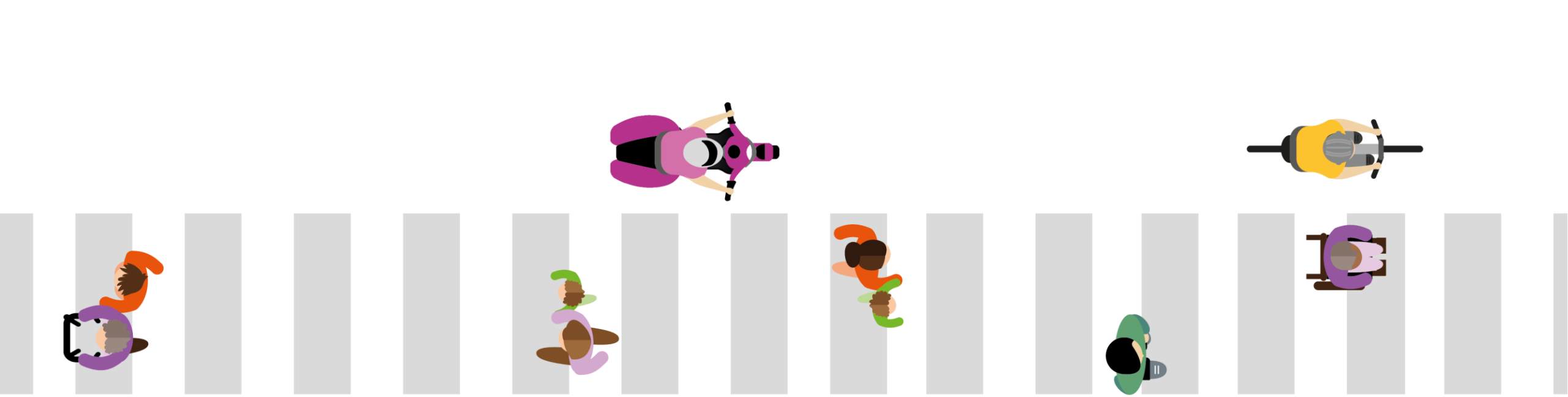


VISIONZERO



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

AGENDA

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

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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

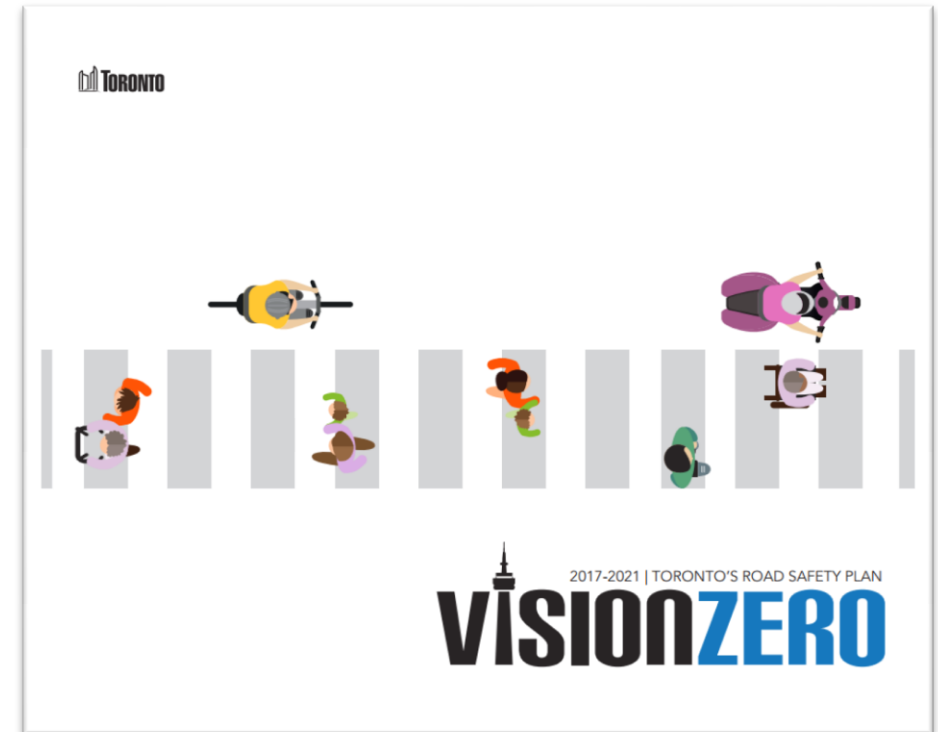


September 5, 2017

- Launch of **Vision Zero School Safety 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 WEBSITE](#)

