

# VISIONZERO



# OVERVIEW OF THE VISION ZERO ROAD SAFETY PLAN

# VISION ZERO – OPERATIONAL VERSUS PLANNING CONTEXT

# VISIONZERO



Queen's Quay In Operation



Complete Streets Planning

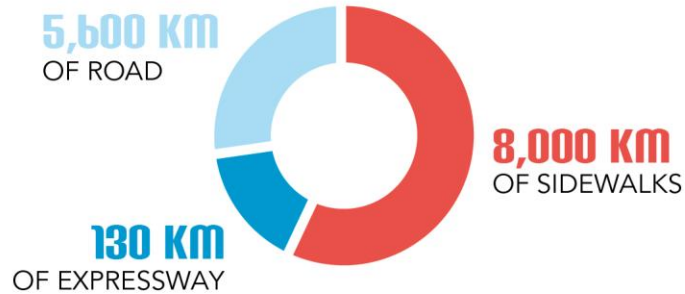
# QUICK STREET FACTS

 **2.8 MILLION**  
PEOPLE CALL TORONTO HOME

 **3 MILLION**  
PEOPLE MOVE ABOUT  
TORONTO EVERYDAY

 **1.6 MILLION**  
PEOPLE WORK IN TORONTO

 **9,500**  
STREETS



 **900 KM**  
CYCLE NETWORK

 **26,300**  
INTERSECTIONS

 **2,300**  
TRAFFIC SIGNALS

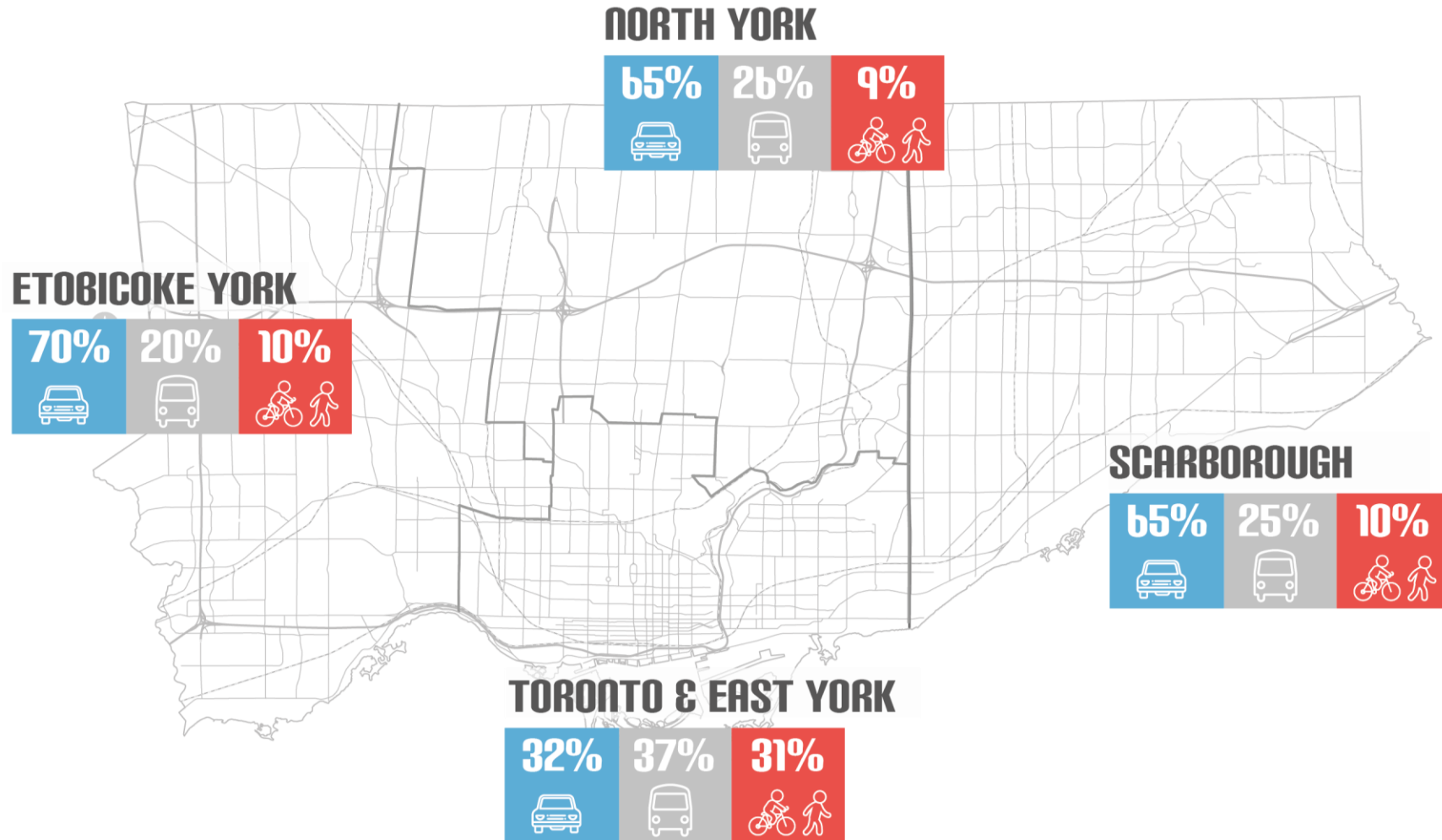
 **480**  
PEDESTRIAN CROSSOVERS

 **970**  
BRIDGES AND CULVERTS

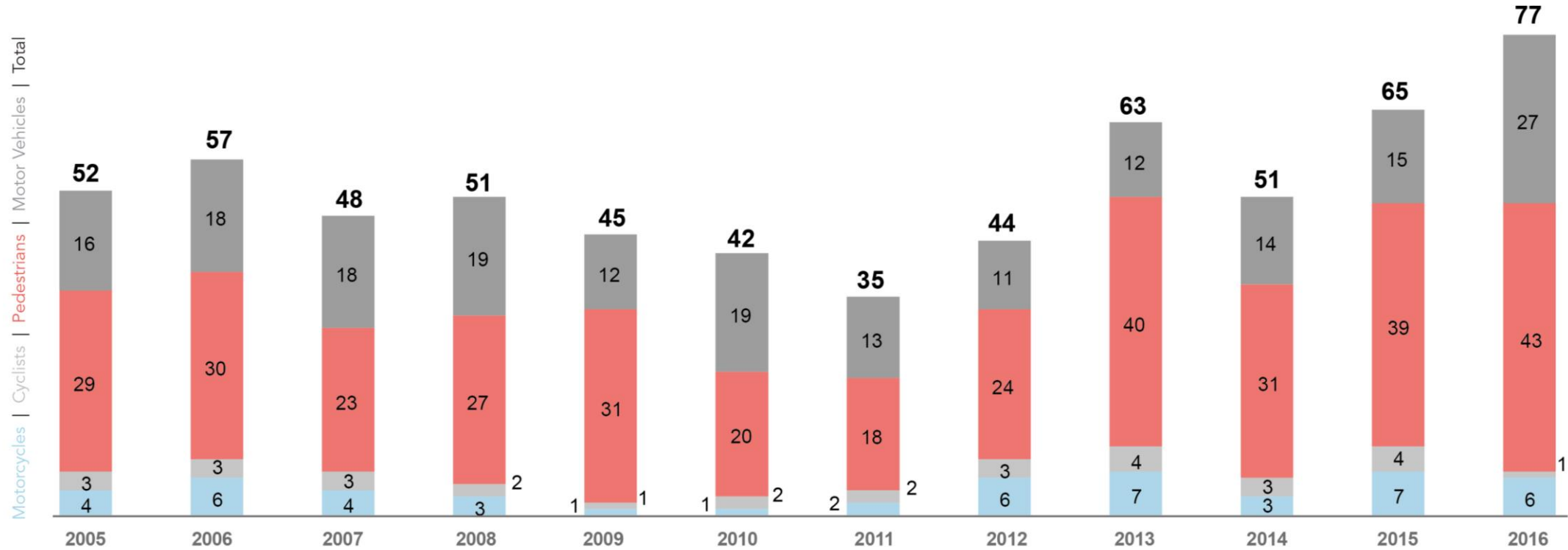
 **1 MILLION**  
TRAFFIC SIGNS



# HOW DO TORONTONIANS GET AROUND OUR STREETS?



# TOTAL TRAFFIC FATALITIES IN TORONTO, JAN. 1, 2005 – DEC. 31, 2016



2005 - 2012

TRAFFIC FATALITIES AVERAGED  
47 PERSONS KILLED PER YEAR

2013 - 2016

TRAFFIC FATALITIES AVERAGED  
