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## 2023 CAPITAL BUDGET BRIEFING NOTE

### Vision Zero Road Safety Plan and Cycling Network Plan – Implementation and Funding

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#### Background:

At its meeting of January 13, 2022, the Budget Committee requested that the General Manager, Transportation Services, provide a briefing note on the implementation and funding dedicated to transportation infrastructure, including:

- a) Vision Zero and the status of school safety zone installations; and;
- b) Bikeways (cycle tracks, bicycle lanes)

#### Key Points:

- The City Council adopted Vision Zero Road Safety Plan (RSP) and the Cycling Network Plan (CNP) are key Transportation Services initiatives to ensure that city streets are designed and operated to be safe for all users, including people who walk, bicycle, take transit or drive, and people of varying ages and abilities. While the Cycling Network Plan is a standalone program, it should be noted that it is a key component of the Vision Zero RSP. Together these initiatives contribute towards meeting other City Council foundational policies such as TransformTO - the City's ambitious climate action strategy. These initiatives are also a critical part in building a safe, inclusive and well connected city, removing barriers for equity seeking groups.
- The City's investment and delivery in the Vision Zero RSP and the CNP are making a difference - since the inception of both programs, the number of fatalities and serious injuries have been on the decline and the growth of bikeways have expanded the reach of the cycling network to serve more people.
  - In 2022, Toronto saw a 34% reduction in fatalities and serious injuries compared to the pre-COVID 5-year average (2015-2019).
  - From 2018 to 2021, the proportion of people and places of employment within close proximity (250 m and 500 m) to a cycling route increased from 61.0% to 65.3% city-wide, with an anticipated value of 66.2% to be achieved in 2022.
- A chart summarizing Traffic fatalities and serious injuries by year is included as an attachment to this Briefing Note (Attachment 1).

## Vision Zero RSP Progress and Proposed Budget

- The Vision Zero RSP is a comprehensive action plan focused on eliminating traffic-related fatalities and serious injuries on Toronto's streets. Since the inception of the Vision Zero RSP in 2017, multiple Council decisions have amended the initial \$80.0 million budget in order to accelerate delivery of this key Council priority.
- The total Budget for the Vision Zero RSP to date (2017-2022) was \$324.1 million, \$146.0 million in capital and \$178.1 million in operating. The spend to-date is estimated to be \$264.2 million, representing an overall delivery rate of 82%. The table below summarizes the program's annual spending from 2017-2022, as well as the proposed 2023 budget.

(\$ in millions)	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Estimate*	2017-2021 (5 year) Total	2023 Proposed Budget
<b>Vision Zero RSP Total (Capital and Operating)</b>	<b>20.3</b>	<b>42.3</b>	<b>42.3</b>	<b>48.9</b>	<b>52.6</b>	<b>57.8</b>	<b>264.2</b>	<b>72.3</b>

\*Note: Estimated spend, to be confirmed at year end closing

- The 2023 Vision Zero RSP budget of \$72.3 million, \$23.0 million in capital and \$49.3 million in operating, is more than has previously been spent in any one year on the Vision Zero RSP. The increased funding has been included in the budget to meet increased demands for traffic calming treatments and to keep up with inflationary pressures to maintain the capital and operating delivery plans.
- A visual summary of Vision Zero RSP initiatives delivered in 2022 is included as an attachment to this Briefing Note (Attachment 2). 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](http://www.toronto.ca/visionzero).
- The table below summarizes the key deliverables from 2017-2022 as well as the proposed 2023 plan.

Key Deliverables	Unit	2017	2018	2019	2020	2021	2022 (Estimate)*	2017 -2022	2023 Plan
Accessible Pedestrian Signals	Intersections	59	85	76	83	58	18	379	18
Automated Speed Enforcement	New Cameras				50	0	0	50	25**
Community Safety Zones	Zones Completed		388	295	399	24	10	1116	30
Geometric Safety Improvements***	Location	9	11	21	37	44	32	97	35
Mobile Watch Your Speed	New Signs	4	88	96	0	0	0	188	0
New Traffic Control Devices (signals, pedestrian crossovers)	Each Device	20	15	34	49	42	23	183	25
Pedestrian Head Start Signals (LPI)	Intersections	4	80	101	184	540	213	1122	100
Red Light Camera	New Cameras	65	6	4	2	64	74	215	3
School Crossing Guard	New Locations			704	31	31	48	814	2
School Safety Zone	Zones Completed	6	38	152	92	85	56	429	80
Senior Safety Zone	Zones Completed	12	52			0	0	64	0
Traffic Calming	Speed Humps	119	279	88	152	158	209	1005	200
Vision Zero Speed Limit Reductions	km (approx)			250	250	1000	1500	3000	1500

\* Note: Estimated deliverables - to be further confirmed via year end exercise

\*\* Note: Installation by end of 2023. Operational in 2024.

\*\*\* Note: Comprised of projects specifically programmed for geometric safety. Road geometry is also improved for safety through new cycling infrastructure, new traffic control devices and raised intersections/crosswalks completed with SOGR projects. These improvements are not quantified here.

- Of particular note, the total number of School Safety Zones estimated to be installed (2017 to 2022) is 429 with an additional 80 zones scheduled to be installed in 2023. Based on the continued target of installing 80 School Safety Zones per year, it is expected that all schools in the city will have been treated by the end of 2026.

### CNP Progress and Proposed Budget

- The Cycling Network Plan (CNP) aims to connect, grow, and renew Toronto's cycling network. Since 2016, multiple Council decisions have strengthened the plan's short-term programming and long-term planning approaches and delivery targets. In 2019- 2021, Toronto delivered 65 km of new bikeways, an unprecedented amount in the City's history.
- The 2023 Cycling budget of \$30 million, \$20 million for general bikeways and \$10 million specifically to commence construction of the West Toronto Rail Path, will deliver an anticipated 25km of bikeways which will contribute to the overall 2022-2024 goal of 100km new bikeways implemented by year end 2024. The budget has also been amended to meet the demands of program and plans in the near term horizon (5 years: 2023-2027).
- The table below summarizes new bikeway installations from 2017-2022

Centreline KMs	2017	2018	2019	2020	2021	2022	Total Network
Multi-use Trails	4.0	4.8	1.8	2.8	1.7	3.3	389.4
Cycle Tracks (includes two-way tracks)	3.1	1.8	1.5	24.4	9.0	3.9	78.9
Bicycle Lanes (includes buffered and contra-flow)	4.2	5.4	1.3	5.7	8.7	5.4	136.6
Wayfinding Sharrows	0.6	3.2	0.6	2.8	3.3	6.5	55.4
<b>TOTAL</b>	<b>11.9</b>	<b>15.2</b>	<b>5.2</b>	<b>35.7</b>	<b>22.7</b>	<b>19.1</b>	<b>660.3</b>

### Related Investments and Priorities

- Other investments that improve Road Safety and expand the Cycling Network Plan include investments in State of Good Repair and Growth related projects. SOGR works contribute to achievement of Vision Zero RSP objectives by ensuring safe infrastructure that can be used by all modes. Growth related projects are designed to deliver on the Vision Zero RSP and cycling infrastructure expansion identified in the CNP as this new infrastructure is developed with a multi-modal, complete streets approach. Examples in the 2023 budget include Port Union Road, the Morningside Extension, and the Dundas/Scarlett/St. Clair underpass.

### Attachment:

Attachment 1: Traffic Fatalities and Serious Injuries by Year

Attachment 2: Vision Zero 2022 Accomplishments

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