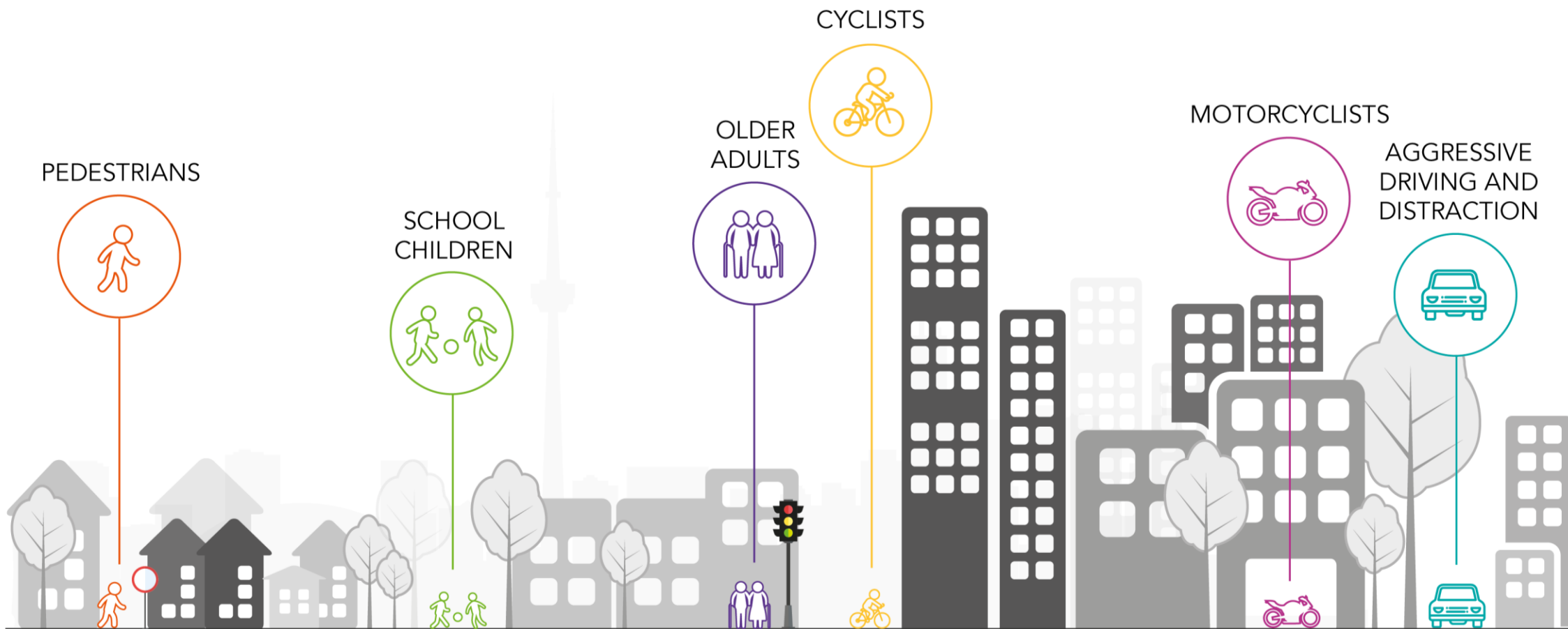
VISION ZERO ROAD SAFETY COMMITTEE

- 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

REPRESENTATION FROM



WHAT ARE OUR EMPHASIS AREAS?