64 PERSONS KILLED PER YEAR

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## VISION ZERO ROAD SAFETY PLAN

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- A five year \$80M plan to reduce the number of traffic-related deaths and serious injuries on Toronto's roads
- 45 Countermeasures associated with each Emphasis Area to be implemented over the 5 year plan
- Unanimously approved by Toronto City Council, July 2016

## COLLABORATIVE EFFORT

Road Safety Plan was developed as a collaborative effort involving a working group comprised of:



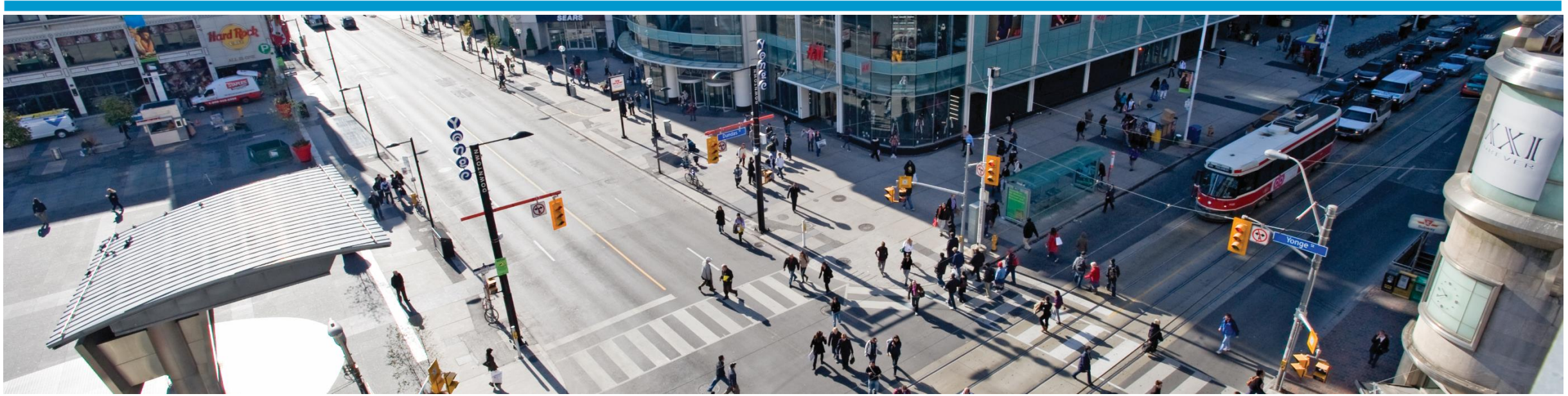
# TORONTO OFFICIALLY ADOPTS VISION ZERO



**January 10, 2017**

Mayor John Tory, Police Chief Mark Saunders, Public Works Chair and City Councillor Jaye Robinson, Transportation Services General Manager Barbara Gray and city staff stand united in official launch of Toronto Vision Zero Road Safety Plan.

