

AGENDA
VISION ZERO STAKEHOLDER GROUP
Wednesday, March 22, 2023
2:00 o'clock p.m.
via Zoom video conference

1. Call to Order

2. Declaration of Conflict

3. Adoption of the Minutes

Adoption of the minutes of the meeting held June 29, 2022 – ***attached.***

4. Business Items

4.1 Vision Zero Action Plan – Interim Goals and Implementation Plan

The document is ***attached.***

5. Adjournment

Vision Zero Stakeholder Group

Meeting held June 29, 2022

A meeting of the Vision Zero Stakeholder Group is held this day commencing at 10:00 o'clock a.m. via Zoom video conference, there being present the following members:

Councillor Chris Holt, Chair
Ken Acton
Diane Bradford
Julie Di Domenico
Nathanael Hope
Kevin Morse
Abdul Naboulsi
Jim Sommerdyk

Also present are the following resource personnel:

Jeff Hagan, Transportation Planning, Senior Engineer
Rania Toufeili, Policy Analyst
Constable Colin Wemyss, Windsor Police Services
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 10:00 o'clock a.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3.. Adoption of the Minutes

Moved by K. Acton, seconded by D. Bradford,
That the minutes of the Vision Zero Stakeholder Group of its meeting held July 2,
2021 **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Vision Zero Action Plan – Existing Initiatives

J. Hagan provides an overview of the Vision Zero Action Plan existing initiatives as follows:

- Their approach with developing the initiatives was to take an inventory of all of the existing programs and initiatives that touch on the strategic goals that were identified at the July 2, 2021 meeting.
- The existing initiatives memo covers all of the Vision Zero related programs that they are aware of that are active in the city now regardless of who is doing them.
- They are looking for feedback from the group regarding whether the list is complete and accurate; and if there are measures or programs that should be added to this list.
- As you look through the table, there are a few weak points in terms of translating the overall city's approach from road safety to a vision zero approach.
- There is quite a bit on the enforcement side but looking at other measures there is not a lot except in very niche situations like the Traffic Calming Policy which is only for residential streets. We have a Community Safety Zone Policy but the criteria for a Community Safety Zone is heavily controlled and the city as a fleet operator has control over how city staff behave on our roads as well.
- One of the priorities identified was that there are gaps in data, as data tends to be in silos so as the infrastructure operators, we do not necessarily have all of the information on the factors leading to a collision that could influence different approaches we take to addressing the collision pattern.
- Another area for improvement is how can we change the status quo as our inventory is focused on the status quo.

D. Bradford states that it is difficult when you are looking at data and the whole different silos to get a true picture of injury. She suggests doing a research study to get some agreements for data sharing because we are looking at long term sustainability.

J. Hagan responds that there may be ways to share useful information while still maintaining privacy. If they had aggregated data about where people drink who get involved in impaired driving collisions, i.e. restaurants, home alone, parties, those sorts of measures would be useful in fine tuning an education plan and different outreach measures with no private information changing hands from one agency to another.

Moved by D. Bradford, seconded by J. Sommerdyk,
That the memo from the Transportation Planning Senior Engineer dated June 7, 2022 entitled "Vision Zero Action Plan – Existing Initiatives" **BE RECEIVED.**
Carried.

4.2 Vision Zero Action Plan – Potential New Initiatives

J. Hagan provides the following as it relates to the Vision Zero Action Plan and the potential new initiatives:

- They started with an inventory of the existing road safety programs to identify where to build upon.
- Along with that, there are different road safety initiatives that are already planned that are coming forward.
- Looked at two categories of additional measures that could be taken –core new initiatives which are central to a vision zero approach and that speak directly to the strategic priorities that have been identified and there is a number afterwards that identifies “for Discussion” and these are ones where there likely is a safety benefit to them but there are issues that need to be resolved, i.e. a significant cost to the city or a significant cost to the third party stakeholder or it is not identified who would be responsible for implementing them.
- Asks that the Stakeholder Group provide feedback on what is important that we should be providing or if there are any ways to make the implementation easier, i.e. if your agency can partner with the city on some of these programs.