VISION ZERO – SCHOOL CHILDREN EMPHASIS AREA



GOALS

1. REDUCE STUDENT PEDESTRIAN FATALITIES TO ZERO

2. ENCOURAGE MORE STUDENTS WALKING AND BIKING TO SCHOOL

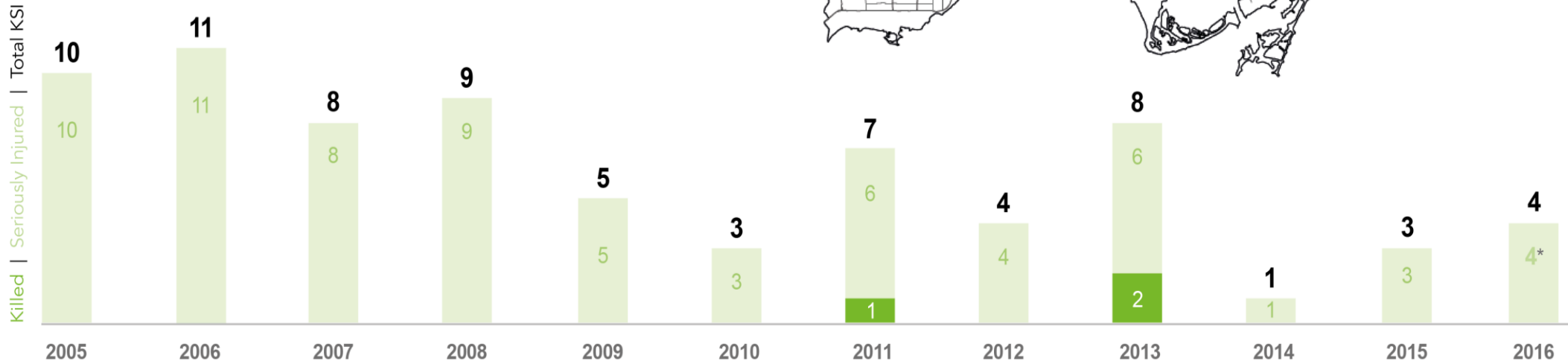
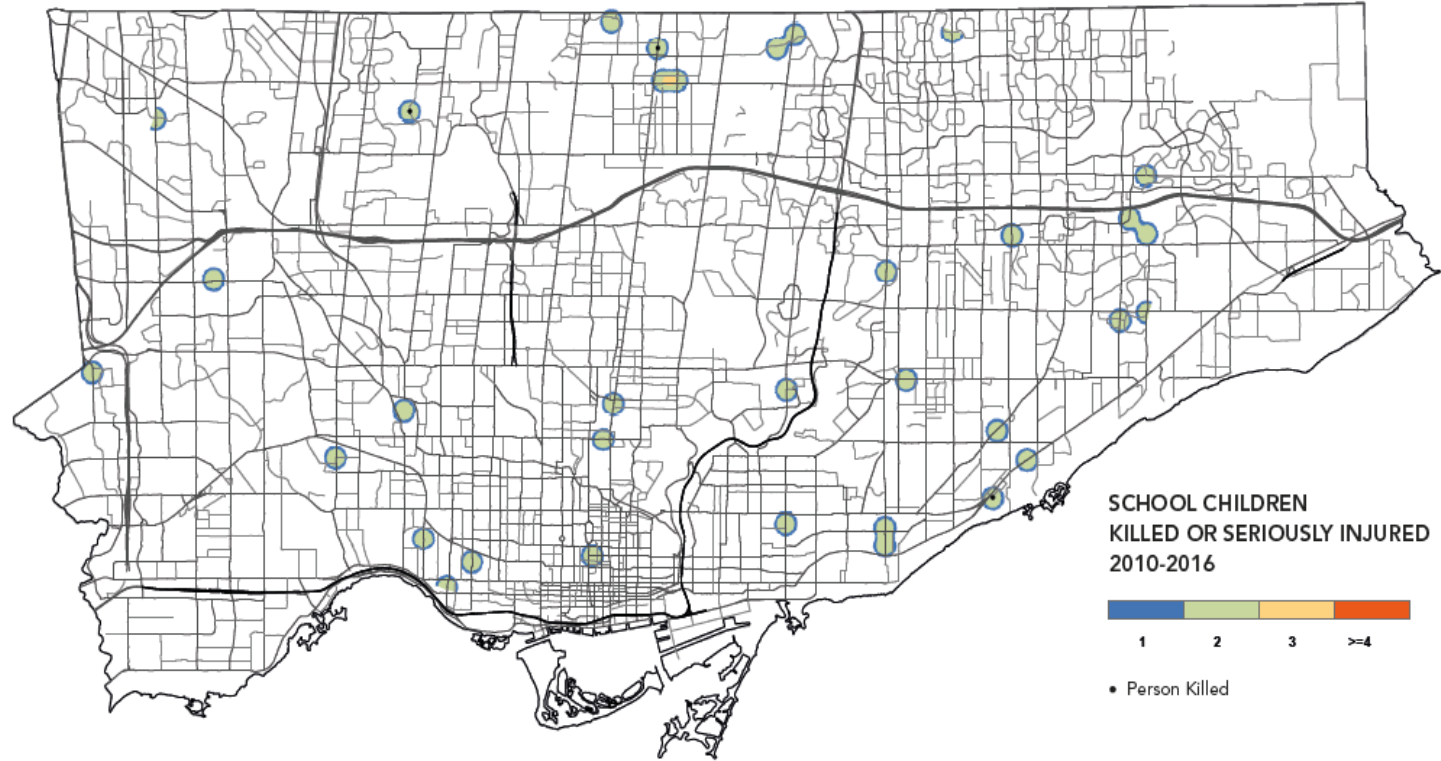
SCHOOL CHILDREN DATA: SO FAR



SCHOOL CHILDREN

Currently don't have data on:

- Speeds in front of school
- Volumes of traffic in front of schools



School Children Killed in Toronto, January 1, 2005 - December 23, 2016

*School Children Seriously Injured in Toronto, January 1, 2005 - June 1, 2016

HOW WILL WE ACHIEVE VISION ZERO?