**“No loss of life is acceptable....  
Vision Zero is the key to ensuring a sustainable City.”**



OUR VISION

**ELIMINATING TRAFFIC-RELATED DEATHS AND  
SERIOUS INJURIES ON TORONTO'S ROADS**

# HOW WILL WE ACHIEVE VISION ZERO?



**Engineering**  
Safety Measures



**Education**  
Safety Measures



**Technological**  
Safety Measures



**Enforcement**  
Activities

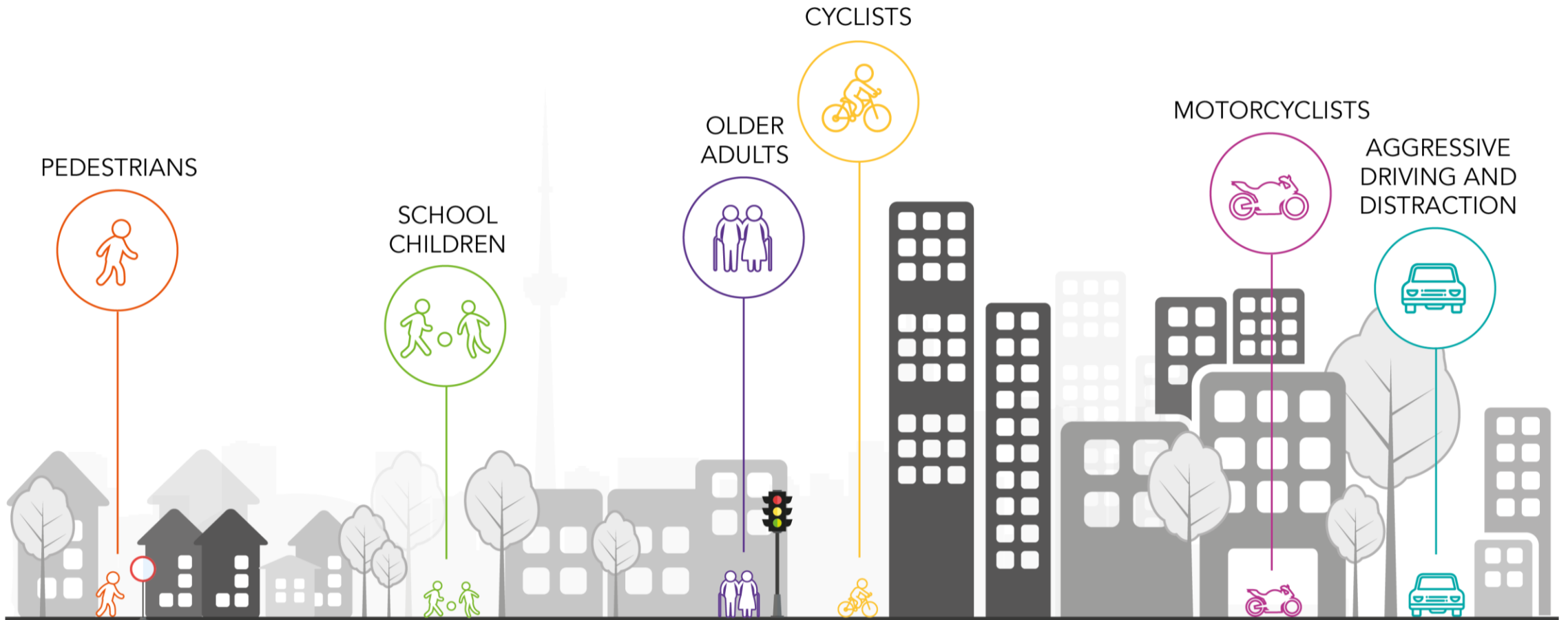


**Evaluation**  
Safety Measures



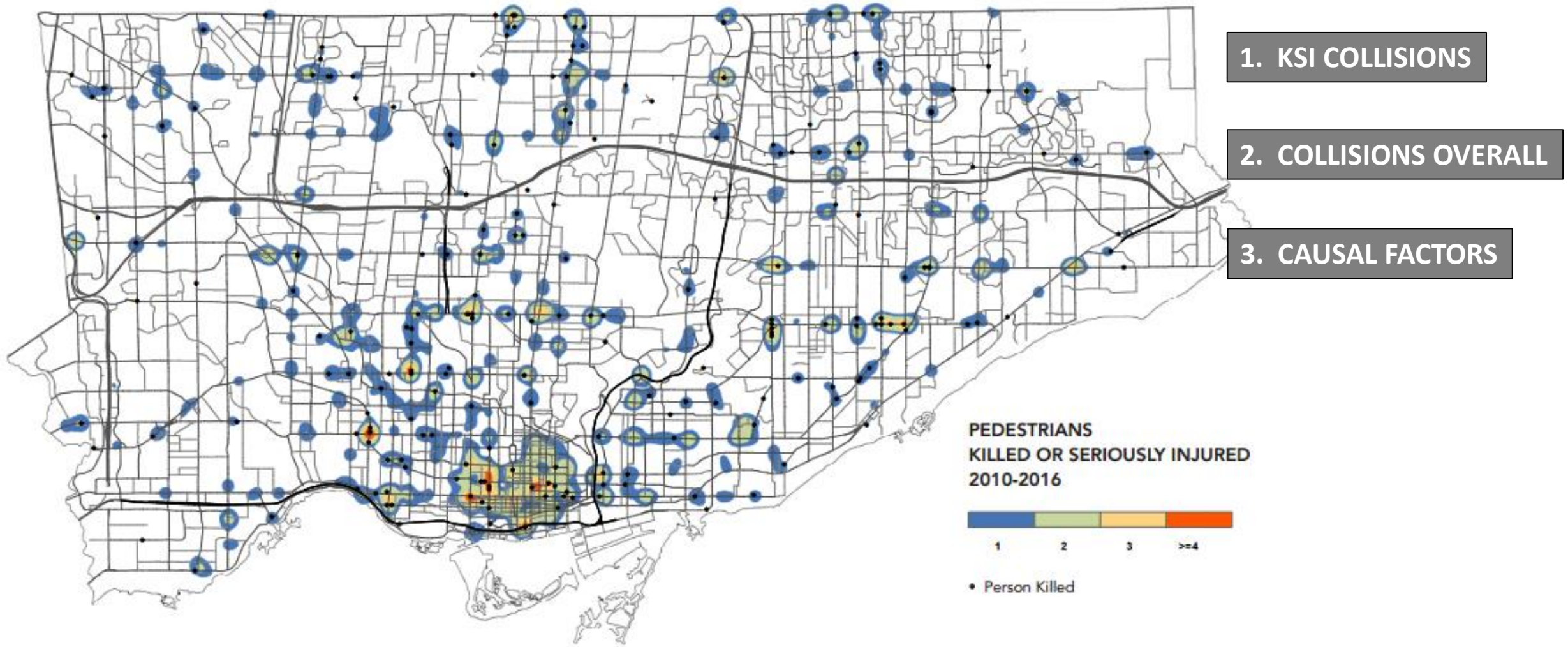
**Engagement**  
Activities

# WHAT ARE OUR EMPHASIS AREAS?



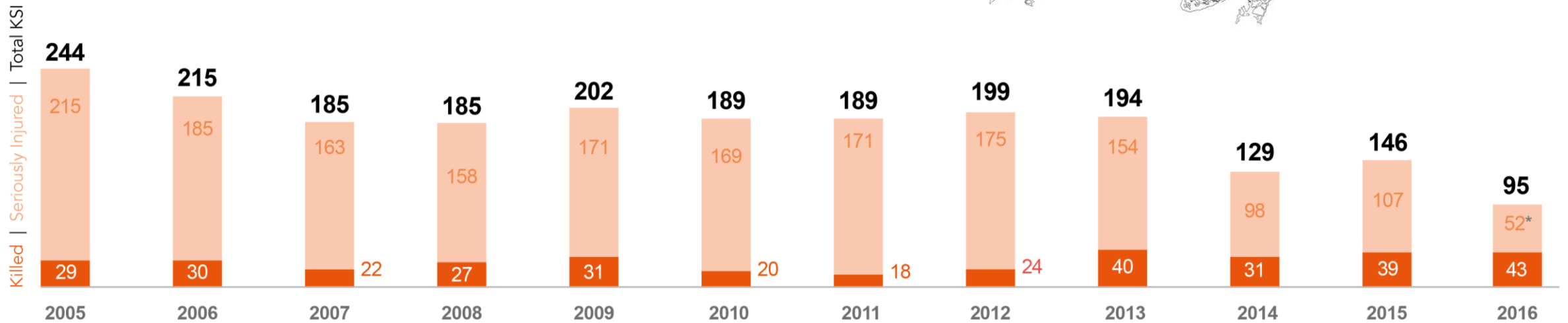
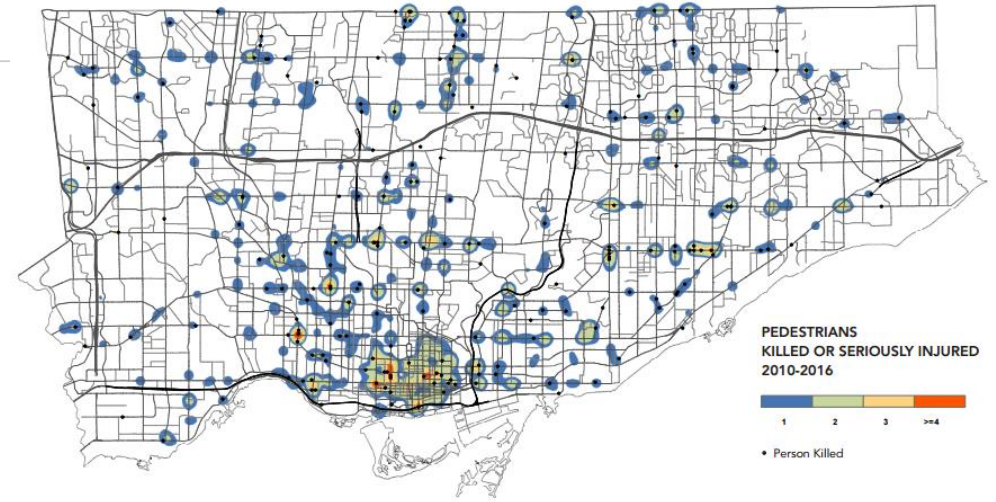