J. Sommerdyk refers to pavement edged rumble strips and notes that they are not effective, i.e. the multi-use trail at the end of South National which is used by service vehicles. He adds that when the service vehicles have it blocked, the rumble strips make it more difficult for bikes to get around.

J. Hagan responds as it relates to rumble strips, they are used to divide a multi-use trail for a road when the two are paved integrally. The revisions that they would be looking at would entail implementing them at locations where typically they have run-off road collisions, so the purpose would be slightly different. On South National it is to highlight to the motorists that they are leaving the multi-use trail and as a vision zero measure would be about addressing locations where a drowsy driver does not realize that the road is curving or has run off the road and it warns them to get back on. In terms of difficulty for cyclists, the Bikeways Development book does provide guidance on approaches for rumble strips so rather than having a continuous rumble strip, it is like a dashed white line so there are gaps so the cyclist does not have to ride over the rumble strip.

The Chair asks if the responsibilities and funding for the core new initiatives have been dedicated to a department to do this work and what are the next steps.

J. Hagan responds that the next immediate step would be to take the input from the Stakeholder Group and to develop Progress Report #2 which would go to the Environment, Transportation and Public Safety Standing Committee and then onto Council with recommendations. For the whole Vision Zero Action Plan, it will be approved by Council when the entire document is completed which would be after the interim goals as a next step. Council would adopt the entire Action Plan as a unit and at that point it

would come with recommendations and a budget. Some of the measures under the recommended initiatives have a cost associated with them but others do not.

In response to a question asked by the Chair regarding if they should reach out to other organizations for input on this, J Hagan responds that there is value in getting more feedback into the process but it would delay bringing the action plan forward for approval.

K. Acton asks if they will be reaching out to the school boards.

J. Hagan responds that they have a School Neighbourhood Policy to address parking and traffic issues around schools and encouraging students to walk and bike or to ride the school bus. Along with that, the schools are key in providing education and messaging and they have worked with school boards with both respects; to facilitate travel to and from school in a safe way and then partnering with them to provide road safety education messaging which would also tie into the Safety Village as well.

D. Bradford asks if there is any plan for the fatality review committee.

J. responds that is identified as one of the coordinated initiatives.

K. Morse remarks that the Health Unit over the last two years has been doing the Ontario Active School Travel fund and received funding in the City of Windsor. The three school boards are involved along with Windsor Police Services, the City of Windsor, the Health Unit, and Bike Windsor Essex to work on increasing active school travel opportunities

D. Bradford asks if there is ongoing discussion with Parachute Canada which is a (National Injury Prevention Organization) as this organization is a great resource.

J. Hagan responds that there are no ongoing discussions with Parachute Canada.

J. Hagan refers to the items in the “for discussion list” and states that anything on that list will either be included or removed. He requests that committee members review the list and contact him with any changes.

5. Date of Next Meeting

The next meeting will be held at the call of the Chair.

6. Adjournment

There being no further business, the meeting is adjourned at 10:31 o'clock a.m.

CHAIR

COMMITTEE COORDINATOR

**INTER-OFFICE MEMO**

TO: Vision Zero Stakeholder Group
FROM: Jeff Hagan, Transportation Planning Senior Engineer
DATE: March 2, 2023
SUBJECT: Vision Zero Action Plan – Interim Goals and Implementation Plan

Introduction

The Vision Zero Policy outlined a series of steps for development of a Vision Zero Action Plan:

- Strategic Priorities (presented to Council in Progress Report #1)
- Recommended Initiatives (presented to Council in Progress Report #2)
- Interim Goals (addressed in this memo)

The identified strategic priorities are grouped into four themes:

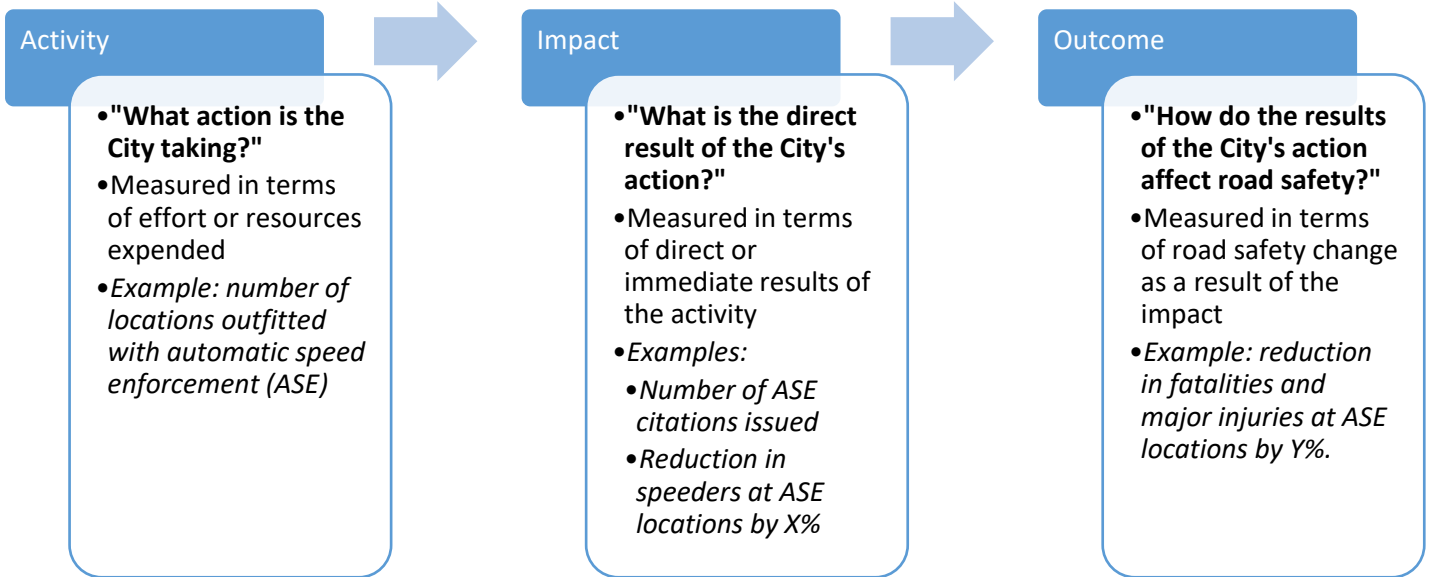
1. Driver behaviours
2. Road user types
3. Locations & Infrastructure
4. Process improvements

The strategic priorities are listed under *Interim Goals – Road Safety Outcomes* below.

Recommended initiatives are listed in Appendix 1.

Background – Goal Types

All initiatives included in the Vision Zero Action Plan have an associated activity, impact and outcome, as summarized in Figure 1.



Identified goals in the Vision Zero Action Plan can relate to an activity, impact or outcome. Each has advantages and disadvantages, as noted in Table 1.

Goal Type	Activity Goals	Impact Goals	Outcome Goals
Examples	<ul style="list-style-type: none"> • <i>Number of countermeasures installed</i> • <i>Lane-kilometers of street with reduced speed limit</i> 	<ul style="list-style-type: none"> • <i>Change in operating speed for a treated roadway</i> • <i>Number of red light camera citations issued</i> 	<ul style="list-style-type: none"> • <i>City-wide reduction in severe collisions</i> • <i>Reduction in severe collisions at a treated location</i>
Strengths	<ul style="list-style-type: none"> • City can exert direct control to achieve goal • Future performance can be predicted with high levels of certainty 	<ul style="list-style-type: none"> • Provides timely feedback on the performance of road safety interventions 	<ul style="list-style-type: none"> • Direct measurement of the focus of concern

Goal Type	Activity Goals	Impact Goals	Outcome Goals
Weaknesses	<ul style="list-style-type: none"> Proxy measure for safety; relationship between activity and impact/outcome is subject to uncertainty 	<ul style="list-style-type: none"> Proxy measure for safety; relationship between impact and outcome is subject to uncertainty 	<ul style="list-style-type: none"> Significant lag in results (on the order of years) from when action is taken until outcome can be measured
Approach Used for Vision Zero Action Plan	Activity goals are reflected in the Implementation Plan	Impact goals are identified where indicators are available	Outcome goals are identified for all strategic priorities

Activity goals are addressed in *Implementation and Phasing* below. Impact and outcome goals are addressed in *Interim Goals* below.

Goals

Overall Goal

For all Vision Zero programs, the overall goal is zero fatalities and major injuries due to road crashes, ideally within an identified timeline.