Engineering
Safety Measures



Education
Safety Measures



Enforcement
Activities



Technological
Safety Measures



Evaluation
Safety Measures



Engagement
Activities

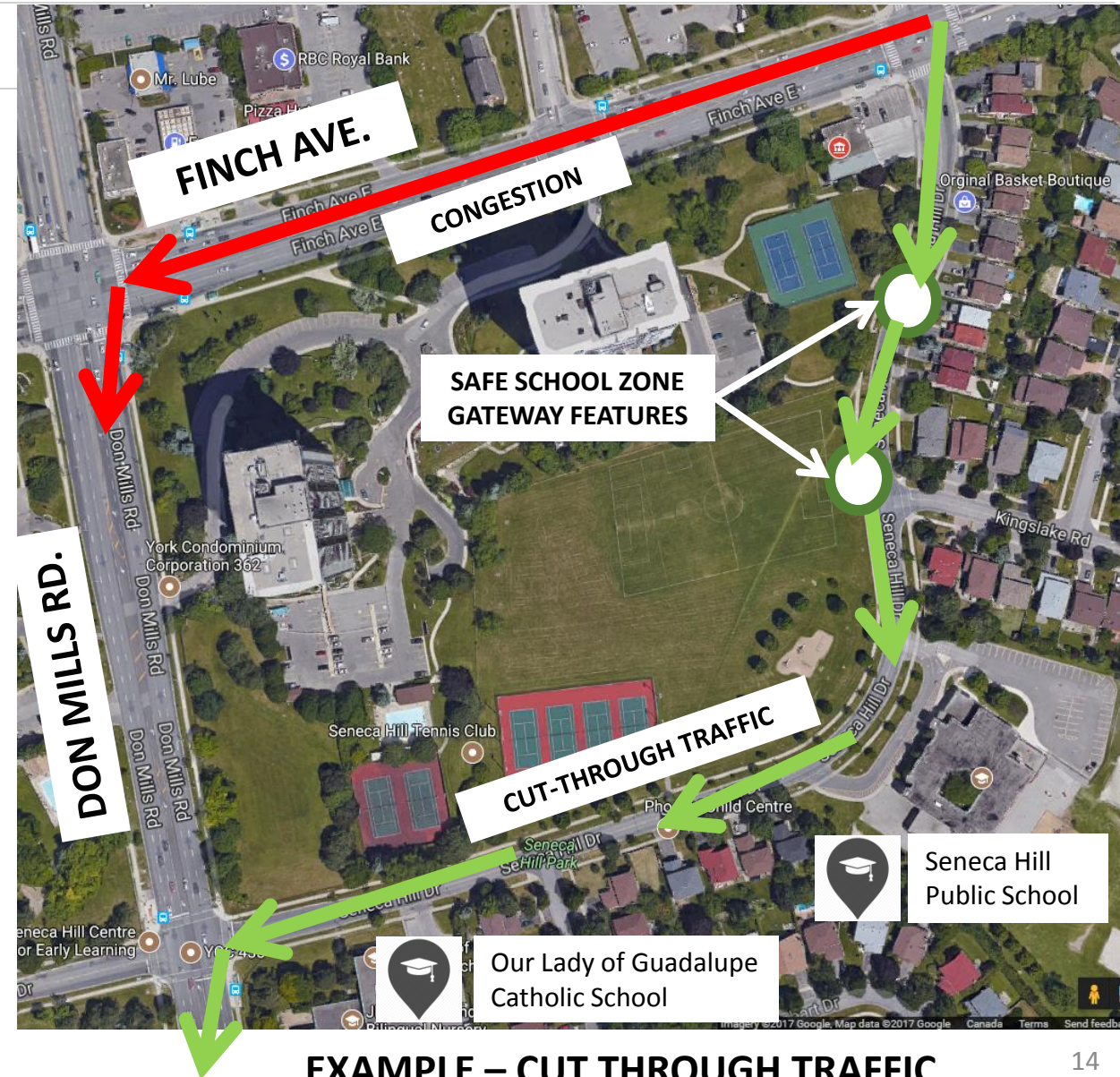
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SCHOOL SAFETY ZONES AND PRIORITIZATION

