

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

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Our File/N/Réf.            03 02-98-0009  
Your File/V/Réf.

DATE                        29 September 1998

TO/DEST.                 9-1-1 Management Board

FROM/EXP.                Co-ordinator, 9-1-1 Advisory Committee

SUBJECT/OBJET         **IMPACT OF VERTICAL TRAFFIC CALMING MEASURES ON  
EMERGENCY SERVICES**

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### **COMMITTEE RECOMMENDATION**

**That the 9-1-1 Management Board forward to Regional Council and all local municipal councils, the serious concerns emergency services (police, fire and ambulance) have in regards to the installation of vertical traffic calming measures on arterial roads.**

### **BACKGROUND**

On 25 September 1998, the 9-1-1 Advisory Committee discussed the impact of the recently-approved vertical traffic calming measures that would be implemented on some Regional roads and put forward the above-noted resolution.

An extract of the draft Minute is appended for your reference.

*Approved by  
Rosemary Nelson*

Extract of Draft Minute  
9-1-1 Advisory Committee  
25 September 1998

2. 9-1-1 MANAGEMENT BOARD DRAFT MINUTES  
- Co-ordinator, 9-1-1 Advisory Committee report dated 11 Sep 98

Councillor Cantin referred to a recent proposal adopted by Council which called for the installation of vertical measures on selected Regional roads to calm traffic and was surprised that the emergency services did not come out with a stronger voice against such measures because of the impact these will have on their response time. C. Powers acknowledged that this issue does concern all emergency services and Councillor Cantin suggested it was not too late for a strong letter to be sent from each agency.

H. Murphy suggested that if emergency services have ways of measuring delays, they should provide those statistics to staff so that a comparison can be made between what the situation is now and how it will be when those vertical measures are implemented. He confirmed that staff would be reporting back to the Transportation Committee and Council one year following the installation of these devices to report on their effectiveness.

L. Massender stated that the City of Ottawa has already put vertical measures on some its roads and as a result, emergency vehicles avoid those streets as much as possible. He explained that an ambulance travelling over a speed hump at high speed will have a tremendous impact on the vehicle and the people inside especially. While he appreciated what the Region and the City were attempting to do, he was especially concerned about implementing vertical measures on arterial roads and proposed that the Committee forward its concerns to Council through the Management Board.

There was general agreement that vertical measures are not in the best interest of emergency services and the Committee Chair suggested these concerns be voiced to both Regional and local councils. It was further suggested by other members that the joint Fire Chiefs should send something as well and the Tiered Response Utilization Review Committee should indicate that vertical measures put tiered response in jeopardy. The latter committee will be meeting on Monday and it was suggested they discuss this item at that time.

G. Kemp suggested that what should be stressed to Council is the fact that 9-1-1 was implemented to save time reaching an emergency service and the system has been successful; however, the time saved through implementation of this system is being compromised and increased significantly by the slower response speeds resulting from these installations in areas of high volumes of emergency calls.

Moved by G. Kemp

**That the 9-1-1 Advisory Committee recommend that the 9-1-1 Management Board forward to Regional Council and all local municipal councils, the serious concerns emergency services (police, fire and ambulance) have in regards to the installation of vertical traffic calming measures on arterial roads.**

CARRIED