

2020 OPERATING & CAPITAL BUDGET BRIEFING NOTE

Vision Zero Road Safety Plan Distribution by Community Council areas

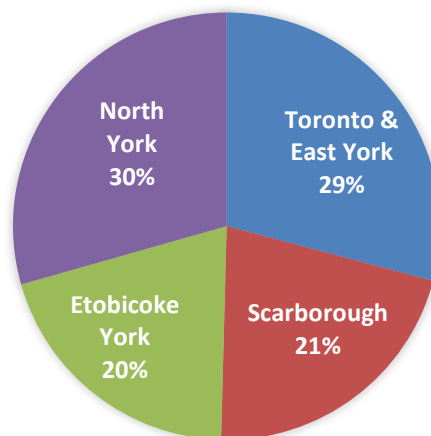
Issue:

At its meeting of January 17, 2020, the Budget Committee requested that the General Manager, Transportation Services submit a budget briefing note on the distribution of proposed total Vision Zero funding to each of the four Community Council areas. This briefing note responds to the Committee's request.

Key Messages:

- The following chart summarizes the projected distribution of Vision Zero Road Safety Plan (RSP) spending by Community Council area as further set out in this briefing note.

Figure 1 – Projected Distribution of Vision Zero spending by Community Council Area 2020-2022



- Some RSP initiatives have historically been programmed on a request basis (i.e. traffic calming), while others have been driven by the broader state-of-good-repair road rehabilitation program

(i.e. missing sidewalk links). As such, the distribution of these initiatives across the City is dependent on the distribution of the requests received.

- While some programs will continue to be assessed on a request basis (i.e. School Crossing Guards), going forward - a data-driven Vision Zero 2.0 approach is informing the programming of proactive RSP initiatives, targeting improvements where they will benefit residents most vulnerable to serious injury or death. As part of this approach, several RSP elements are programmed in a manner that is distributed evenly by ward (i.e. Automated Speed Enforcement), with data-driven analysis informing the specific locations within each ward.
- Changes to road design are one of the most effective tools in improving road safety and reducing the number of people killed or seriously injured on our streets, and implementing these changes is a key focus of Vision Zero 2.0 implementation.
- Transportation Services is working towards accelerating the delivery of changes to road design (geometric safety improvements) as part of the state-of-good-repair program. Given that the overall capital works program requires that preliminary details and project scoping be identified three years in advance, the Vision Zero 2.0 approach to programming these projects will begin to take effect in 2022 and beyond.

Further Background on the Programming and Distribution of Road Safety Initiatives:

- Road safety initiatives are programmed using three general approaches:
 - **Multiple years in advance** - Some road safety initiatives are programmed multiple years in advance through the capital coordination process. These include the Missing Links Sidewalks program and geometric safety improvements (such as channelized turn lane removals at intersections).
 - **About a year in advance** - Some road safety initiatives are budgeted at a sub-program level and the specific location of projects are typically programmed a year in advance in order to account for the time required for design, tender, and delivery/construction. Examples include new traffic control devices, School Safety Zones and Accessible Pedestrian Signals.
 - **In year** - Other initiatives, such as the Traffic Calming Program, Mobile Watch Your Speed program and School Crossing Guard Program, get programmed in-year, throughout the year. As such, it is not possible to provide a complete picture of what is projected to be installed in 2020 for some of these initiatives at this time.
- The tables below provide a breakdown for the RSP initiatives by Community Council area that are planned multiple years in advance (Table 1), one year in advance (Table 2), and in year (Table 3).

Table 1 – Vision Zero Initiatives Programmed Multiple Years in Advance (2020-2022)

Vision Zero Initiative		Toronto & East York	Scarborough	Etobicoke York	North York
Missing Link Sidewalk Projects	Planned kilometres	3.7	14.6	9.4	37.3
	Projected spending	\$1,337,420	\$5,217,525	\$3,106,430	\$12,752,224
Local Geometric Safety Improvements Program	Number of planned projects	55	36	24	42
	Projected spending	\$3,886,000	\$3,720,000	\$2,265,000	\$4,195,000
Transportation Safety and Local Improvement Program	Number of planned projects	30	6	11	9
	Projected spending	\$2,581,300	\$1,004,000	\$2,854,000	\$734,000

Note: The table above displays the number of projects and projected spending for various capital projects programmed for the next three years. It should be noted that as a result of capital coordination, capacity limitations or technical constraints identified at the design stage some projects may be cancelled or deferred closer to delivery year. Therefore, the values presented may change.

- Missing Links Sidewalk Projects are programmed three to five years in advance as part of the multi-year capital coordination process and typically bundled with planned road reconstruction projects (and in limited cases, road resurfacing projects). As such, the distribution of projects across the City is driven by the broader state of good repair road rehabilitation program. The number of kilometres of new sidewalk programmed is lower in more established areas typical to Toronto & East York where the sidewalk network is largely complete.
- The Local Geometric Safety Improvements Program identifies projects such as curb extensions, channelized turn lane removals, and intersection realignments by bundling them with planned road resurfacing and reconstruction projects. As such, the distribution of these projects across the City is driven by the broader state-of-good-repair road rehabilitation program. With the greater emphasis of Vision Zero 2.0 RSP on data driven programming, staff are transitioning to more proactive capital programming for this program, focusing on areas of the City that need interventions the most. Given that the overall capital works program requires that preliminary details and project scoping be identified three years in advance, the Vision Zero 2.0 approach to programming these projects will begin to take effect in 2022 and beyond.
- The Transportation Safety and Local Improvement Program is driven by requests from Councillors and the general public and responds to local traffic safety concerns. Examples include adjustments to corner curb radii and realignment of curb ramps with crosswalks. The distribution of these projects across the City is dependent on the distribution of the requests received.

