TORONTO VISION ZERO ROAD SAFETY PLAN
School Safety Zones
City-School Boards Advisory Committee
September 27, 2017
## INTRODUCTIONS

### Present Today:

**Roger Browne**  
*Manager, Traffic Safety Unit*  
*Traffic Management Centre*  
*Transportation Services*

**Kristen Evers**  
*Green Projects Team Leader*  
*Sustainability Office, Plant Operations and Sustainability*  
*Toronto District School Board*

**Richard Christie**  
*Senior Manager, Sustainability*  
*Sustainability Office, Plant Operations and Sustainability*  
*Toronto District School Board*

**Kate Basil**  
*Senior Program Manager – Active & Safe Routes to School*  
*Green Communities Canada*

### Not present but, critical members of the team:

**Adam Brutto**  
*Supervisor of Planning/Demographer*  
*Planning Services*  
*Toronto Catholic District School Board*

**Staff Sergeant Jacqueline Baus**  
*Traffic Services*  
*Traffic Support*  
*Toronto Police Service*

**Sergeant Brett Moore**  
*Traffic Services*  
*Traffic Support*  
*Toronto Police Service*

**Joanna Verweel**  
*Health Promotion Specialist*  
*Toronto Public Health*
| 1.       | Overview of the Road Safety Plan          |
| 2.       | School Safety Zones and Prioritization   |
| 3.       | School Traffic Management Program        |
| 4.       | Enforcement & Technology                |
| 5.       | Evaluation of Safe School Zones          |
| 6.       | External Funding Opportunities           |
OVERVIEW OF THE ROAD SAFETY PLAN
TIMELINE OF EVENTS LEADING UP TO LAUNCH OF SCHOOL SAFETY ZONES

- June 10, 2015: City Council decision to have staff initiate the development of a road safety plan with specific consideration towards international practices such as ‘Vision Zero’.

- July 11, 2016: City Council unanimously approves Road Safety Plan, with 5 year, $80M commitment to expand and accelerate existing programs. *This additional funding essentially increased the City’s safety budget to $41.2M annually towards road safety.*

- January 10, 2017: Official launch of the Vision Zero Road Safety Plan with focus towards Seniors

- May 24, 2017: Trustees motion for the establishment of a Task Force on Traffic Safety in School Zones

VISION ZERO ROAD SAFETY PLAN

• A five year $80M plan to reduce the number of traffic-related deaths and serious injuries on Toronto’s roads
• There are 45 countermeasures associated with each Emphasis Area to be implemented over the 5 year plan
• Unanimously approved by Toronto City Council, July 2016
VISION ZERO ROAD SAFETY COMMITTEE

• Established as a forum to provide updates with regards to City’s activities as well as updates on upcoming Vision Zero related events taking place within the City
• Opportunity to network and foster collaboration City agencies, non-government organizations and advocacy groups
• Launch point for smaller working groups targeted towards delivering on the Road Safety Plan
WHAT ARE OUR EMPHASIS AREAS?

- Pedestrians
- School Children
- Older Adults
- Cyclists
- Motorcyclists
- Aggressive Driving and Distraction
VISION ZERO – SCHOOL CHILDREN EMPHASIS AREA

1. REDUCE STUDENT PEDESTRIAN FATALITIES TO ZERO

2. ENCOURAGE MORE STUDENTS WALKING AND BIKING TO SCHOOL
Currently don’t have data on:
- Speeds in front of school
- Volumes of traffic in front of schools
HOW WILL WE ACHIEVE VISION ZERO?

- Engineering Safety Measures
- Education Safety Measures
- Enforcement Activities
- Technological Safety Measures
- Evaluation Safety Measures
- Engagement Activities
SCHOOL SAFETY ZONES STRATEGY

WHAT IS A SAFE SCHOOL ZONE?