# DATA ANALYSIS AND PRIORITIZATION

# GEOSPATIAL COLLISION DENSITY ANALYSIS – “HEAT MAPPING”



# SIGNATURE PROGRAMS

# EMPHASIS AREA 1: PEDESTRIANS



Pedestrians Killed in Toronto, January 1, 2005 - December 23, 2016

\*Pedestrians Seriously Injured in Toronto, January 1, 2005 - June 1, 2016

## PEDESTRIANS: PEDESTRIAN SAFETY ZONES - **ENGINEERING FEATURES**



### **Geometric Safety Improvements**

16 projects planned for construction in 2017, including curb radii reductions, curb extensions (bump-outs), right turn channel removals and sidewalk widening.



Accessible Pedestrian Signals

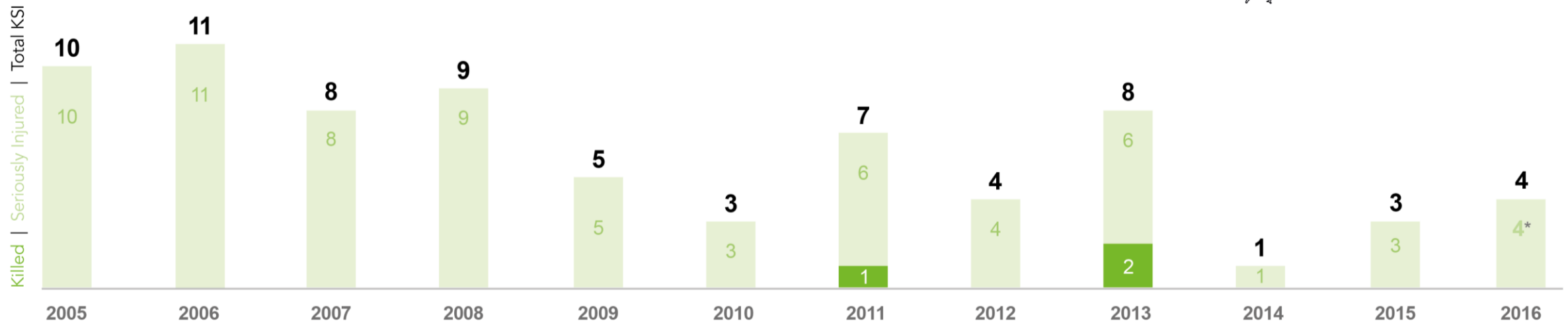
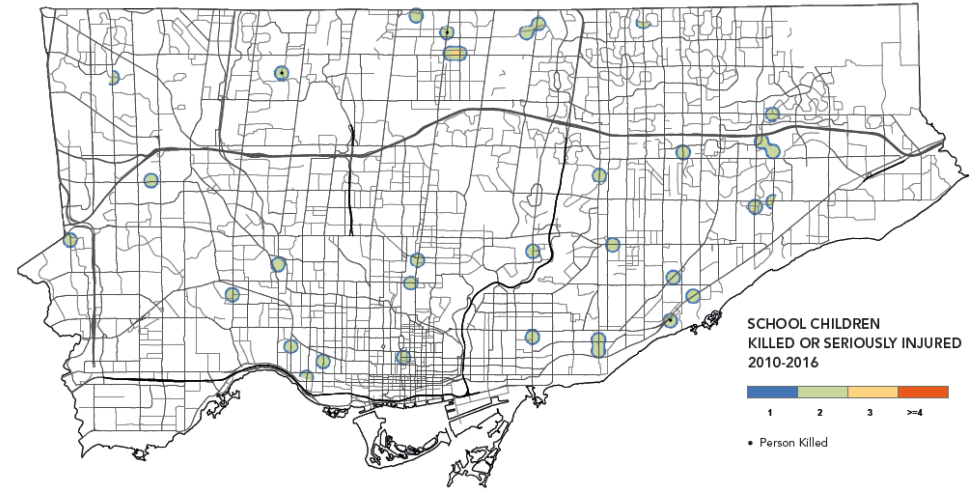


