunity@gmail.com>; 'Valleystream Community Association' <valleystreamcommunityassoc@gmail.com>; 'George A. Neville' <george.neville@ncf.ca>; 'Doug Arnold' <douglasarnold@sympatico.ca>; 'joanmclark' <joanmclark@sympatico.ca>; 'Craig MacCaulay' <ottawaowl2@yahoo.ca>; 'granda k' <teamlittlehoof@hotmail.com>; 'Tristan Maack' <TristanMaack@hotmail.com>; Chantal.Lebel@ottawa.ca; wellar.barry@gmail.com

Subject: Tanglewood Drive Speed Display Board Inquiry Chiarelli

Councillor Chiarelli,

A speed display board was recently installed on Tanglewood Drive, which is the roadway that fronts your property located at #6 Tanglewood Drive.

I am informed of complaints to you about speeding and other traffic problems on Arnold Drive, Ridgefield Crescent, and other streets in College ward which have not been addressed by temporary or permanent traffic calming measures.

As result, questions, concerns, and requests for files arise on matters of accountability and transparency involving the decision process, and the expenditure of public funds on the subject speed display board which was installed a short distance from your residence on Tanglewood Drive.

At this time I wish to receive productions which no doubt were among those used in the traffic calming decision process that led to the installation of the speed display board on Tanglewood Drive.

It is my expectation that all the requested materials are available as digital files, so please include the link that provides direct, online access to the respective productions.

For convenience, may I suggest that you insert the link or links directly into the body of this email as shown, and use it as the basis for your reply so that the connections between my questions and the links you provide are explicit.

Requested productions

1. The file containing complaints from College ward residents about speeding on Tanglewood Drive. [LINK:](#)
2. Traffic survey reports which substantively establish that Tanglewood Drive experiences more significant speeding problems than other streets in College ward. [LINK:](#)
3. The traffic survey reports which support the greater need for traffic calming measures on Tanglewood Drive than on other College ward streets. [LINK:](#)
4. The report on consultations with College ward residents about the need for traffic calming measures on Tanglewood Drive. [LINK:](#)
5. The traffic survey reports used to support installing the speed display board on Tanglewood Drive rather than on other College ward streets. [LINK:](#)

The materials listed above are those which immediately come to mind,

In the event that other materials were considered to justify the installation of the speed display board on Tanglewood Drive, please send me the links to those materials, which means every production of any kind from initiation of the process to completion of the installation.

It is my understanding that all materials related to this inquiry are in digital files, which points to a prompt response.

Finally, please copy your reply to all the listed email addresses.

Thank you.

Barry Wellar

Email 12. Questions about documentation of the merits of the temporary traffic calming program

From: Barry Wellar <wellar.barry@gmail.com>

Sent: Saturday, February 6, 2021 3:47 PM

To: Matt.Luloff@ottawa.ca; Laura.Dudas@ottawa.ca; jan.harder@ottawa.ca; Jenna.Sudds@ottawa.ca; Eli.El-Chantiry@ottawa.ca; Glen.Gower@ottawa.ca;

Theresa.Kavanagh@ottawa.ca; Rick.Chiarelli@ottawa.ca; Keith.Egli@ottawa.ca;
Diane.Deans@ottawa.ca; Tim.Tierney@ottawa.ca; Catherine.Mckenney@ottawa.ca;
Riley.Brockington@ottawa.ca; capitalward@ottawa.ca; Jean.Cloutier@ottawa.ca;
George.Darouze@ottawa.ca; Scott.Moffatt@ottawa.ca; Carolanne.Meehan@ottawa.ca;
Allan.Hubley@ottawa.ca; 'shawn.menard' <shawn.menard@ottawa.ca>;
Rawlson.King@ottawa.ca; Mathieu.Fleury@ottawa.ca; Rawlson.King@ottawa.ca;
Jim.Watson@ottawa.ca

Cc: 'Watson, Jim (Mayor/Maire)' <Jim.Watson@ottawa.ca>; 'joanmclark' <joanmclark@sympatico.ca>; jeremy.roberts@pc.ola.org; 'Chianello, Joanne (CBC)' <joanne.chianello@cbc.ca>; 'jogrady' <jogrady66@gmail.com>; 'Willing, Jon' <jwilling@postmedia.com>; 'George A. Neville' <george.neville@ncf.ca>; 'granda k' <teamlittlehoof@hotmail.com>; 'Doug Arnold' <douglasarnold@sympatico.ca>; 'Craig MacCaulay' <ottawaowl2@yahoo.ca>; cityviewassociation@gmail.com; 'Kanellakos, Steve' <Steve.Kanellakos@ottawa.ca>; 'Lynwood Village Community Association' <contact@lynwoodvillageottawa.ca>; westcliffecommunity@gmail.com; belaircommunityassociation@gmail.com; briarvine@gmail.com; elliott15oak@rogers.com; 'Horizon Ottawa' <info.horizonottawa@gmail.com>; info@copelandpark.ca; 'integrity / intégrité' <integrity@ottawa.ca>; 'O'Connor, M. Rick' <Rick.OConnor@ottawa.ca>; president@qualicum.org; premier@ontario.ca; qtsrcommunity@gmail.com; steve.clark@pc.ola.org; tristanmaack@hotmail.com; lisa.macleodco@pc.ola.org; wellar.barry@gmail.com

