TORONTO VISION ZERO ROAD SAFETY PLAN
Information Session
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April 30, 2018 - May 1, 2018
AGENDA

1. Overview of the Road Safety Plan
2. Collision Data Analysis – Year in Review
3. Accomplishments to Date
4. Vision Zero Calendar
5. Improving Safety for School Children
6. Measures to Address Aggressive Driving
7. Vision Zero Town Hall Meetings
8. Questions
OVERVIEW OF THE VISION ZERO ROAD SAFETY PLAN
VISION ZERO ROAD SAFETY PLAN

• A five year $86M 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

VISION ZERO WEBSITE
VISION ZERO ROAD SAFETY WORKING GROUP

• 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 between City agencies
• Launch point for working groups targeted towards delivering on the Road Safety Plan

REPRESENTATION FROM
HOW WILL WE ACHIEVE VISION ZERO?

- Engineering Safety Measures
- Education Safety Measures
- Technological Safety Measures
- Enforcement Activities
- Evaluation Safety Measures
- Engagement Activities
COLLISION DATA ANALYSIS
YEAR IN REVIEW
TOTAL TRAFFIC FATALITIES IN TORONTO, JAN. 1, 2012 – DEC. 31, 2017
WHAT ARE OUR EMPHASIS AREAS?

- Pedestrians
- School Children
- Older Adults
- Cyclists
- Motorcyclists
- Aggressive Driving and Distraction
EMPHASIS AREA 1: PEDESTRIANS

43 Fatalities in 2016
37 Fatalities in 2017
EMPHASIS AREA 2: SCHOOL CHILDREN

0 Fatalities in 2016
1 Fatality in 2017
EMPHASIS AREA 3: OLDER ADULTS

37 Fatalities in 2016
24 Fatalities in 2017
EMPHASIS AREA 4: CYCLISTS

1 Fatality in 2016
4 Fatalities in 2017
EMPHASIS AREA 5: MOTORCYCLISTS

6 Fatalities in 2016
4 Fatalities in 2017

[Bar chart showing number of fatalities and seriously injured for each year from 2005 to 2017]
EMPHASIS AREA 6: AGGRESSIVE DRIVING AND DISTRACTION

48 Fatalities in 2016
24 Fatalities in 2017
FATAL AND SERIOUS INJURY COLLISION DATA - OPENDATA

- 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/
ACCOMPLISHMENTS TO DATE
PEDESTRIANS – 2017 VISION ZERO ACCOMPLISHMENTS

- Installed 837 speed-limit signs along 39 corridors where speed limits have been reduced by 10 kilometres per hour
- Installed approximately 20,000 km of pavement paint for zebra markings in School Safety Zones, Senior Safety Zones and pedestrian safety corridors
- Activated 60 accessible pedestrian signals to assist people to cross at signalized intersections
- Installed four pedestrian crossovers (PXO's)
- Installed 5,705 metres of sidewalk over seven projects, with plans to install another 3,480 meters of sidewalk over five projects by the end of 2017
- Initiated road safety audits at 6 locations to identify potential road safety improvements by the end of 2017
OLDER ADULTS – 2017 VISION ZERO ACCOMPLISHMENTS

- Launched the new Senior Safety Zones program in January, 2017, which features new Senior Safety Zone signage, enhanced pavement markings and increased pedestrian walk times at crosswalks
- Installed 12 new Senior Safety Zone locations
- Equipped 96 signalized intersections with longer pedestrian crossing times to allow more time for pedestrians to safely cross the street
- Launched the Lawn "Slow Down" Signs program to advise drivers to slow down in local neighbourhoods with older adults
SCHOOL CHILDREN – 2017 VISION ZERO ACCOMPLISHMENTS

- Launched the new School Safety Zones program on September 5th, 2017, featuring new school ahead signs with flashing beacons, “School” stencils and enhanced pavement markings around the school neighbourhood
- Installed 15 flashing beacons at seven School Safety Zones for eight schools, with plans to install School Safety Zones at 12 more schools by the end of 2017
- Installed 23 permanent "Watch Your Speed" driver feedback signs at 11 schools
- Launched the Lawn "Slow Down" Signs program to advise drivers to slow down in local neighbourhoods with school children
• Completed cycle projects at 11 locations including 3 cycle tracks totalling 7.24 km, 6 bike lanes, totalling 6.2 km and sharrows on 2 cycle routes, totalling 10.0 km
• Completed five intersection improvements to improve cyclist safety
• Participated in Cycle Toronto’s 2017 ‘Get Lit’ program focused on cyclists’ safety at night
• Implemented design modifications, including temporary separators, to the Martin Goodman Trail following a fatality and subsequent vulnerable road user review
• Commenced design work to re-align the Martin Goodman Trail and install permanent separators from Lake Shore Boulevard between Royal Canadian Legion Branch 344 and the Boulevard Club
• Initiated safety audits of all multi-use trails in Toronto adjacent to roadways
AGGRESSIVE DRIVING & DISTRACTION – 2017 VISION ZERO ACCOMPLISHMENTS

