

IE6.8 Attachment 8

Attachment 8 - Jurisdictional scan of Vision Zero initiatives

	Toronto	Edmonton	Vancouver	Ottawa	Montreal	San Francisco	NYC	Chicago	Portland	Seattle	Washington, D.C.	Boston	LA
1. Supportive infrastructure/ Planning													
1.1 Safety Action Plan (Vision Zero)/ Strategy	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
1.2 Vision Zero Steering Committee	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
1.3 Dedicated Program Delivery Team	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓
2. Engineering													
2.1 Informative signage													
a. Advisory/cautionary signs (e.g. "State Law: Stop for Pedestrians"; "High Bicycle Activity Zone")	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓		
b. Dynamic message signs with safety messaging	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓
c. Remove unnecessary and/or confusing signage	✓						✓		✓	✓	✓		
d. Speed indicator signs	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓
2.2 Perform engineering reviews at all traffic fatality and high collision locations and at scenes of crashes	✓					✓	✓	✓		✓		✓	
2.3 Restrictions on street access													
a. Pedestrian only streets							✓		✓		✓	✓	
b. Restrict car access in the city center						✓							
2.4 Shared-space area for cars, bicyclists and pedestrians	✓					✓		✓	✓			✓	
2.5 Signal hardware additions													
a. Bicycle signals	✓		✓			✓	✓	✓	✓	✓	✓		✓
b. Pedestrian countdown signals	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
c. Protected turns (turn pockets & signal phasing)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
d. Rapid flash beacons	✓					✓		✓	✓	✓	✓		✓
e. Automated Pedestrian Detection	✓							✓	✓				
f. Automated Cyclist Detection	✓	✓											
g. Increase (Older Adult) Crossing Times	✓				✓	✓	✓					✓	
2.6 Signal hardware uses													
a. Leading bike interval			✓		✓	✓	✓	✓		✓	✓		
b. Leading pedestrian interval	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
c. Pedestrian scrambles (exclusive pedestrian phase)	✓					✓	✓	✓		✓	✓		✓
d. Accessible Pedestrian Signals (APS)	✓	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓
2.7 Slow Zones													
a. Arterial slow zones	✓	✓			✓	✓	✓	✓	✓	✓			
b. Senior slow/safety zones	✓					✓	✓			✓		✓	
c. Slow zones around schools/ local streets	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.8 Road design													
a. Advance stop or yield lines	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
b. Enhanced sharrow markings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
c. High visibility crosswalk (continental crosswalk)	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
d. Increase street lighting to improve visibility in high crash locations	✓		✓		✓	✓	✓	✓	✓	✓	✓		✓
e. Lane narrowing	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
f. Pedestrian refuge islands and medians	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
g. Separated bike lanes	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
h. Restrict parking near intersections (aka "daylighting")	✓					✓	✓	✓			✓		✓
i. Road diet	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
j. Roundabouts		✓	✓	✓	✓	✓			✓	✓	✓		✓
k. Speed humps, chicanes, diagonal parking, bulb outs, raised crosswalks (general traffic calming measures)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
l. Context sensitive design guidelines for corner radii	✓		✓				✓			✓			
2.9 Dedicated program for completing the sidewalk network	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.10 Enhanced Cycling Facilities	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	
3. Education													
3.1 Bike and safety/crosswalk ambassadors		✓				✓	✓	✓	✓	✓	✓		✓
3.2 Educate state level organizations on city actions and Vision Zero commitments to broaden understanding of Vision Zero's impact on pedestrian/bike/traffic fatalities and injuries	✓					✓	✓		✓	✓	NA	✓	

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6.8 Target safety improvements to school areas	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
<i>State/Provincial/Federal</i>													
6.9 Align state/provincial level towards Zero Death policy with local level Vision Zero policy						✓	NA			✓	✓		
6.10 Policies targeted at collision reduction													
a. Change point penalty structure so that dangerous offenses are punished with the most severe point values	✓			✓			✓						
b. Increase penalties for driving with a suspended license							✓	✓					
c. Increase penalties for leaving the scene of a crash							✓	✓					
6.11 Policies targeted at protecting vulnerable users													
a. Increase consequences (fines, tickets, jail time) for careless driving (e.g. injuring a pedestrian/bicyclist, failing to stop and give right of way to pedestrians in crosswalks, etc.)							✓	✓			✓		
b. Mandatory for cars to give at least three feet of clearance when passing a bicycle in the same lane (aka "three-foot rule")	✓					✓		✓			✓		✓
c. Ticket and fine motorists who open a door into the path other traffic, including bicycles and pedestrians (aka "dooring")	✓			✓		✓	✓	✓	✓	✓	✓	✓	✓
d. Vulnerable User law							✓	✓	✓	✓		✓	
6.12 Variable speed limits via signage							✓						
6.13 Identify opportunities to advance Vision Zero policies, practices and projects in federal programs with Transportation Ministry/Department and Legislature						✓	✓	✓					
6.14 Lower alcohol limit													
7. Vehicle Safety													
7.1 Heavy Goods/ Large Vehicle Task Force to suggest safety improvements and monitor regulations						✓	✓				✓		
7.2 Install blind spot mirrors at the most hazardous intersections to help large vehicle drivers better see bicyclists													
7.2 Large vehicle driver education on bike/pedestrian safety	✓			✓		✓	✓	✓					
7.3 Outfit large vehicles with front and side mirrors to improve visibility	✓					✓	✓	✓			✓		
7.4 Outfit large vehicles with rear wheel and side guards	✓					✓	✓				✓	✓	
7.5 Connected and Autonomous Vehicle Technology		✓	✓				✓	✓			✓		✓
7.6 Alcohol interlocks in government and commercial fleets							✓						
7.7 Driver awareness systems to alert the driver to the presence of pedestrians near the vehicle (e.g. cameras, sensors)	✓												
7.8 Intelligent speed adaption technologies that alert or slow the vehicle if traveling over the speed limit							✓						
7.9 Lane departure warning assistance	✓						✓						
7.10 Partner with industry groups and vehicle manufacturers to further the use of technology to achieve safety aims	✓					✓							
9. Taxi Services/Transportation Network Company													
9.1 Automatic meter shut-off in taxis that speed													
9.2 Black box data recorders in taxis						✓	✓						
9.1 Increase late-night taxi stand zones										✓			
9.2 Issue tickets to taxi drivers identified by red light cameras	✓						✓	✓	✓				
9.3 TNC regulations (training, devices, safety equipment)	✓				✓	✓		✓	✓	✓			
9.4 Update taxi education to reflect safety priorities	✓					✓	✓	✓	✓				
9.5 Window stickers warning passengers to not open their door into passing bicyclist	✓					✓	✓	✓	✓	✓	✓	✓	

KEY

✓ = Planned/ A Priority/ In Process/ In Practice
 NA= Not applicable
 P = Proven R = Recommended U = Unknown

Reference: Modified from TABLE 2 - Traffic Safety Best Practices Matrix in "A Vision for Transportation Safety: A Framework for Identifying Best Practice Strategies to Advance Vision Zero" (2016). by A. Fleisher, M.Wier & M. Hunter. Transportation Research