Subject: Questions about the City's Temporary Traffic Calming Measures Program

Members of Council

City of Ottawa

Councillors,

Informal inquiries with residents in different wards reveal that although the COVID-19 pandemic has apparently resulted in a reduction in vehicular travel volumes, speeding problems remain, and questions continue to arise about the effectiveness of the City's Temporary Traffic Calming Measures Program which was launched in 2015 whereby individual councillors have delegated authority to spend \$50,000.00 per year for an annual program budget of \$1,150,000.00 for 23 councillors, and a total of \$4,600,000.00 for the current council term of office.

Further in that vein, inquiries reveal that no one contacted has seen or heard about documentation that informs as to where and when traffic calming initiatives have been implemented in wards across the City of Ottawa, and the effectiveness of the alternatives selected by councillors.

An email was sent to Mayor Jim Watson in that regard. and it follows for your consideration.

As shown the questions are asked so as to pertain to the City of Ottawa as a corporate entity, and Mayor Watson is asked to respond as the head of council because that seems appropriate as the place to begin a search for politicians' positions on materials that address the questions of interest at this time.

However, it is highly plausible that individual councillors have dealt with some if not many of these questions, because all councillors have at least three years of experience with City's Temporary Traffic Calming Measures Program and delegated authority access to \$150,000.00, and those who have been on council since 2015 have seven years of experience with the program and delegated authority access to \$350,000.00

The purpose of this communication, therefore is to ask whether you have documentation which informs about your views and/or experiences regarding any of the questions asked of council through Mayor Watson about the City's Temporary Traffic Calming Measures Program. I invite your response at the earliest.

Thank you in advance for your consideration of this inquiry.

Barry Wellar

Email 13. More questions about a speed board location decision

From: Barry Wellar <wellar.barry@gmail.com>

Sent: Sunday, August 22, 2021 2:25 PM

To: 'Lynwood Village Community Association' <contact@lynwoodvillageottawa.ca>; 'George A. Neville' <george.neville@ncf.ca>

Cc: 'le hibou' <ottawaowl2@yahoo.ca>; 'tristanmaack' <tristanmaack@hotmail.com>; 'granda' <teamlittlehoof@hotmail.com>; 'doug arnold' <douglasarnold@sympatico.ca>; 'joanmclark joanmclark' <joanmclark@sympatico.ca>; wellar.barry@gmail.com

Subject: RE: Speed Display Board on Ridgefield Crescent 1

Hello at LVCA,

I expected that a communication would be circulated by Chiarelli among residents along Ridgefield Crescent about options, including evidence provided by staff as to speeds along the route to assist in decision-making, but none was received.

Now that the speed board is in, questions arise about the location chosen, and I hope that you can assist in obtaining answers since in my experience the selected location is not an appropriate location for a speed board which has specific transportation

engineering and traffic enforcement functions, neither of which in my experience is effectively served by the current location relative to other sections of Ridgefield Crescent.

Answers to the following questions will be much appreciated.

1. What was the reasoning behind the locations proposed by LVCA, and the location selected by whoever did the selecting?
2. Did LVCA or Chiarelli's office consult with residents along Ridgefield Crescent and, if so, what are the details of the consultation(s)? I cannot locate any materials in that regard.
3. Was city staff involved in locating the speed board and, if so, are there published communications (comments, reports, etc.) regarding the selected speed board location and other locations on Ridgefield Crescent?
4. Has LVCA been provided or asked for the link to access to speed board records and, if so, please provide the link to me so that I can examine the records. If you do not have the link, please ask that it be provided, and forward it to me.
5. Please provide me with any reports prepared by staff in which before-after speed record data are presented and analyzed. It is my finding based upon several dozen trips by vehicle and bicycle in that section of roadway that the board is located in what was a relatively low-speed zone prior to the installation, and numbers would be helpful in understanding the merits of the locations proposed and the zone selected.
6. I am informed by long-term neighbours that numerous complaints have been made about speeding on Ridgefield in both directions between Arnold Drive and Trevor and, based on my observations over the past four years I am in full agreement. However, in the absence of a speed board which can be observed by multiple persons at the same time, we have a situation whereby it is not possible to substantiate claims that more than 100 vehicles per day are travelling at well over 50 kph/hr on Ridgefield between Arnold and Trevor, which is by far the longest, straight stretch of Ridgefield from Arnold drive to Stinson.