Speed Reductions



Missing Links Sidewalks

## EMPHASIS AREA 2: SCHOOL CHILDREN



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

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

# SCHOOL CHILDREN: SCHOOL SAFETY ZONE: **ENGINEERING FEATURES**



New Rapid Flashing Beacons at Crosswalks



Watch Your Speed Driver Feedback Signs



Designation as Community Safety Zones



Speed Reductions



School Stencil Pavement Markings

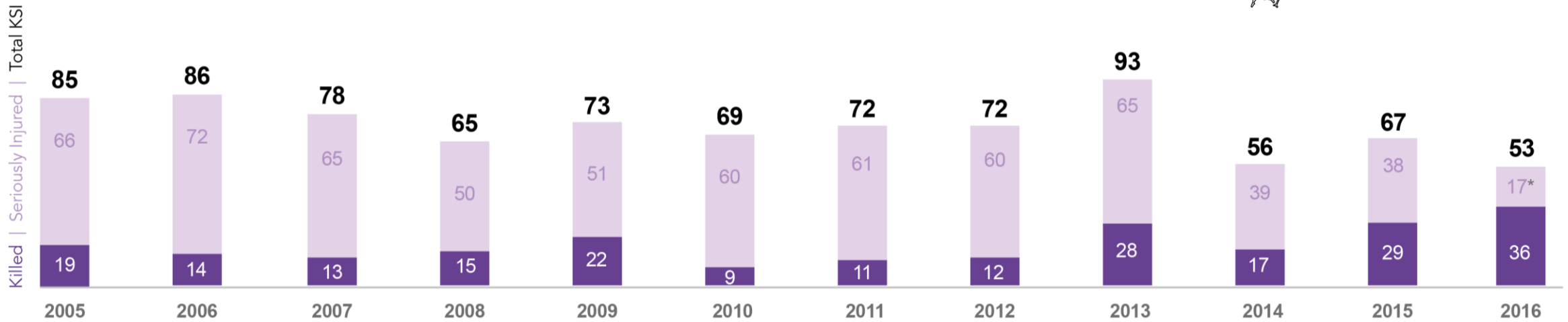
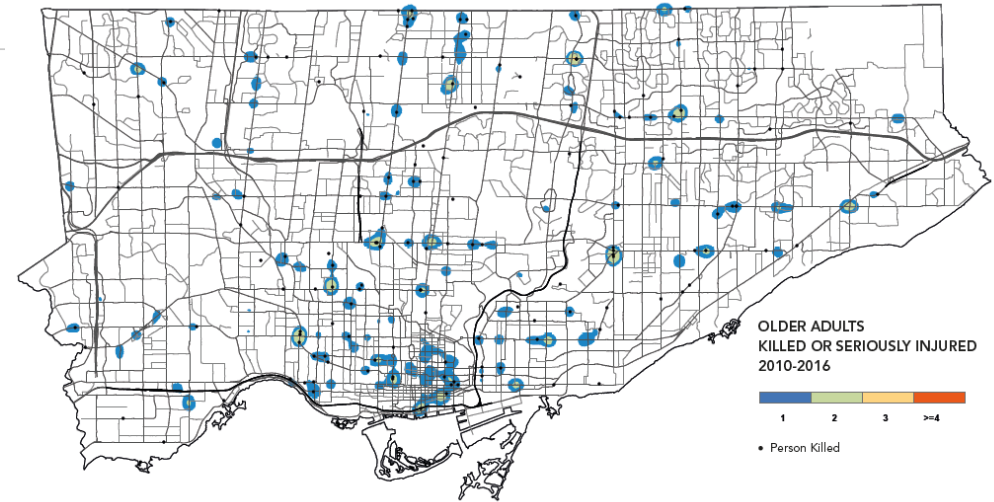