• School Children emphasis area - Concept of “Safe School Zones” introduced in Road Safety Plan

• Addition of “gateway” features to schools to raise the level of conspicuity of the school drop-off/pick-up zone with the goal of calming cut-through traffic

• Supports existing ‘School Traffic Management Program’ by facilitating safe routes to school

• “20 Schools Per Year” commitment represents a ramping up phase to collaborate and coordinate all of our efforts through this program
SCHOOL CHILDREN: SCHOOL SAFETY ZONE: GATEWAY FEATURES

- Enhanced Pedestrian Crosswalk Markings
- School Stencil Pavement Markings Speed Markings (Optional)
- Increased Pedestrian Walk Times and Advanced Green for Pedestrians (Optional)
- Designation as Community Safety Zones (Optional)
- Flashing Beacon with Timer
- New Rapid Flashing Beacons at Crosswalks (Optional)
- Watch Your Speed Driver Feedback Signs
- Speed Reductions (Optional)
- Data Driven Enforcement
- Automated Speed Enforcement (FUTURE) (Optional)
- Speed Markings (Optional)
EXAMPLE: SCHOOL SAFETY ZONE: Morrish Public School

- Rapid Flashing Beacons at Crosswalk
- Zebra Stripping at Crosswalk
- "SCHOOL" Stencil in Pavement
- Flashing Beacon
- Watch Your Speed Driver Feedback Sign

Fatality Occurred
SAMPLE COSTS: GATEWAY FEATURES – TOTAL COST AVERAGE $25,000/SCHOOL

**Flashing Beacon Sign**
- $6,750 Installed
- Cost assumes 2 per school

**Watch Your Speed Driver Feedback Sign**
- $12,700 Installed
- Cost assumes 2 per school

**School Stencil Pavement Marking**
- $1,325 Installed
- Cost assumes 2 per school

**Zebra Markings at Crosswalks**
- $4,000 Installed
- Per intersection

**Enhanced Pedestrian Crosswalk Markings**
SCHOOL SAFETY ZONES: Prioritization Methodology

First Round Prioritization Considers Equally:

- School within 1.6km of a serious injury or fatality collision involving school children
- All other collisions occurring within 1.6km of the school
- Percentage of school population within walking distance of school (ie 1.6km)

Subsequent Prioritization to Include:

- Speed data in front of school
- Volume of traffic around school
- Population of school
- Dangerous driving survey of all schools
PILOT SCHOOLS SELECTED FOR EARLY COMPLETION

- The schools with new School Safety Zones currently in place are:
  - Morrish Public School, 61 Canmore Rd.
  - Grenoble Public School, 9 Grenoble Dr.
  - Annunciation Catholic Elementary School, 65 Avonwick Gate
  - Blessed John XXIII Catholic Elementary School, 175 Grenoble Dr.
  - Father Serra Catholic Elementary School, 111 Sun Row Dr.
  - Gateway Public School, 55 Gateway Blvd.
  - Holy Child Catholic Elementary School/Humberwood Downs Jr. Middle Academy, 850 Humberwood Blvd.
SCHOOL TRAFFIC MANAGEMENT PROGRAM
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- Increased dependency on vehicles linked to rising environmental, health and safety concerns
- February 2017, report on *Improving School Traffic Management* received by Board of Trustees
- Committed to supporting 15 schools annually, through a partnership with Green Communities Canada
- Data-driven selection process
- Holistic approach to traffic management, applying engineering and education/encouragement interventions
- School Traffic Management Program championed by a facilitator, working directly with schools
- Program to be launched in Fall 2017
ROLE OF THE FACILITATOR

- Investigate and respond to traffic related concerns on school sites and facilitate workable solutions
- Design, schedule and conduct field studies
- Assess traffic flow and behaviour at school sites and prepare School Site Traffic Management Plans
- Identify infrastructure improvements needed and maintain an Action Plan to monitor progress
- Liaise with City Transportation staff to address traffic-related concerns around school sites
- Develop a ‘Routes to School Map’ for schools, to provide information for families about popular routes to their school and to help them plan their journey
- Support schools to develop and implement initiatives to encourage active modes of school travel
EDUCATION AND ENCOURAGEMENT

• Schools will lead the promotion of active, safe and sustainable transportation within the community