Other questions come to mind, but assistance with these questions will be helpful regarding the design of further inquiries regarding the City of Ottawa speed board program.

Thank you in advance for your assistance.

Barry Wellar

Email 14. Complaint re speed display board waste

From: Barry Wellar <wellar.barry@gmail.com>

Sent: September 19, 2021 4:51 PM

To: Watson, Jim (Mayor/Maire) <Jim.Watson@ottawa.ca>

Cc: Doug Arnold <douglasarnold@sympatico.ca>; George A. Neville <george.neville@ncf.ca>; Craig MacCaulay <ottawaowl2@yahoo.ca>; 'Lynwood Village Community Association' <contact@lynwoodvillageottawa.ca>; tristanmaack@hotmail.com; 'joanmclark joanmclark' <joanmclark@sympatico.ca>; wellar.barry@gmail.com; 'stacey102' <stacey102@hotmail.com>; Miner, Ed <ed.miner@ottawa.ca>; Office of the Auditor General <OAG@ottawa.ca>; White, David <David.White@ottawa.ca>; O'Connor, M. Rick <Rick.OConnor@ottawa.ca>; Hubley, Allan <Allan.Hubley@ottawa.ca>; Bay Ward / Quartier Baie <bayward@ottawa.ca>; Brockington, Riley <Riley.Brockington@ottawa.ca>; Meehan, Carol Anne <CarolAnne.Meehan@ottawa.ca>; McKenney, Catherine <Catherine.Mckenney@ottawa.ca>; Kitts, Catherine <Catherine.Kitts@ottawa.ca>; Deans, Diane <Diane.Deans@ottawa.ca>; Dudas, Laura <Laura.Dudas@ottawa.ca>; Egli, Keith <Keith.Egli@ottawa.ca>; El-Chantiry, Eli <Eli.El-Chantiry@ottawa.ca>; Darouze, George <George.Darouze@ottawa.ca>; Gower, Glen <Glen.Gower@ottawa.ca>; integrity / intégrité <integrity@ottawa.ca>; Harder, Jan <Jan.Harder@ottawa.ca>; Cloutier, Jean <Jean.Cloutier@ottawa.ca>; Sudds, Jenna <Jenna.Sudds@ottawa.ca>; Leiper, Jeff <Jeff.Leiper@ottawa.ca>; Fleury, Mathieu <Mathieu.Fleury@ottawa.ca>; King, Rawlson <Rawlson.King@ottawa.ca>; Luloff, Matt <Matt.Luloff@ottawa.ca>; Menard, Shawn <Shawn.Menard@ottawa.ca>; Tierney, Timothy <Tim.Tierney@ottawa.ca>; nylamiles48@gmail.com; admin@letsdigdeep.com; Willing, Jon <jwilling@postmedia.com>; Chianello, Joanne (CBC) <joanne.chianello@cbc.ca>

Subject: FW: Complaint re Speed Display Board Waste.

Jim Watson, Mayor

City of Ottawa

Mr. Watson,

As you may be aware, I have made several inquiries of elected and appointed officials, City of Ottawa, regarding the Traffic Calming Program (TCP) and, in particular, the speed display board and financial accountability aspects. The latest communication from the City of Ottawa is from Deputy Auditor General Ed Miner, and it follows for immediate context.

A number of comments about the TCP communications have been circulating on social media, and discussions have arisen regarding several aspects of council policies and

objectives related to the TCP. As a result, it is prudent that I double-check with you as Head of Council to ensure that I am properly representing the position of Council in remarks that I make on this matter.

Three questions are pertinent at this time.

First, is it correct that decisions about TCP initiatives are totally at the discretion of ward councillors? In the event of any error, I welcome having a correction brought to my attention.

Second, is it correct that councillors are not accountable for their TCP expenditures? In the event of any error, I welcome having a correction brought to my attention.

Third, in the event that councillors are not accountable for their TCP expenditures, what is the way or means for citizens to obtain substantive answers to accountability concerns regarding TCP expenditures?

I look forward to receiving your response at the earliest.

Thank you. All the best.

Barry Wellar

Email 15. Tax dollar waste a Code of Conduct matter?

From: Watson, Jim (Mayor/Maire) [<mailto:Jim.Watson@ottawa.ca>]

Sent: Wednesday, September 22, 2021 10:02 AM

To: Barry Wellar

Subject: RE: Complaint re Speed Display Board Waste

Good Morning Mr. Wellar,

Thank you for your correspondence. Each Ward Councillor is allocated an annual budget of \$50,000 through the Temporary Traffic Calming Measures Program (TTCM). Locations for the implementation of measures are selected by the Ward Councillor following consultation with residents and TTCM Program staff. When the Councillor wishes to consider TTC measures at a certain location, a request is sent to TTCM staff to conduct a feasibility review and recommend the most suitable treatment in an effort to effectively lower operating speeds of vehicles travelling on that road.