Enhanced Pedestrian Crosswalk Markings



Increased Pedestrian Walk Times and Advanced Green for Pedestrians

# EMPHASIS AREA 3: OLDER ADULTS



Older Adults Killed in Toronto, January 1, 2005 - December 23, 2016

\*Older Adults Seriously Injured in Toronto, January 1, 2005 - June 1, 2016

# OLDER ADULTS: SENIOR SAFETY ZONE : ENGINEERING FEATURES



New Seniors Safety Zone  
"Drive Slowly" Signs at Entry Points



Watch Your Speed  
Driver Feedback Signs



Designation as Community  
Safety Zones



Speed Reductions



Enhanced Pedestrian  
Crosswalk Markings



Signal Retiming  
for Lower Speeds

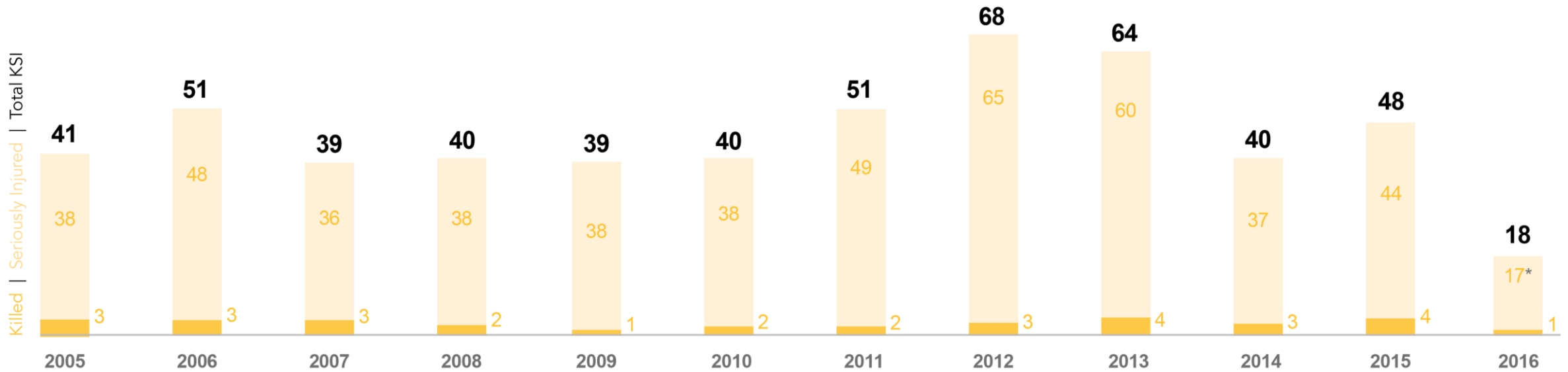
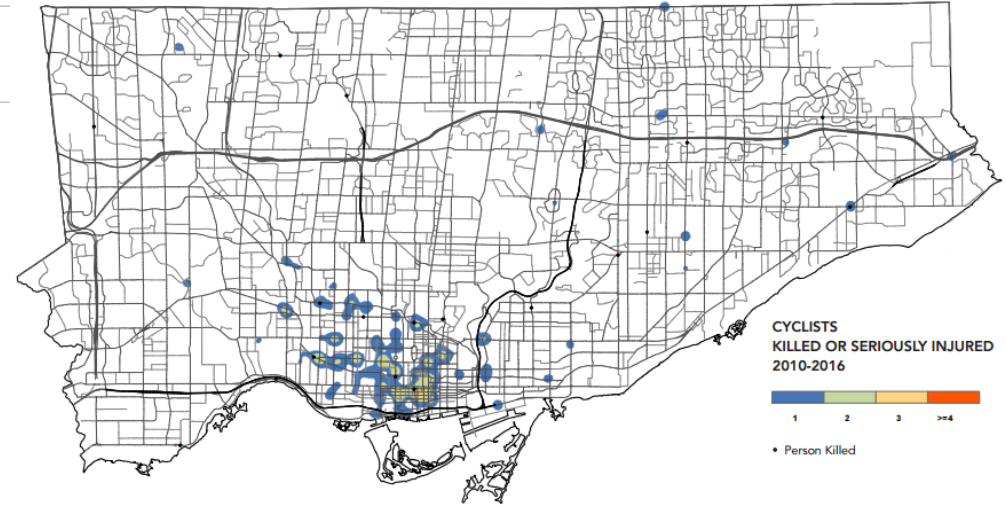


Increased Pedestrian Walk  
Times and Advanced Green for  
Pedestrians



Consideration for  
No Right Turn on Red

# EMPHASIS AREA 4: CYCLISTS



Cyclists Killed in Toronto, January 1, 2005 - December 23, 2016

\*Cyclists Seriously Injured in Toronto, January 1, 2005 - June 1, 2016

# CYCLISTS

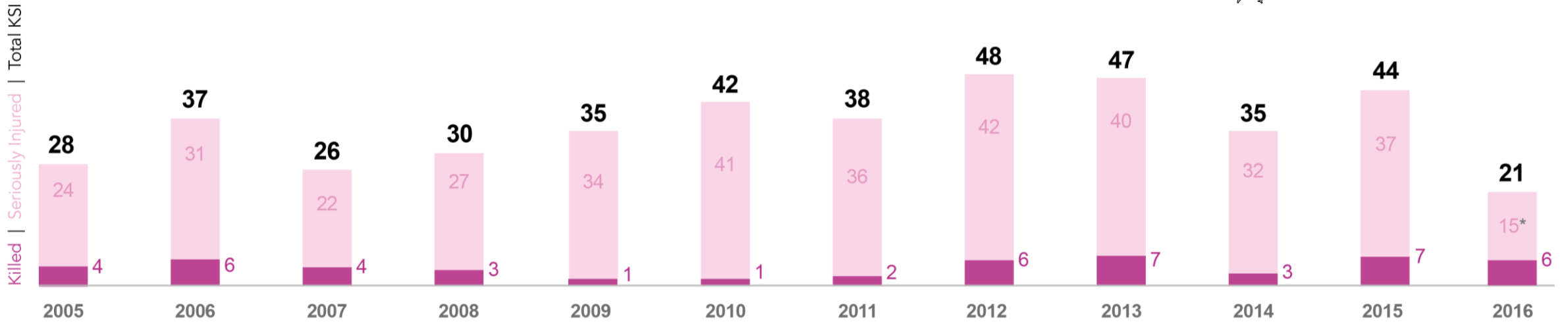
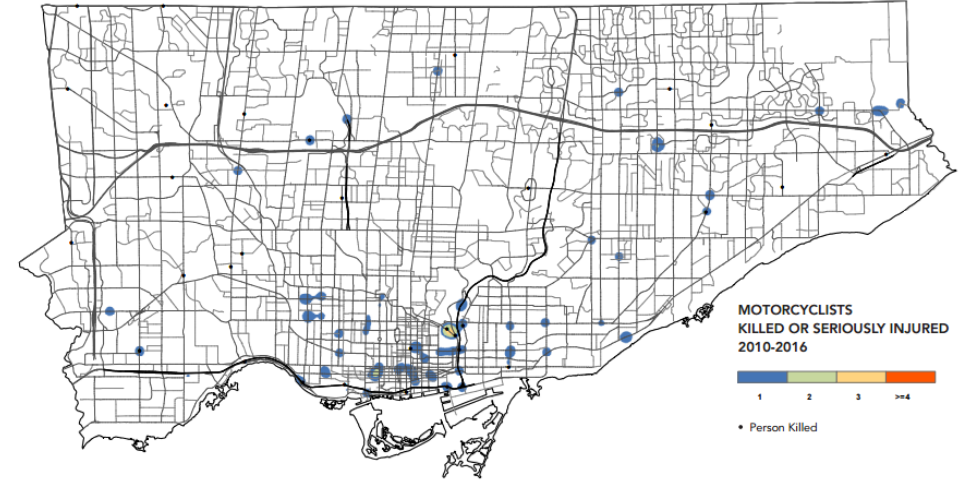


