

# IE6.8 Attachment 6

## **Attachment 6 – Vision Zero Alignment with Municipal, Provincial and Federal Policies**

Vision Zero 2.0 will continue to enhance safety for vulnerable road users and will further support and align with other municipal, provincial and federal active transportation and road safety policies.

### *Canada's Road Safety Strategy 2025*

Released in January 2016 by the Canadian Council of Motor Transport Administrators, Canada's Road Safety Strategy 2025 is the latest iteration of the national road safety strategy that seeks to continue the national effort to address important road safety issues. The current 10-year strategy provides a framework for all levels of governments to establish their own road safety plans, objectives and interventions for eliminating KSI collisions and making Canada's roads the safest in the world. Similar to the Vision Zero 2.0, the strategy is based on a number of key principles including adopting a safe systems approach and providing an inventory of proven and promising best practices to address key risk groups and contributing factors.

### *Places to Grow (2017)*

The Growth Plan for the Greater Golden Horseshoe (2017), approved under the Provincial Places to Grow Act, 2005, seeks to manage growth in a way that supports complete, healthy, sustainable communities, and emphasizes in its vision that transit and active transportation will be practical elements of our urban transportation systems. The following policy provides specific direction for expanding the cycling network:  
3.2.3 - Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide: (a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and (b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.

### *City of Toronto Official Plan*

The City of Toronto Official Plan provides a vision and framework for improving the mobility for residents of Toronto, ensuring the city evolves and improves in areas such as transit, land use development, and the environment. The plan guides the growth and development of Toronto by making cycling, walking and transit, increasingly attractive relative to car use.

### *Reducing Health Risks from Traffic-Related Air Pollution (TRAP) in Toronto*

Both Public Health Ontario and Toronto Public Health have identified Traffic-Related Air Pollution (TRAP) as a continued public health concern. Motor vehicle traffic is the largest source of air pollution in the City and TRAP has been noted as being highest near highways and busy roads. Higher exposure to TRAP has been shown to increase health risks that result in up to 1,300 premature deaths and 3,550 hospitalizations in Toronto each year (TPH, 2017). Increasing active transportation and reducing congestion supports the work of public health agencies in addressing this problem.

### *Seniors Strategy (2018)*

The Seniors Strategy includes direction to City divisions to create policies to support a comprehensive and universally accessible transportation system; develop walkable mixed-use and transit-supportive neighbourhoods, and design public streets and open spaces that are safe, comfortable and accessible. It directs staff to improve road safety, and in particular pedestrian safety by taking steps to reduce the number pedestrian and vehicle collisions.

### *Resilience Strategy (2019)*

Toronto's Resilience Strategy sets out a vision, goals, and actions to help Toronto survive, adapt and thrive in the face of any challenge, particularly climate change and growing inequities. One of the goals of the strategy under the infrastructure focus area is to move more people more efficiently within the existing rights of way by expanding demonstration projects.

### *Road to Health (2012)*

Toronto Public Health's "Road to Health: Improving Walking and Cycling in Toronto" study (TPH, 2012) discusses the health, economic, social, environmental and transportation system benefits of active transportation. Among other actions, the document calls for continued efforts to improve safety and accessibility for cyclists and pedestrians through changes in planning policy, built environment and public education in order to increase active transportation.

### *TransformTO*

TransformTO (2017) is the City's climate action strategy, which outlines a set of long-term, low-carbon goals and strategies to reduce local greenhouse gas emissions. The strategy includes the following targets that supports the shift towards more active transportation:

- Reduction of Toronto's greenhouse gas emissions by 80% from 1990 levels by 2050; and
- By 2050, 100% of vehicles in Toronto will use low-carbon energy; 75% of trips under 5 km will be walked or cycled.

### *Cycling Network Plan*

The City's Cycling Network 10 Year Plan (2016), is a comprehensive work plan for the City's planned investments of approximately 525 centreline kilometres (km) of new cycling infrastructure over 2016 to 2025. The plan's goals to "connect, grow and renew" will be directly supported by Vision Zero 2.0 and will be delivered alongside the other Vision Zero initiatives.

### *Complete Streets Guidelines*

The City's Complete Streets Guidelines outlines the City's new approach to redesigning streets to be safe and accessible for all users, including pedestrians, cyclist, public transit users and drivers, and varying ages and levels of ability. A key goal is to create a street network that allows users to choose efficient, healthy, safe and attractive routes

regardless of the mode they choose. Complete Streets helps to promote healthy and active lifestyles by making streets more comfortable and inviting for people to walk and bicycle and be physically active and result in safer road environments, reducing the chance of injury or death. The Complete Streets Guidelines promotes that the safety of pedestrians should be prioritized over maximizing traffic capacity and speeds. In addition, the guidelines state that streets that feel unsafe for cycling may also discourage people from choosing to ride.

#### *Toronto Walking Strategy*

The Toronto Walking Strategy (2009) is a legacy policy focused on making Toronto's streets, parks, public spaces and neighbourhoods more vibrant and walkable and promoting active transportation.

#### *Vision Zero Road Safety Plan (2016)*

In July 2016, City Council approved the Vision Zero Road Safety Plan (RSP), an action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets.

The RSP plan was approved in 2016 set out an action plan for over 50 countermeasures. This includes mostly shorter term improvements in the area of signs (e.g., warning signs delineating pedestrian safety corridors, senior safety zones and school zones and variable speed display signs) and pavement markings (e.g., new and refreshed zebra crosswalks). In the past couple of years extensive work was completed in implementation of the Vision Zero RSP, as outlined in this report.