• A Public Health Nurse (PHN) will act as a resource to bring active transportation resources and initiatives into schools

• PHN will assist school champions with creating a plan to implement active transportation initiatives
EXTENSION OF SCHOOL SAFETY ZONES

• Once school Traffic Management Plans have been developed, City can extend School Safety Zones to provide safe routes to school which can possibly include:
  • Additional signage along route
  • Enhanced pavement markings along route
  • Consideration for additional Watch Your Speed Signs
  • Increased walk times at relevant traffic signals
ENFORCEMENT AND TECHNOLOGY
DATA DRIVEN ENFORCEMENT

• Toronto Police Service to undertake Data Driven safety blitzes at high priority schools
  • Once data collection is completed for all schools, prioritized list of schools to be provided to the respective Police Divisions
  • Intent that police would focus school zone enforcement at higher priority schools
AUTOMATED SPEED ENFORCEMENT IN SCHOOL ZONES

PLAN MOVING FORWARD

- Regulations need to be developed
- Procurement process to establish technology and vendor
- Joint Processing Centre needs to be established
- Overall plan and timeline to implement to be presented to Council in December, 2017
- Safer School Zones Act passed on May 30, 2017
  - Reintroduce speed safety cameras in school zones and community safety zones
  - Allows municipalities to set default speeds

PRIORITY TO HAVE SPEED CAMERAS ADDED TO HIGH RISK SAFE SCHOOL ZONES
5 EVALUATION OF SAFE SCHOOL ZONES
ZERO FATALITIES AND REDUCTION IN SCHOOL ZONE COLLISIONS

• Review of annual collision data provided by Toronto Police Service
• Now readily available to public as well through joint Toronto Police/Transportation initiative to provide an Open Data Portal for Collision Data

Website allows public to obtain collision data with various filters including:
• By ward
• By age
• By collision-type
• By time of year
• By time of day
• Year-to-year comparisons

http://data.torontopolice.on.ca/
DANGEROUS DRIVING SURVEY – PLANNED “BEFORE AND AFTER”

- Previous study that was done by Hospital for Sick Kids at 100 schools evenly dispersed around Toronto
- Serves as ‘before’ report card
- Want to see improvements after program has been implemented
- New data collection to be undertaken for ‘after’ picture
PUBLIC OPINION - ONLINE POLL

• Evaluation to consider public opinion with respect to effectiveness of the program
  • Once parents are made aware of the program are they more willing to consider allowing their children to take active routes to school either walking or biking
  • Are we seeing a modal shift in terms of children, parents and caregivers walking and biking to school

Safety Around School Zones – We want to hear from you...

1. Is the problem resolved to your satisfaction?
   - Yes
   - No

2. Please rate the performance of the customer service agent (on the following aspects):
   - Product Knowledge
   - Customer Handling
   - Speed of Service

3. Will you recommend our Products and Services to your friends and acquaintances?
   - Yes
   - No

4. Any other comments/suggestions to improve our customer service

Online polling that could go out to parents and those within the school community
EXTERNAL FUNDING OPPORTUNITIES
PARTNERSHIP FOR HEALTHY CITIES - BLOOMBERG

• Bloomberg Announces $100,000 in funding to support Toronto Vision Zero Safe School Zones and Safe Routes to School Program
  • Money to help accelerate the program and to fund the development of a road safety educational awareness campaign for school children and parents

• Funding towards the pilot deployment of:
  • Safe School Zones
  • Active and Safe Route to School

• Funding towards the development of educational materials (Paper/Videos)
  • Promoting Active Transportation and School Travel Plans
  • Providing awareness of safety initiatives and safety tips for parents and school children
SECTION 37 & CROWD FUNDING SOURCES

• Number of City Councillors asking about the possibility of using crowd funding to pay for gateway features such as “Watch Your Speed” driver feedback signs

• Funding from such sources possible however, limitations on procurement policies need to be adhered to

• Equity to be maintained through administration of the initiatives

• To be covered in December, 2017 staff report regarding Road Safety Plan
QUESTIONS