New Bloor Street Bike Lane

## **The following projects are planned of implementation in 2017:**

- Dowling Ave/Beaty Cycling Route (Twin Route Sharrows)
- Woodbine Ave Bike Lanes – Phase 1
- Denison/Bellevue Contraflow Bike Lanes
- Renforth Rd Bike Lanes
- Gatineau MUT (Victoria Park to Eglinton)
- Unwin MUT (Leslie to Outer Harbour)
- Etobicoke North Multi-use Trail
- Lake Shore West/MGT Extension Coronation Park – Newfoundland to Remembrance In Boulevard Trail
- Lake Shore Blvd Cycle Track

# EMPHASIS AREA 5: MOTORCYCLISTS



Motorcyclists Killed in Toronto, January 1, 2005 - December 23, 2016

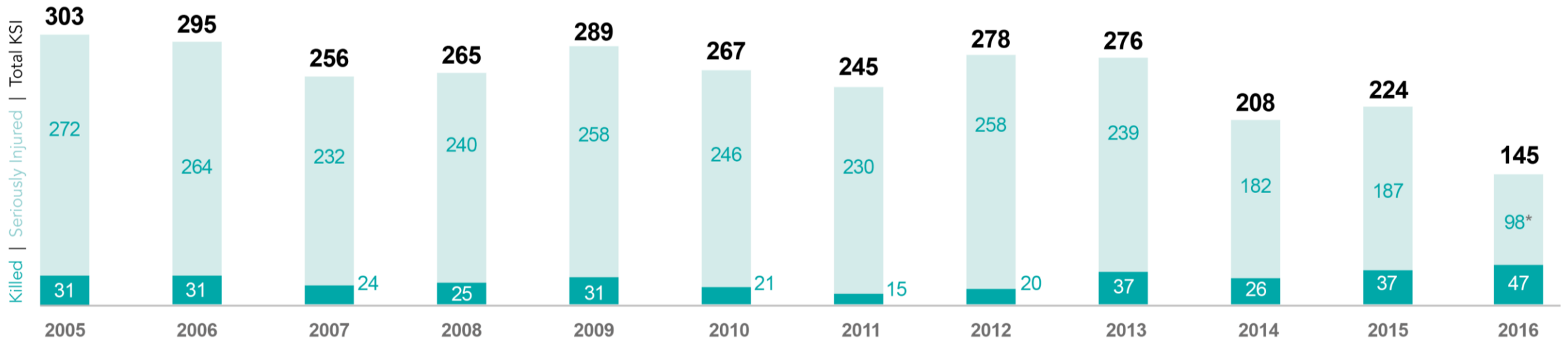
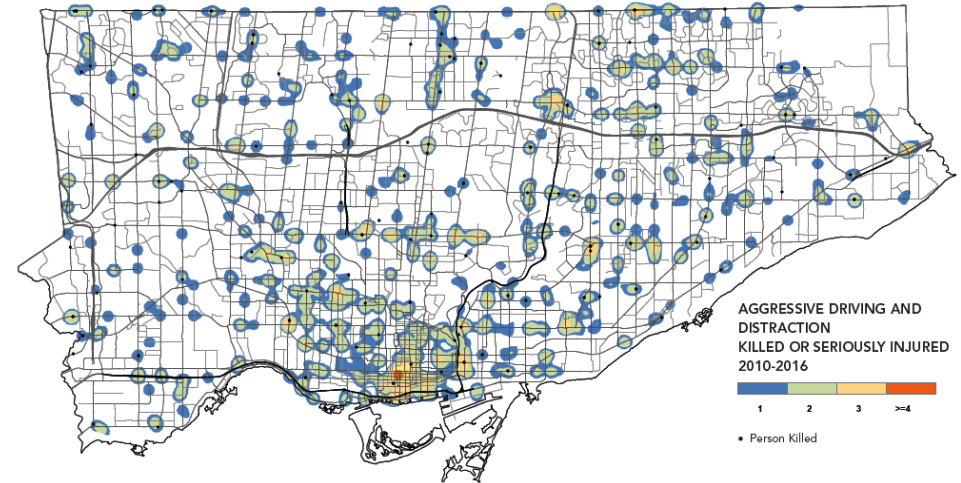
\*Motorcyclists Seriously Injured in Toronto, January 1, 2005 - June 1, 2016

## MOTORCYCLISTS



- 5 new motorcycle warning tab signs have been installed near Sheppard Ave and Twyn Rivers.
- Participated at the Motorcycle Show Toronto on February 17 – 19

# EMPHASIS AREA 6: AGGRESSIVE DRIVING AND DISTRACTION



Aggressive Driving and Distraction Killed in Toronto, January 1, 2005 - December 23, 2016

\*Aggressive Driving and Distraction Seriously Injured in Toronto, January 1, 2005 - June 1, 2016

# AGGRESSIVE DRIVING AND DISTRACTION



Mobile Watch Your Speed  
Driver Feedback Sign Strategy



Red Light Cameras



Data Driven Enforcement



Automated Speed Enforcement  
(FUTURE)



New Distraction  
Educational Campaign

LESSONS LEARNED

# Lessons Learned

3 Key Things...



# 1 - Be Data-Driven



Prioritize and make decisions based on solid data evidence.

