

TORONTO VISION ZERO 2.0 ROAD SAFETY PLAN UPDATE

Toronto Accessibility Advisory Committee

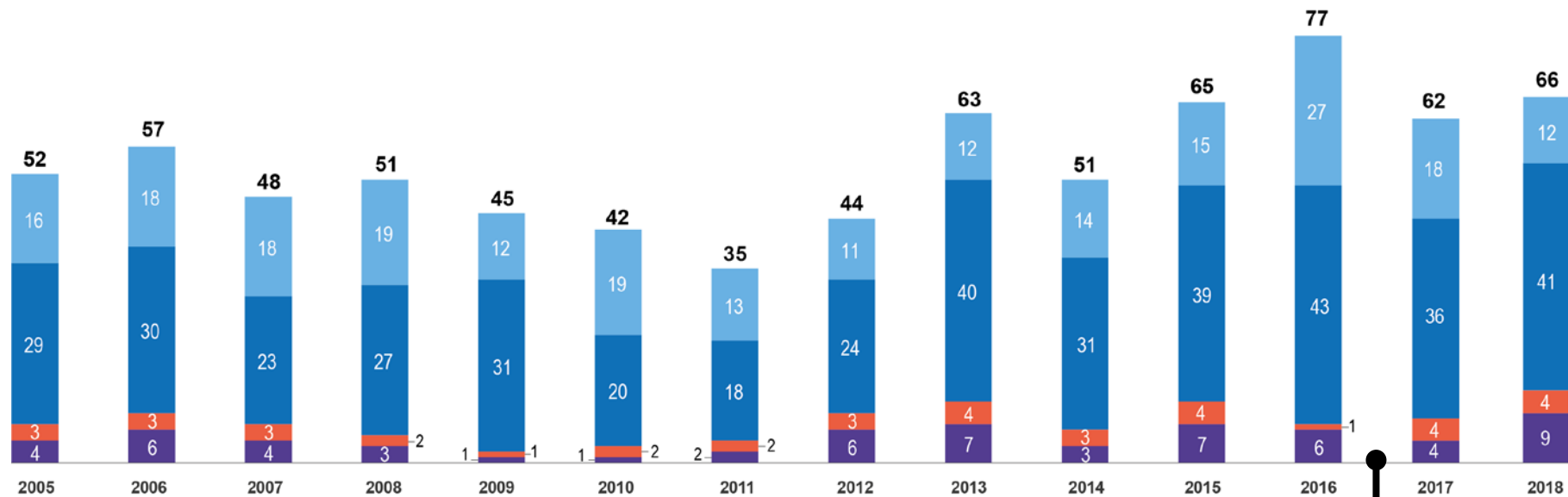
Presenter: Sheyda Saneinejad, Senior Project Manager, City of Toronto

Date: April 11, 2019

VISION ZERO ROAD SAFETY PLAN

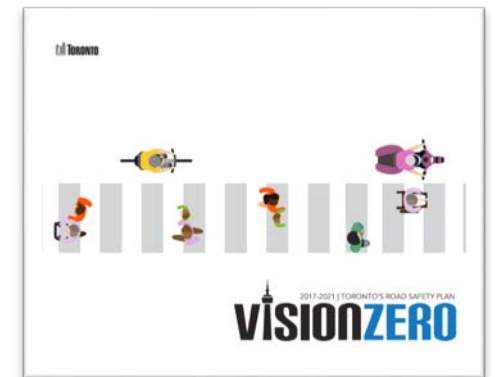
- A five year plan to reduce the number of traffic-related deaths and serious injuries on Toronto's roads
- There are over **50 countermeasures** associated with each Emphasis Area to be implemented over the 5 year plan
- Unanimously approved by Toronto City Council, July 2016

TOTAL TRAFFIC RELATED FATALITIES IN TORONTO



MOTORCYCLES | CYCLISTS | PEDESTRIANS | AUTOMOBILES

Start of Vision Zero



VISION ZERO WEBSITE

VISION ZERO 2.0 STAFF REPORT

- Report to Council is being prepared for June 2019
- Will provide an updated report on the progress of the plan, as well as an overview of the next phase of the Vision Zero Road Safety Plan,
- Report is being developed through detailed data analysis, as well as stakeholder engagement activities that are underway