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



EXAMPLE – CUT THROUGH TRAFFIC

SCHOOL CHILDREN: SCHOOL SAFETY ZONE: GATEWAY FEATURES



Flashing Beacon with Timer



New Rapid Flashing Beacons at Crosswalks (Optional)



Watch Your Speed Driver Feedback Signs (Optional)



Speed Reductions (Optional)



Data Driven Enforcement



School Stencil Pavement Markings Speed Markings (Optional)



Enhanced Pedestrian Crosswalk Markings



Increased Pedestrian Walk Times and Advanced Green for Pedestrians (Optional)

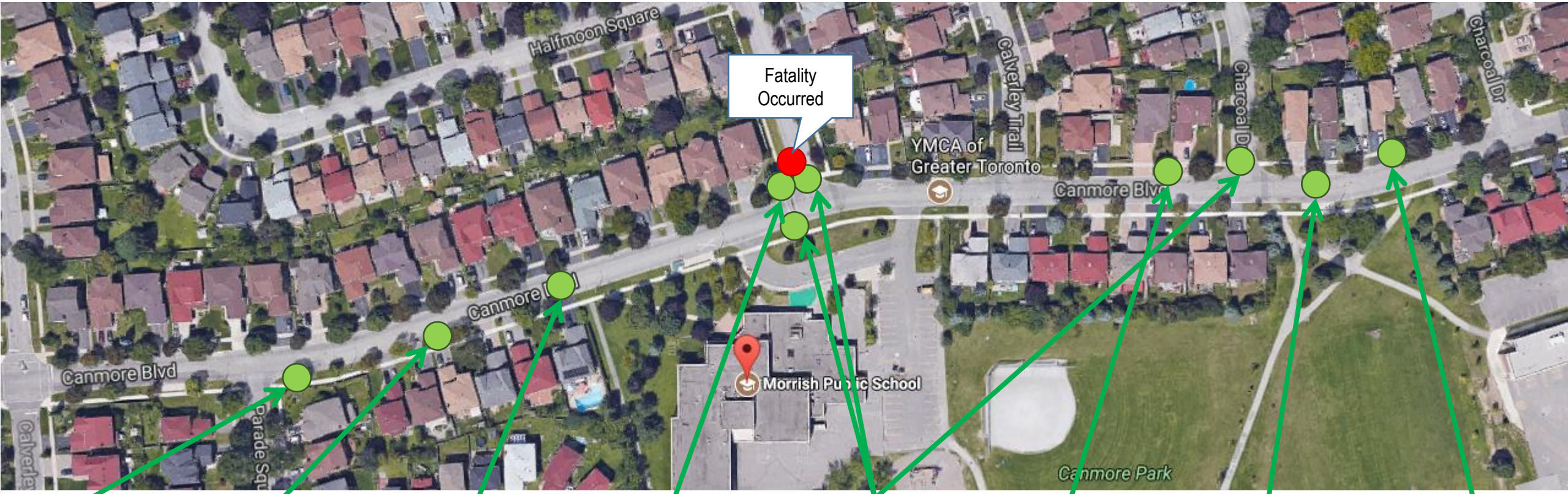


Designation as Community Safety Zones (Optional)



Automated Speed Enforcement (FUTURE) (Optional)

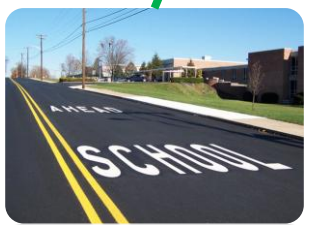
EXAMPLE: SCHOOL SAFETY ZONE: Morrish Public School