As you have been advised on previous occasions by City staff, decisions with respect to the implementation of any traffic calming measure reside with the Ward Councillor, in accordance with the delegated authority provided by City Council. The Ward Councillor would have any further rationale regarding the installation of any traffic calming

measure at a particular location in their ward, given that the measure was implemented under the Councillor's delegated authority. If you believe the Member's actions with respect to the exercise of delegated authority under the TTCMP contravene the [Code of Conduct for Members of Council](#), you may wish to consider contacting the City's [Integrity Commissioner](#), who oversees matters relating to the Code of Conduct for Members of Council.

Sincerely,

Jim Watson

Email 16. Asking ward councillor to explain his decisions about speed display board locations

From: Barry Wellar <wellar.barry@gmail.com>
Sent: Wednesday, September 22, 2021 2:17 PM
To: 'Chiarelli, Rick' <Rick.Chiarelli@ottawa.ca>
Cc: Jim.Watson@ottawa.ca; George A. Neville <george.neville@ncf.ca>; Doug Arnold <douglasarnold@sympatico.ca>; 'joanmclark joanmclark' <joanmclark@sympatico.ca>; Craig MacCaulay <ottawaowl2@yahoo.ca>; 'Lynwood Village Community Association' <contact@lynwoodvillageottawa.ca>; tristanmaack@hotmail.com; granda k <teamlittlehoof@hotmail.com>; wellar.barry@gmail.com; 'stacey102' <stacey102@hotmail.com>
Subject: FW: Complaint re Speed Display Board Waste

Councillor Chiarelli,

Questions have arisen regarding the installation of speed display boards (SDBs) on Tanglewood Drive and Ridgefield Crescent, and a number of communications have been circulated in that regard.

A recent communication from Mayor Watson prompts requests for documentation regarding the SDB installations on Tanglewood and Ridgefield. Several statements are abstracted from the Mayor's email which follows for context.

For ease of examination, the Mayor's communication including abstracted parts is in black font, and questions or requests are in red.

Locations for the implementation of measures are selected by the Ward Councillor following consultation with residents and TTCM Program staff.

1. For the SDB on Tanglewood, please provide the record of consultations with residents.

2. For the SDB on Tanglewood, please provide the record of consultations with TTCM program staff.
3. For the SDB on Ridgefield, please provide the record of consultations with residents.
4. For the SDB on Ridgefield, please provide the record of consultations with TTCM program staff.

When the Councillor wishes to consider TTC measures at a certain location, a request is sent to TTCM staff to conduct a feasibility review and recommend the most suitable treatment in an effort to effectively lower operating speeds of vehicles travelling on that road.

5. For the SDB on Tanglewood, please provide the request to TTCM staff to conduct a feasibility review and recommend the most suitable treatment in an effort to effectively lower operating speeds of vehicles travelling on that road.
6. For the SDB on Tanglewood, please provide the report by TTCM staff in response to your request to TTCM staff to conduct a feasibility review and recommend the most suitable treatment in an effort to effectively lower operating speeds of vehicles travelling on that road.
7. For the SDB on Ridgefield, please provide the request to TTCM staff to conduct a feasibility review and recommend the most suitable treatment in an effort to effectively lower operating speeds of vehicles travelling on that road.
8. For the SDB on Ridgefield, please provide the report by TTCM staff in response to your request to TTCM staff to conduct a feasibility review and recommend the most suitable treatment in an effort to effectively lower operating speeds of vehicles travelling on that road.

Thank you,

Barry Wellar

Email 17. More questions and concerns in search of transparency and accountability

From: Barry Wellar <wellar.barry@gmail.com>

Sent: Monday, November 1, 2021 9:44 PM

To: 'Chiarelli, Rick' <Rick.Chiarelli@ottawa.ca>

Cc: George A. Neville <george.neville@ncf.ca>; Doug Arnold <douglasarnold@sympatico.ca>; 'joanmclark joanmclark' <joanmclark@sympatico.ca>; Craig MacCaulay <ottawaowl2@yahoo.ca>; 'Lynwood Village Community Association'

<contact@lynwoodvillageottawa.ca>; wellar.barry@gmail.com; 'stacey102'
<stacey102@hotmail.com>; granda k <teamlittlehoof@hotmail.com>

Subject: Re: Speed Display Board: Ridgefield Crescent

COuncillor Chiarelli,

Questions arise about the utility of the speed display board (SDB) on Ridgefield Crescent as a traffic calming measure,

So that I and other residents of College ward may analytically assess the performance and value of this SDB as a traffic calming measure, please provide the following:

1. The link to the City of Ottawa electronic records containing speed and meta data for this SDB installation;
2. The link to transportation department reports containing analyses or other examinations of the data for this SDB installation.
3. Copies of your SDB-related communications to the transportation department or other City of Ottawa offices regarding the data collected for this SDB installation.
4. Copies of your SDB-related communications to the transportation department or other City of Ottawa offices regarding reports containing analyses or other examinations of the data for this SDB installation.
5. Copies of your SDB-related communications to the transportation department or other City of Ottawa offices regarding actions to be taken as a result of analyses or other examinations of the data collected during the lifetime of this SDB installation.
6. Copies of your SDB-related communications to College ward residents, to College ward community associations, and to other College ward entities since the installation of this SDB.