Table 2 – 2020 Vision Zero Initiatives Programmed One Year in Advance

Vision Zero Initiatives		Toronto & East York	Scarborough	Etobicoke York	North York
New Traffic Control Devices	Number of planned projects	17	8	9	8
	Projected spending	\$3,160,000	\$1,360,000	\$1,680,000	\$1,120,000
School Safety Zones	Number of planned projects	25	20	16	19
	Projected spending	\$823,900	\$659,120	\$527,296	\$626,164
Accessible Pedestrian Signals	Number of planned projects	14	9	1	5
	Projected spending	\$546,979	\$81,271	\$55,811	\$144,435
Red Light Cameras	Number of planned projects	56	70	68	45
	Projected spending	\$1,818,435	\$2,234,077	\$2,182,122	\$1,454,748

- New traffic control devices are programmed following approval by Community Council, or City Council. Historically, this has mostly been a reactive process based on requests received from Councillors and members of the public for warrant investigation. More recently, since the approval of Vision Zero 2.0 in July 2019, Transportation Services has been embarking on a parallel process of proactively identifying high-risk mid-block crossing locations that may be good candidates for new traffic control devices. Regardless of the approach, all approved traffic control devices go through a roughly 12-18 month process involving technical design and coordination, project tendering and installation. Going forward based on Vision Zero 2.0, priority will be given to installations at data-driven locations first.
- Accessible Pedestrian Signal enhancements are typically programmed based on requests received by members of the public requiring accessibility accommodations, as such, the distribution of projects across the City is dependent on the distribution of the requests received. The higher number of requests in the Toronto & East York area is likely due to higher density of signalized intersections as well as the higher level of pedestrian activity in this area.
- Some programs, such as the School Safety Zone program, are distributed evenly by ward (i.e., equal number of projects per ward). Due to the uneven distribution of number of wards per Community Council area to account for balance of population, spending is higher in some areas than others.

Table 3 – 2020 Vision Zero Initiatives Programmed In-Year

Vision Zero Initiatives		Toronto & East York	Scarborough	Etobicoke York	North York
Traffic Calming Projects	Number of planned projects	61	21	38	0
	Projected spending	\$195,200	\$67,200	\$121,600	\$ 0
Automated Speed Enforcement Cameras	Number of planned projects	16	12	10	12
	Projected spending	\$2,690,369	\$2,017,776	\$1,681,480	\$2,017,776
School Crossing Guards	Number of planned projects	298	106	151	159
	Projected spending	\$10,903,091	\$3,899,713	\$4,856,495	\$5,113,792
Traffic Signal Modifications (e.g., Pedestrian head starts, longer crossing times)	Number of planned projects	86	202	133	190
	Projected spending	\$43,000	\$99,000	\$65,000	\$93,000

- The Traffic Calming program is a request-based program and the distribution of projects across the City is dependent on the distribution of the requests received and approved. Traffic Calming projects are programmed throughout the year - the values presented in the table above represent those programmed to date for 2020.
- Some programs such as the Automated Speed Enforcement (ASE) program are distributed evenly by ward (i.e., equal number of projects per ward). Due to the uneven distribution of number of wards per Community Council area to account for balance of population, spending is higher in some areas than others. The ASE locations rotate every 3 to 6 months based on a data-driven location selection process. The data presented in the table above represent the current locations.
- The higher number of School Crossing Guards in the Toronto & East York area can be attributed to the higher density of schools and school-age population in this area.

Background on the Vision Zero Road Safety Plan:

- Since Council approved the Vision Zero RSP in 2016, significant progress has been made through the implementation of a wide range of over 40 initiatives. Accompanying this Briefing Note is an attachment from the Vision Zero 2.0 report to Council in July 2019, providing a visual summary of accomplishments in each Community Council area in the past two years along with targets for the year 2019. Further information and a map of initiatives delivered since the plan was approved is available through an interactive map and dashboard at www.toronto.ca/visionzero.

- In July 2019, City Council unanimously adopted the Vision Zero 2.0 - Road Safety Plan Update. A key focus of the Vision Zero 2.0 strategy is a renewed emphasis on data-driven decision making and prioritization. This focus involves directing funding and staff resources to the locations and programs which are most likely to reduce Killed and Serious Injury collisions.
- The Vision Zero Road Safety Plan is a critical part in building a safe and inclusive city. It is an important mechanism to remove barriers for equity seeking groups by prioritizing vulnerable road users. Transportation Services has investigated the relationship between Killed and Serious Injury (KSI) collisions and other demographic factors including children and older adults. Data analysis has revealed that more KSI collisions occur in the suburban areas, especially in Scarborough with the lowest average household income, highest percentage of immigrant population, lowest number of daily auto trips, but a more car dependent built form.

Attachment:

Vision Zero RSP Accomplishments by Community Council Area (IE6.8 Attachment 10)

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