2018 VISION ZERO YEAR-END HIGHLIGHTS



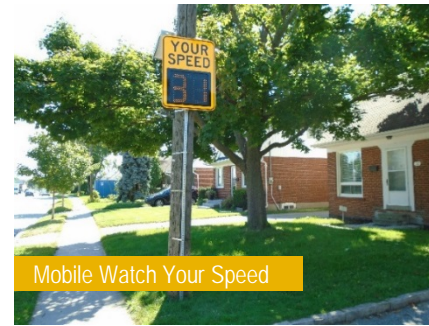
Community Safety Zones

Installed **350**
Year-End Target **250**



Curb Radii Reductions

Completed **35+**
Year-End Target **----**



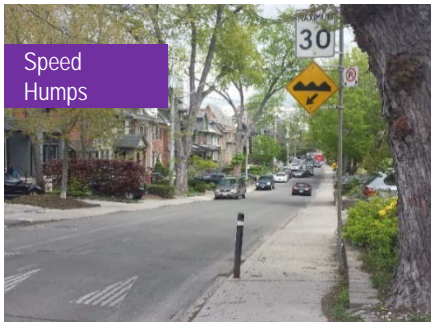
Mobile Watch Your Speed

Installed **188**
Year-End Target **188**



Leading Pedestrian Interval

Installed **80**
Year-End Target **80**



Speed Humps

Installed **91 segments**
Year-End Target **91 segments**



Active and Safe Routes to School Pilot

Installed **5 schools**
Year-End Target **5 schools**



Senior Safety Zones

Installed **53**
Year-End Target **53**



School Safety Zone

Installed **56**
Year-End Target **88**



Cycling Corridor Enhancements

Completed **3**
In-progress **5**
In design / investigation **4**
Year-End Target **12**



Accessible Pedestrian Signals

Installed **86**
Year-End Target **83**



Red Light Camera

Installed **59**
Year-End Target **59**



Sidewalk Inspection

Inspected **7,982km**
Year-End Target **7,982 km**

VISION ZERO 2.0 - A DATA DRIVEN PLAN

As part of a data driven update to the Vision Zero plan staff are reviewing:

- High-level demographic data across the districts
- High-level travel behaviour across the districts
- Road environment factors such as number of lanes, crossing opportunities and posted speed limit
- 5-year KSI and fatality trends (2013-2018)
- Type of road users involved in KSIs
- Severity of collision outcomes
- Top KSIs collisions types in each emphasis area
- Road user actions contributing to KSIs
- Age of drivers and collision victims
- Relationship between road classification and KSI trends
- Relationship between time of day, month of year, light condition and KSI trends
- Hot spot mapping of intersection and mid-block KSIs
- Public opinions of road safety

VISION ZERO 2.0 – PRELIMINARY FINDINGS

Why is Scarborough over represented in traffic fatalities?

- Scarborough has the longest length of high speed arterial roads amongst all Districts
- Scarborough has the longest walking distance between safe pedestrian crossing opportunities
- Scarborough has the longest kilometer of wide arterial roadways
- These factors contribute to a higher rate of high risk and high exposure mid-block crossing behaviours

VISION ZERO 2.0 – PRIORITY INITIATIVES

- A speed management strategy comprised of:
 - Geometric road modifications
 - Automated speed enforcement
 - High-visibility, targeted police enforcement
 - Speed limit reductions
 - Effective, broadly-reaching public education campaigns
 - Digital speed feedback signs
- Introducing additional mid-block crossing opportunities
- Adding pedestrian head-start feature to many more signals
- Adding more red-light cameras

The Vision Zero team will continue to work with the our Accessibility Advisory Panel for Transportation Services (AA PTS) In rolling out individual Vision Zero initiatives

QUESTIONS