- Made physical changes at 28 intersections, including curb radius reductions and intersection re-alignments, to reduce pedestrian crossing distances and help reduce aggressive driving
- Installed red light cameras at 75 new locations, for a total of 149 cameras
- Installed 28 Uninterruptible Power Supply units at critical signalized intersections to ensure resiliency in the event of power black-outs to reinforce turning restriction bylaws
- Installed 68 LED Blank-Out Signs at 17 signalized intersections to reinforce turn prohibitions.
- Installed 22 new traffic control signals
- Installed reflective backboards at 247 signals
- Installed 186 speed humps at 53 locations
Provides a monthly update of the ongoing programs and pilot programs being launched during the year

Updated regularly with more details provided when available regarding selected locations and potential media releases
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IMPROVING SAFETY FOR SCHOOL CHILDREN
TORONTO VISION ZERO LAUNCHES SCHOOL SAFETY ZONE PROGRAM

September 5, 2017

Mayor John Tory, Chair of the Public Works and Infrastructure Committee, Toronto Police Superintendent Gord Jones and John Malloy, Director from the Toronto District School Board join together to unveil the new Vision Zero School Safety Zones program.

“The safety of all pedestrians, but particularly children, must be a priority in this city,” said Mayor Tory.
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

• “80 Schools Per Year” commitment represents a ramping up phase to collaborate and coordinate all of our efforts through this program
SCHOOL CHILDREN: SCHOOL SAFETY ZONE: GATEWAY FEATURES

- Flashing Beacon with Timer
- New Rapid Flashing Beacons at Crosswalks (Optional)
- Watch Your Speed Driver Feedback Signs
- Speed Reductions (Optional)
- Prohibited Turn Movements (Optional)
- 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)
- Flexible In-Road Warning Signs (Optional)
EXAMPLE: SCHOOL SAFETY ZONE: Morrish Public School

Fatality Occurred

Canmore Blvd

Rapid Flashing Beacons at Crosswalk

Zebra Stripping at Crosswalk

“SCHOOL” Stencil in Pavement

Watch Your Speed Driver Feedback Sign

Flashing Beacon

Flashing Beacon

Watch Your Speed Driver Feedback Sign

Flashing Beacon
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 (i.e. 1.6km)

Pilot Program:
• 20 highest priority schools in the City

This Point Forward:
• Prioritization by Ward
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 identical to that used under Vision Zero
- Holistic approach to traffic management, applying engineering and education/encouragement interventions
- School Traffic Management Program championed by a facilitator, working directly with schools
- Program was launched in Fall 2017
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
New Signs Introduced in 2017

- Public can help remind the drivers to slow down and to be aware by displaying “Please Slow Down” lawn signs in their neighbourhoods.
- These newly designed signs remind road users to drive carefully as they travel in local neighbourhoods with older adults (orange sign) and school children (blue sign).
- Have received requests from public regarding the possibility of these being made accessible from libraries.
- Let us know if you think you need additional signs in 2018.

2018 LAWN SIGN PROGRAM
2018 – Flexible In-Road Safety Advisory Signs Program (PILOT)

• New flexible in-road safety advisory signs piloted in 2018
• Signs installed in school zones to remind drivers that there is a school ahead and the speed ahead may be 40km/hr or 30km/hr
• Early anecdotal observations on the success of the pilot has led to discussion surrounding the possible expansion of the pilot implementation
• Pending the success of the evaluation, these signs would become an official part of the tool chest of possible safety improvements that could be implemented
MEASURES TO ADDRESS AGGRESSIVE DRIVING
RED LIGHT CAMERA PROGRAM NOW DOUBLED

- City Council approved plan to expand Red Light Camera program in May, 2017
- Currently, 149 Red Light Cameras now in operation in Toronto
- Previous phase of cameras retained rather than being taken down
AUTOMATED SPEED ENFORCEMENT IN SCHOOL ZONES

PLAN MOVING FORWARD
• Legislation in place, May 2017
• Overall plan to implement approved by Council in February, 2018
• Regulations still need to be enabled by Province (after June, 2018)
• Ongoing procurement process to establish technology and vendor
• Joint Processing Centre needs to be established
• Court Services and Legal Prosecutors requirements to be met
• Currently planning for a pilot in 2018 and going live in 2019
*NEW* MOBILE WATCH YOUR SPEED SIGN PROGRAM

- New signs no longer requires trailer base
- Can be mounted on any pole or light standard
- Total of 44/47 transportable units to be procured such that there is one available per ward
- Contractor to be retained to move signs around every 2-3 weeks

(ABOVE) New mobile Watch Your Speed Driver Feedback Signs can be mounted on any pole; no longer requires trailer
VISION ZERO TOWN HALL MEETINGS

• In October 2017, Transportation Services started conducting Vision Zero Town Hall meetings to engage the public and solicit input regarding road safety
• Significant interest towards school zone safety
QUESTIONS
VISION ZERO