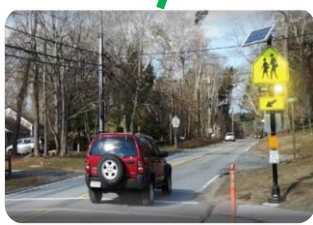
Flashing Beacon



Watch Your Speed Driver Feedback Sign



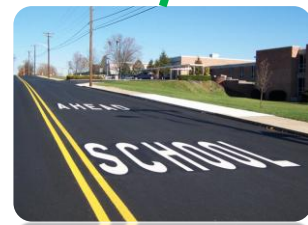
"SCHOOL" Stencil in Pavement



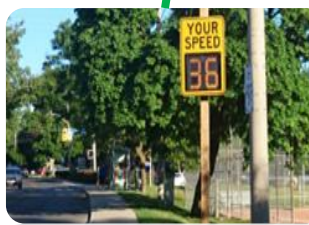
Rapid Flashing Beacons at Crosswalk



Zebra Stripping at Crosswalk



"SCHOOL" Stencil in Pavement



Watch Your Speed Driver Feedback Sign



Flashing Beacon

SAMPLE COSTS: **GATEWAY FEATURES – TOTAL COST AVERAGE \$25,000/SCHOOL**



Flashing Beacon
with Timer

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



Watch Your Speed
Driver Feedback Signs

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



School Stencil
Pavement Markings
Speed Markings

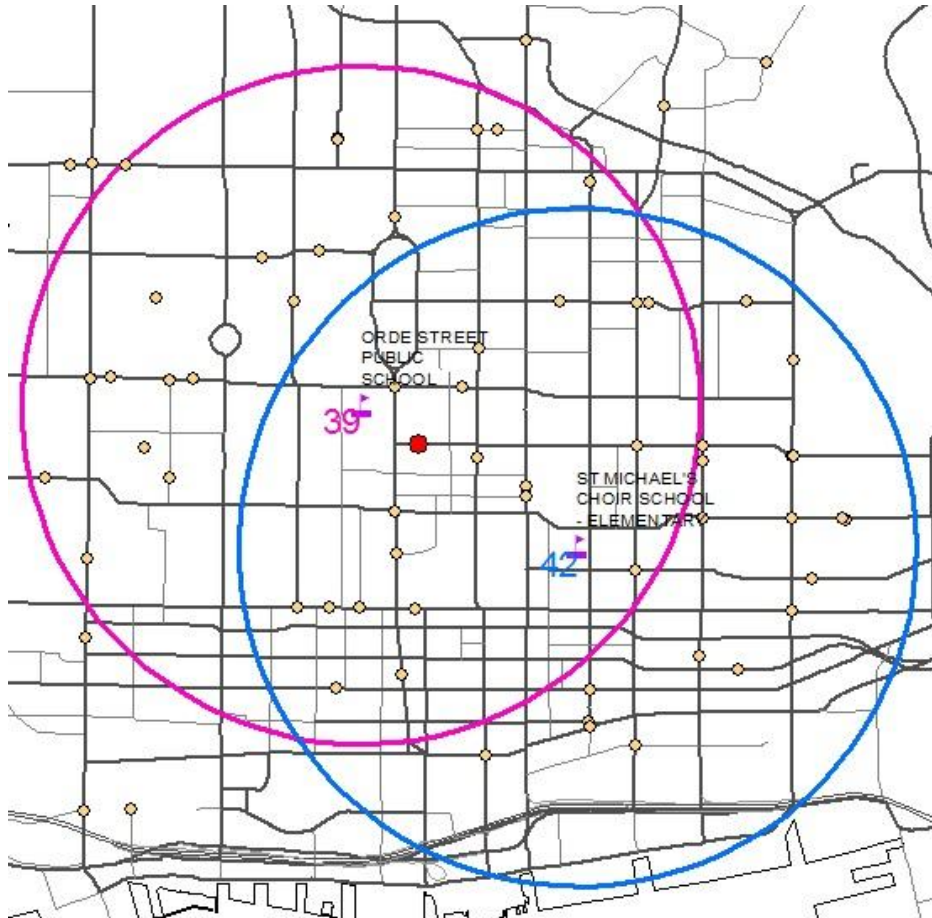
School Stencil Pavement Marking
\$1,325 Installed
Cost assumes 2 per school



Enhanced Pedestrian
Crosswalk Markings

Zebra Markings at Crosswalks
\$4,000 Installed
Per intersection

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.

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SCHOOL TRAFFIC MANAGEMENT PROGRAM