Please respond in the order shown, that is 1, 2, 3, 4, 5, and 6. However, in the interests of time I request that the materials are sent as they become available, and are not held until all six responses are ready for forwarding to me.

I look forward to receiving the requested materials at the earliest.

Thank you.

Barry Wellar

Email 18. More questions and concerns about the utility of a speed display board as a temporary traffic calming measure

From: Barry Wellar <wellar.barry@gmail.com>

Sent: Tuesday, November 2, 2021 8:13 PM

To: 'Chiarelli, Rick' <Rick.Chiarelli@ottawa.ca>

Cc: 'George A. Neville' <george.neville@ncf.ca>; 'Doug Arnold' <douglasarnold@sympatico.ca>; 'joanmclark joanmclark' <joanmclark@sympatico.ca>; 'Craig MacCauley' <ottawaowl2@yahoo.ca>; wellar.barry@gmail.com; 'Lynwood Village Community Association' <contact@lynwoodvillageottawa.ca>; 'stacey102' <stacey102@hotmail.com>; 'granda k' <teamlittlehoof@hotmail.com>; 'tristanmaack' <tristanmaack@hotmail.com>

Subject: RE: Speed Display Board: Tanglewood Drive

Councillor Chiarelli,

Questions arise about the utility of the speed display board (SDB) on Tanglewood Drive as a traffic calming measure,

So that I and other residents of College ward may analytically assess the performance and value of this SDB as a traffic calming measure, please provide the following:

1. The link to the City of Ottawa electronic records containing speed and meta data for this SDB installation.
2. The link to transportation department reports containing analyses or other examinations of the data for this SDB installation.
3. Copies of your SDB-related communications to the transportation department or other City of Ottawa offices regarding the data collected for this SDB installation.
4. Copies of your SDB-related communications to the transportation department or other City of Ottawa offices regarding reports containing analyses or other examinations of the data for this SDB installation.
5. Copies of your SDB-related communications to the transportation department or other City of Ottawa offices regarding actions to be taken as a result of analyses or other examinations of the data collected during the lifetime of this SDB installation.
6. Copies of your SDB-related communications to College ward residents, to College ward community associations, and to other College ward entities since the installation of this SDB.

Please respond in the order shown, that is 1, 2, 3, 4, 5, and 6. However, in the interests of time I request that the materials are sent as they become available, and are not held until all six responses are ready for forwarding to me.

I look forward to receiving the requested materials at the earliest.

Thank you.

Barry Wellar

Email 19. Questions to new councillor (Laine Johnson) about status of suspect speed display board

From: wellar.barry@gmail.com <wellar.barry@gmail.com>
Sent: Saturday, September 9, 2023 8:19 PM
To: 'Johnson, Laine' <laine.johnson@ottawa.ca>
Cc: George A. Neville <george.neville@ncf.ca>; 'douglasarnold douglasarnold' <douglasarnold@sympatico.ca>; stacey102@hotmail.com
Subject: Speed Display Board (SDB) on Tanglewood

Councillor Johnson,

I presume that you have the communications sent to Chiarelli and city staff regarding the nonsensical installation of a speed display board (SDB) on Tanglewood.

I went by the SDB earlier this week and the installation is still up, which compounds the mockery of putting an SDB in that location.

It was and remains an insulting waste of taxpayer dollars, and all the more so when there are many other locations far better suited for the expenditure of scarce dollars on an SDB as a temporary traffic calming device.

I look forward to learning at the earliest moment that the SDB on Tanglewood is taken down and re-located. And, if there is any argument in opposition please provide the full details, including the source of the argument.

As per communications to Chiarelli on this matter, I wish to receive notice of the reason(s) for the selection of the new site.

Thank you.

Barry Wellar

Email 20. Questions about the efficacy of the temporary traffic calming program

From: wellar.barry@gmail.com <wellar.barry@gmail.com>
Sent: Thursday, October 26, 2023 7:04 PM
To: 'Walton, Chelsea' <chelsea.walton2@ottawa.ca>; 'Johnson, Laine' <laine.johnson@ottawa.ca>
Cc: 'George A. Neville ' <george.neville@ncf.ca>; 'douglasarnold douglasarnold' <douglasarnold@sympatico.ca>; ottawaowl2@yahoo.ca; stacey102@hotmail.com;

wellar.barry@gmail.com

Subject: RE: Speed display board on Ridgefield Crescent

Three items for now.

