
2023 CAPITAL BUDGET BRIEFING NOTE

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

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 |
|--|----------------|----------------|----------------|----------------|----------------|-------------------|--------------------------------|----------------------------|
| Vision Zero RSP Total (Capital and Operating) | 20.3 | 42.3 | 42.3 | 48.9 | 52.6 | 57.8 | 264.2 | 72.3 |

*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.
- 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 and operational by early 2023.

*** 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 |
| TOTAL | 11.9 | 15.2 | 5.2 | 35.7 | 22.7 | 19.1 | 660.3 |

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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