SCHOOL TRAFFIC MANAGEMENT PROGRAM

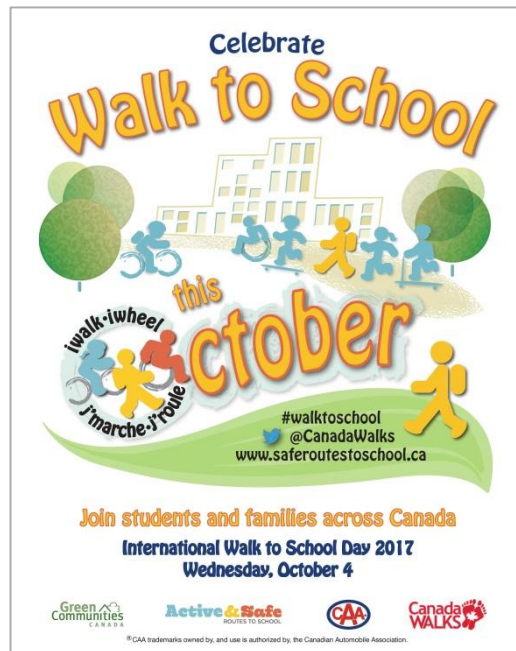
- Increased dependency on vehicles linked to rising environmental, health and safety concerns
- February 2017, report on *Improving School Traffic Management* received by Board of Trustees
- Committed to supporting 15 schools annually, through a partnership with Green Communities Canada
- Data-driven 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



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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

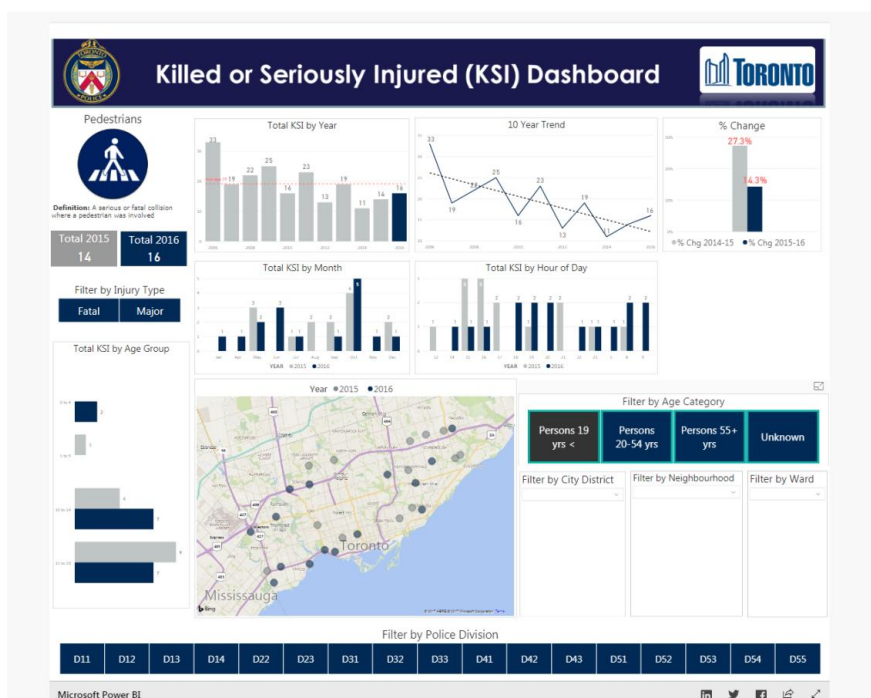
PRIORITY TO HAVE SPEED CAMERAS ADDED TO HIGH RISK SAFE SCHOOL ZONES

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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