1. I sent numerous emails to Chiarelli and city staff about the LVCA-promoted SDB. The decision by Chiarelli was nonsense then and it is still nonsense, which is causing me to think about challenging the efficacy of the TTC program.
2. The decision by Chiarelli to have a SDB installed on Tanglewood was nonsense then and it is still nonsense, which is further causing me to think about challenging the efficacy of the TTC program.
3. The use of Ridgefield Crescent for school-related parking by parents of school children temporarily attending the former D.A. Moodie school is due to lack of bus drivers. Fixing the safety problem using speed control measures is a City of Ottawa matter. It has nothing to do with provincial funding.

I am irritated that I am putting in more time to address problems that fall to the councillor and city staff. The de-installation of those two SDBs should have been done months ago, they are wastes of scarce tax dollars and city resources.

Barry Wellar

Email 21. After eight years the temporary traffic calming program is still a clumsy work in progress, but the geographic aspect has made an appearance

From: Johnson, Laine <laine.johnson@ottawa.ca>

Sent: Friday, October 27, 2023 11:25 AM

To: George A. Neville <george.neville@ncf.ca>; Barry Wellar <wellar.barry@gmail.com>

Cc: Walton, Chelsea <chelsea.walton2@ottawa.ca>; doug arnold <douglasarnold@sympatico.ca>; le hibou <ottawaowl2@yahoo.ca>; stacey102 <stacey102@hotmail.com>

Subject: RE: Speed display board on Ridgefield Crescent

Hi Barry,

I can hear that you're feeling frustrated.

Although I wouldn't be able to speak on behalf of the previous councillor, but for myself and my teammates, we won't be removing the speedboard and placing it elsewhere at this time. We have collected additional data and there will be additional measures for Ridgefield in 2024, which I'm looking forward to. Given that, Barry, you're absolutely right, not everyone loves the TTC program, if we were to do community engagement on

the placement of these measures there would be a lot more back and forth with communities on the placement that best suited everyone for each measure, and this program isn't delivered like that. That would indeed be very ineffective.

This program relies on the recommendation of traffic engineers and data who, for better or worse, can offer a limited number of solutions of a temporary nature. For better in that they are relatively quick and inexpensive, for worse in that they don't meet the expectations of residents all the time. I want more permanent infrastructure options and I am advocating every day for a better sensitivity of road safety policy to geographic areas, like our older neighbourhoods. We continue to fall outside of policy that would create more meaningful change.

I'm sorry that you aren't getting the answer you are after here, for these speedboards, but we will be implementing further measures here next year and we will have a different context then from which to work with.

Best to you and thank you for your continued advocacy, Laine

Email 22. Has it never occurred to city staff that residents would want to have free, easy, timely, and direct online access to speed display board data?

From: Johnson, Laine <laine.johnson@ottawa.ca>
Sent: Wednesday, November 29, 2023 11:44 AM
To: wellar.barry@gmail.com
Cc: Walton, Chelsea <chelsea.walton2@ottawa.ca>
Subject: RE: Speed Display Board records

Hello Dr. Wellar,

I appreciate the opportunity to work together to address your concerns. I want to be sure that I correctly understand your ask. It's taken a few moments for us to get back to you given our short staffed-ness so thank you for your patience.

I have checked in with traffic services staff and been advised that there is not a public-facing access link to speed display board data for the City of Ottawa. The primary purpose of speed display boards is to influence speed, rather than to capture data. Approximately 700 of the 830 speed display boards installed across the city do not have associated cloud accounts. This means that data would need to be manually pulled and catalogued.

If you are looking for speed display board data at a specific location, I could certainly bring that request to staff. But I don't think there's a metadata component as you describe, and specific data is made available upon request.

If you're seeking broader access to raw data, I believe that you would need to file an ATIP request. If you don't mind providing further details about the data you are looking for, I can follow up to pursue what you are after.

Thank you,

Laine

Email 23. An ask for basic inputs to present the case for a GIS-supported network of speed display board stations providing captured data to residents, community associations, public interest groups, councillors, and police

From: wellar.barry@gmail.com <wellar.barry@gmail.com>

Sent: Friday, December 8, 2023 9:57 PM

To: 'Johnson, Laine' <laine.johnson@ottawa.ca>

Cc: wellar.barry@gmail.com

Subject: RE: Speed Display Board records

Councillor Johnson,

Thank you, very helpful.

I will be grateful if you could obtain for me the number of speed display board (SDBs) in each ward, maps of the location of SDBs in each ward, and a map of the location of SDBs throughout the city.

Thank you in advance for your assistance.