Try to avoid making decisions based solely on anecdotal information.

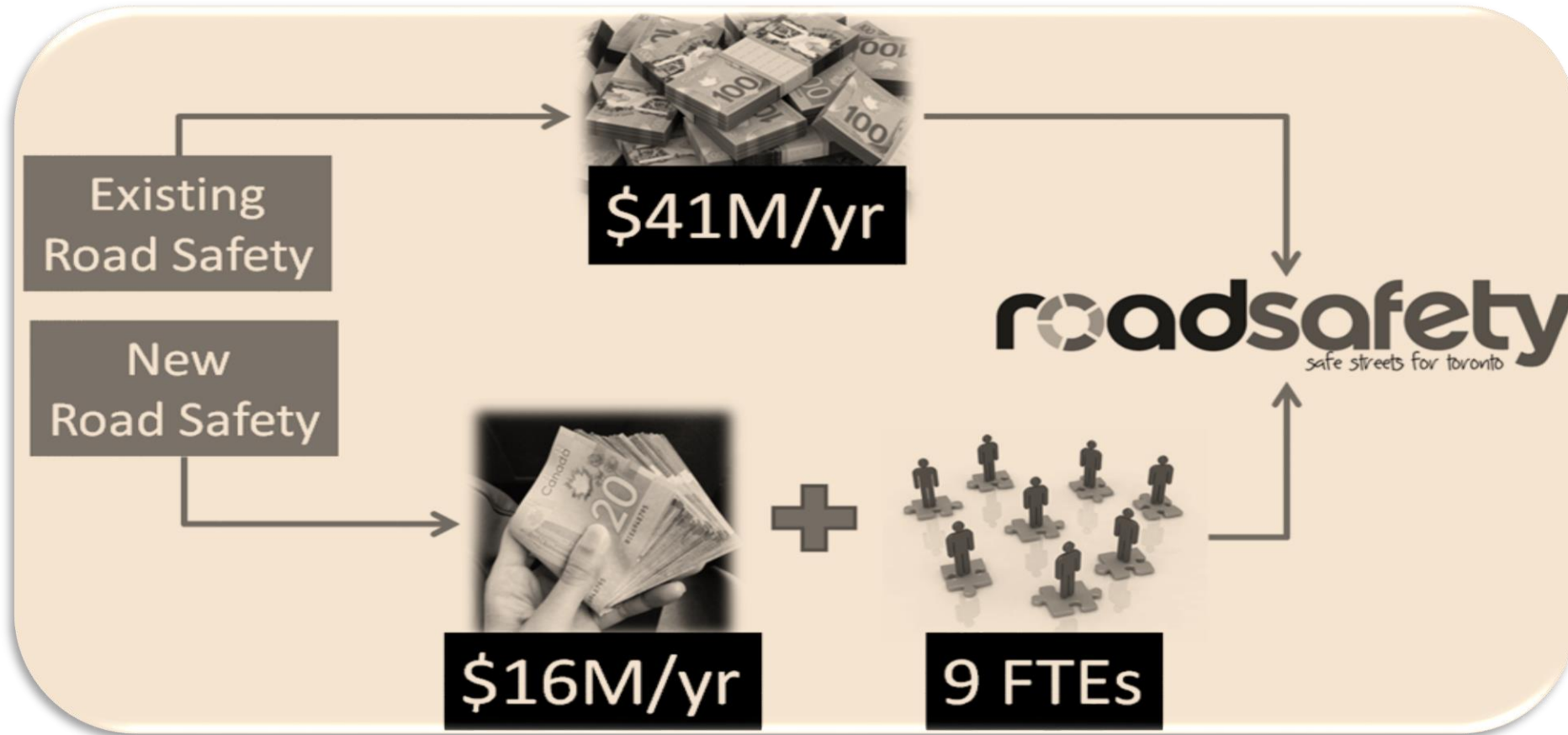
Look for the causal effects behind KSI Collisions.

## 2 - Be More Strategic Than Opportunistic



Great to take advantage of upcoming road reconstruction projects but, don't let it deter from high priority projects

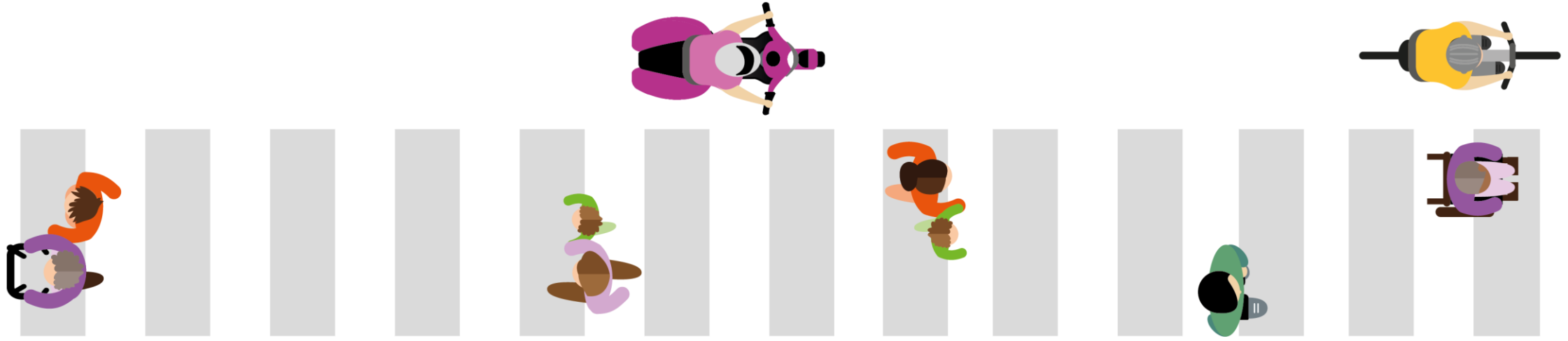
# 3 - Leverage Existing Programs



Toronto already spends \$41M per year on improving Road Safety.

New Road Safety Plan adds \$16M more per year, strategically targeted towards initiatives to eliminate traffic related fatalities.

QUESTIONS?



# VISIONZERO