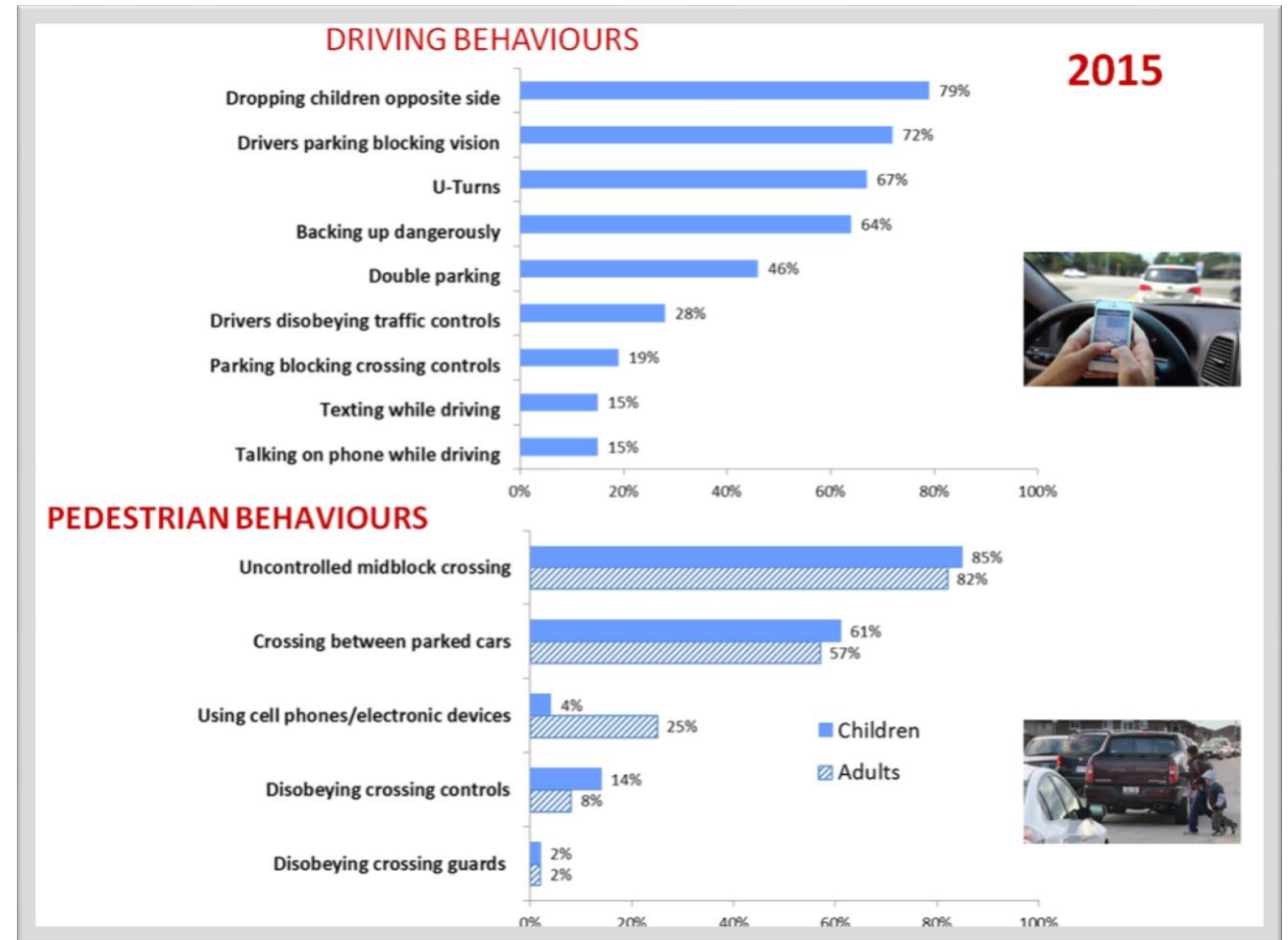
Website allows public to obtain collision data with various filters including:

- 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...

Page #1

*1. Is the problem resolved to your satisfaction?

Yes
 No

2. Please rate the performance of the customer service agent (on the following aspects)

	Highly Satisfied	Satisfied	Some What Satisfied	Not Satisfied
Product Knowledge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Customer Handling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speed of Service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

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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

Partnership for Healthy Cities

**We've committed
to building a
healthier city.**

Join us.

Partnership for
Healthy Cities

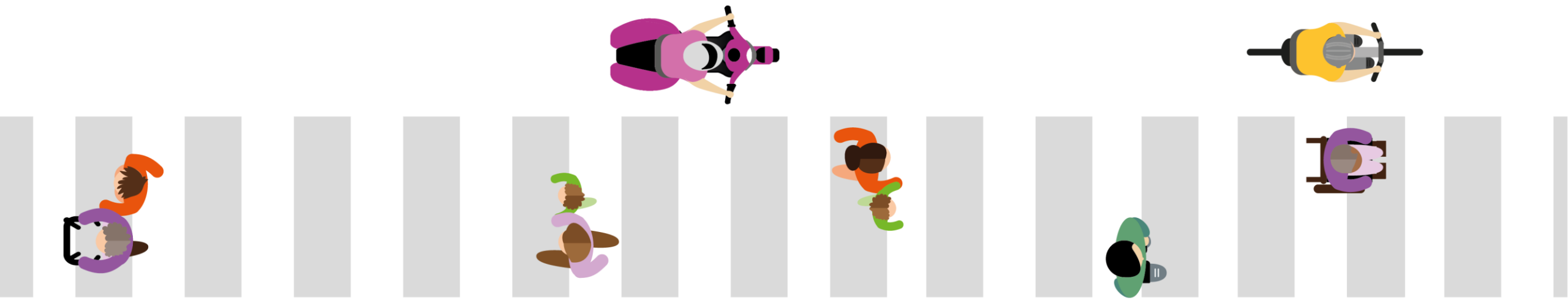
SECTION 37 & CROWD FUNDING SOURCES

- 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



Watch Your Speed Driver Feedback Signs

QUESTIONS



VISIONZERO