Dr. Barry Wellar, C.M., GISP
Professor Emeritus, University of Ottawa
President, Information Research Board Inc.
133 Ridgfield Crescent
Nepean, ON K2H 6T4
CANADA
<http://wellar.ca/informationresearch/>

Email 24. Sent to MPP Paul Calandra, Minister of Municipal Affairs and Housing re Consultation on Strengthening Accountability of Municipal Politicians

From: wellar.barry@gmail.com <wellar.barry@gmail.com>

Sent: Wednesday, October 25, 2023 7:27 PM

To: Paul.Calandra@pc.ola.org

Cc: 'Premier of Ontario | Premier ministre de l'Ontario' <Premier@ontario.ca>; lisa.macleodco@pc.ola.org; 'Marit Stiles' <info@davenportndp.ca>; 'Joel Harden, MPP' <joel@joelharden.ca>; jfraser.mpp.co@liberal.ola.org; sblais.mpp.co@liberal.ola.org; 'George A. Neville ' <george.neville@ncf.ca>; 'doug arnold' <douglasarnold@sympatico.ca>; 'Chandra Pasma' <chandra.pasma@ontariondp.ca>; 'Ange Holmes' <ange.holmes@ryerson.ca>; nylamiles48@gmail.com; 'Horizon Ottawa' <info@horizonottawa.ca>

Subject: RE: Consultation on Strengthening Accountability of Municipal Politicians

MPP Paul Calandra, Minister, Municipal Affairs and Housing

Government of Ontario

Mr. Calandra,

“RE: Consultation on Strengthening Accountability of Municipal Politicians”.

It is now eight (8) weeks since you were sent the email, “RE: Consultation on Strengthening Accountability of Municipal Politicians”. The email follows for purposes of context, completeness, and convenience.

I believe it should have needed no more than five minutes to provide a substantive response to an inquiry about an accountability consultation report which is some 24 months overdue.

Given the widespread concerns about ‘flawed’ planning and zoning orders issued by former MMAH Minister Steve Clark, I expected that you and Premier Doug Ford would want to expeditiously assure citizens that we have access to proper means to hold municipal politicians accountable should any of them be suspected of engaging in planning or zoning decisions and/or actions which are not perceived by citizens to be in the public interest.

Given that Clark’s flawed decisions have been overturned in a number of communities after causing considerable distress, it astounds that you have not been in direct contact with citizens in the respective communities to give them detailed explanations of the decisions by Clark and by you. So far, I have not seen any detailed explanations, just superficial talking points.

In the Ottawa case, concerns arise about lack of transparency of provincial decisions, about whether any municipal politicians were involved in development decisions for areas east, south, and west of the current urban boundary. And, in the latter case, if so, what means are available to hold these municipal politicians to account for their decisions and/or actions.

I am again requesting a substantive response from you to the email of September 5, 2023, and by copy I am inviting interested MPPs to bring this matter to Question Period if that is what it takes to achieve satisfactory transparency and accountability on your part.

Thank you.

Dr. Barry Wellar, C.M., GISP

Professor Emeritus, University of
Ottawa

President, Information Research Board Inc.

133 Ridgefield Crescent

Nepean, ON K2H 6T4

CANADA

<http://wellar.ca/informationresearch/>

Email 25. Sent to MPP Paul Calandra, Minister of Municipal Affairs and Housing re Consultation on Strengthening Accountability of Municipal Politicians

From: wellar.barry@gmail.com <wellar.barry@gmail.com>

Sent: Tuesday, December 12, 2023 11:15 AM

To: Paul.Calandra@pc.ola.org

Cc: 'Premier of Ontario | Premier ministre de l'Ontario' <Premier@ontario.ca>; lisa.macleodco@pc.ola.org; 'Marit Stiles' <info@davenportndp.ca>; 'Joel Harden, MPP' <joel@joelharden.ca>; jfraser.mpp.co@liberal.ola.org; sblais.mpp.co@liberal.ola.org; 'George A. Neville ' <george.neville@ncf.ca>; 'doug arnold' <douglasarnold@sympatico.ca>; 'Chandra Pasma' <chandra.pasma@ontariondp.ca>; 'Ange Holmes' <ange.holmes@ryerson.ca>; nylamiles48@gmail.com; 'Horizon Ottawa' <info@horizonottawa.ca>; ljones@amo.on.ca; 'Don Ullman' <don.ullman@yahoo.ca>; wellar.barry@gmail.com

Subject: RE: Consultation on Strengthening Accountability of Municipal Politicians

MPP Paul Calandra, Minister, Municipal Affairs and Housing

Government of Ontario

Mr. Calandra,

It is now fifteen (15) weeks since you were sent the email, “RE: Consultation on Strengthening Accountability of Municipal Politicians”, and seven (7) weeks since you were sent a reminder in that regard.

I appreciate that you have been in clean-up mode dealing with politically messy matters such as the Greenbelt walk back and MZO fiascos that you inherited from your predecessor, Steve Clark, but if you are focused on cleaning up messy matters inherited from Steve Clark then I again remind you that the Consultation on Accountability of Municipal Politicians is one of his misdirected gambits that is long overdue for thoughtful consideration and purposeful action.

As for copying Premier Ford, my MPP Lisa MacLeod, and several MPPs, they are copied in the event that they may assist in this matter by bringing you up to speed on your own accountability responsibilities.

In this case, because Ontario municipalities are creatures of the provincial government, it is past time for you to step up and ensure that municipal politicians are held accountable at best practices standards by producing the long-awaited legislation needed to achieve that purported objective.

I look forward to receiving your prompt confirmation that wheels are turning, and that I will soon see evidence of Consultation progress.

Thank you.

Dr. Barry Wellar, C.M.

Professor Emeritus, University of
Ottawa

President, Information Research Board Inc.

133 Ridgfield Crescent

Nepean, ON K2H 6T4

CANADA

<http://wellar.ca/informationresearch/>

Email 26. Sent to Councillor Laine Johnson, City of Ottawa re Using GIS to Enhance the Value of Speed Display Board Data: City of Ottawa Case Study

From: wellar.barry@gmail.com <wellar.barry@gmail.com>

Sent: Wednesday, January 3, 2024 9:58 PM

To: 'Laine Johnson' <Laine.Johnson@ottawa.ca>

Cc: George A. Neville <george.neville@ncf.ca>; 'doug arnold'

<douglasarnold@sympatico.ca>; 'le hibou' <ottawaowl2@yahoo.ca>; 'Horizon Ottawa' <info@horizonottawa.ca>; wellar.barry@gmail.com

Subject: Using GIS to Enhance the Value of Speed Display Board Data: City of Ottawa Case Study Emil of Dec 3, 2023

Councillor Laine Johnson

Interest in my forthcoming report, Using GIS to Enhance the Value of Speed Display Board Data: City of Ottawa Case Study has expanded in view of the CTV News report, <https://ottawa.ctvnews.ca/orleans-residents-question-city-s-decision-to-remove-street-from-list-to-prevent-speeding-1.6709773>, and causes me to endeavour to move up the publication date.

In terms of outstanding material needed to complete the report as currently designed, all that remains is the reply to the email to you of December 3, 2023.

It seems to me that staff should be able to do the requested task in about five minutes since these materials must surely be a matter of record, that is, the number of SDBs in each ward and the city total, and maps showing the location of SDBs in each ward and a citywide map.

If those records are not available staff should say so, and if for some reason they will not be made available in time for inclusion in this report then staff should say so and explain why that is the case.

That said, please advise if I can have the requested reply on or before Friday of next week so that I can make plans to complete the report in a timely manner.

Thank you.

Dr. Barry Wellar, C.M., GISP (Ret.)

Professor Emeritus, University of Ottawa

President, Information Research Board Inc.

133 Ridgfield Crescent

Nepean, ON K2H 6T4

CANADA

<http://wellar.ca/informationresearch/>

Email 27. Sent to Councillor Laine Johnson, City of Ottawa re Using GIS to Enhance the Value of Speed Display Board Data: City of Ottawa Case Study

From: wellar.barry@gmail.com <wellar.barry@gmail.com>

Sent: Thursday, January 11, 2024 7:36 PM

To: 'Laine Johnson' <Laine.Johnson@ottawa.ca>

Cc: wellar.barry@gmail.com

Subject: FW: Speed Display Board records; response from staff?

Councillor Laine Johnson,

I am on the clock to complete this report and, as per previous communications, I am asking you to ascertain from staff the numbers of speed display boards (SDBs) in each ward, and the locations of SDBs in each ward and across the city.

This task is the last one prior to submitting the draft for editing and formatting, hence my wish to obtain at the earliest moment the response to my requested SDB details.

Further, in the interests of transparency, accountability, and transferability, I include all pertinent all email communications as part of the research record, so please copy me on communications to staff or send me the emails by direct transmission.

The due date to complete the draft text is end of day January 18, so I will work with whatever emails I receive by end of day January 16.

Thank you.

Dr. Barry Wellar, C.M., GISP
Professor Emeritus, University of Ottawa
President, Information Research Board Inc.
133 Ridgefield Crescent
Nepean, ON K2H 6T4
CANADA

<http://wellar.ca/informationresearch/>

These emails serve five objectives:

1. Elaborate comments in the main text.
2. Provide talking points for Ottawa area citizens, community associations, public interest groups, councillors, and traffic enforcement managers and personnel in discussions with city staff about the location of speed display boards, and public access to captured speed display board data.
3. Illustrate questions and issues of concern for discussions with GISPs in Canada, United States, and other countries about using a geographic information system science and technology to enhance the value of data captured from speed display boards to citizens, community associations, public interest groups, elected officials, and traffic enforcement.
4. Provide problem statements and the bases of problem statements for theses and dissertations, and for class assignments.
5. Provide context for elected officials, community associations, public interest groups, residents, and researchers in other localities who may wish to build on this project.