The recommended overall goal of the Vision Zero Action Plan is zero fatal and major injury collisions **within 15 years** of adopting the Vision Zero Action Plan.

Interim Goals – Road Safety Outcomes

For all indicators that are given in terms of fatalities and major injuries, interim goals are as follows:

- 5 years after Vision Zero Action Plan adoption: 33% reduction from 2015-2019 baseline levels
- 10 years after Vision Zero Action Plan adoption: 67% reduction from 2015-2019 baseline levels
- 15 years after Vision Zero Action Plan adoption: 100% reduction from 2015-2019 baseline levels

Strategic Priority	Indicator	2015-2019 Baseline	Goals		
			5 years	10 years	15 years
Overall	Fatalities and major injuries (all causes and victim categories)	37.2 per year	24.8 per year	12.4 per year	0 per year
1A: Vehicle Speeds	Fatalities and major injuries involving the following driver actions: <ul style="list-style-type: none"> Exceeding speed limit Speed too fast for conditions Lost control 	11.0 per year	7.3 per year	3.7 per year	0 per year
	Fatalities and major injuries involving either: <ul style="list-style-type: none"> Traffic control type identified as “traffic controller” or Road condition identified as “under construction” 	0.8 per year	0.5 per year	0.3 per year	0 per year
1B: Drug and Alcohol Impairment	Fatalities and major injuries involving the following driver conditions: <ul style="list-style-type: none"> Had been drinking Ability impaired, alcohol Ability impaired, alcohol (over 0.08) Ability impaired, drugs 	4.8 per year	3.2 per year	1.6 per year	0 per year
1C: Inattentive Driving	Fatalities and major injuries involving the driver condition “inattentive”	3.8 per year	2.5 per year	1.3 per year	0 per year
1D: Failing to Yield at Intersections	Fatalities and major injuries at intersections involving the following driver actions: <ul style="list-style-type: none"> Failed to yield right-of-way Disobeyed traffic control Improper turn 	12.2 per year	8.1 per year	4.1 per year	0 per year
2A: Vulnerable Road Users (Pedestrians, Cyclists, and Motorcyclists)	Pedestrian fatalities and major injuries	8.4 per year	5.6 per year	2.8 per year	0 per year
	Cyclist fatalities and major injuries	3.2 per year	2.1 per year	1.1 per year	0 per year
	Motorcyclist fatalities and major injuries	6.0 per year	4.0 per year	2.0 per year	0 per year

Strategic Priority	Indicator	2015-2019 Baseline	Goals		
			5 years	10 years	15 years
3A: High Injury Corridors	Pedestrian fatalities and major injuries – Tecumseh Road East (Jefferson to Forest Glade Drive)	0.8 per year	0.5 per year	0.3 per year	0 per year
	Pedestrian fatalities and major injuries – Wyandotte Street (Ouellette to Chilver)	0.8 per year	0.5 per year	0.3 per year	0 per year
	Cyclist fatalities and major injuries – Wyandotte Street (Pelissier to Parent)	0.6 per year	0.4 per year	0.2 per year	0 per year
	Motor vehicle driver and passenger fatalities and major injuries – EC Row Expressway (Howard to Banwell)	1.8 per year	1.2 per year	0.6 per year	0 per year
	Motor vehicle driver and passenger fatalities and major injuries – Wyandotte Street (Pelissier to Gladstone)	1.0 per year	0.7 per year	0.3 per year	0 per year
3B: Signalized Intersections	Fatalities and major injuries at signalized intersections	11.6 per year	7.7 per year	3.9 per year	0 per year
4A: Improved Data Sources and Information Sharing	N/A				
4B: Design Standards and Best Practices	N/A				

Interim Goals – Impacts

Strategic Priority	Indicator	2015-2019 Baseline	Goals		Notes
			Target	Timeframe	
1A: Vehicle Speeds	% of treated locations with operating speed within 5 km/h of target speed	N/A	80%	Immediate after treatment	This indicator should be summarized by category (e.g. speed limit reduction, radar speed feedback sign, permanent traffic calming, Complete Street installation)
	# of automated speed enforcement citations issued	0	Downward trend in citations issued at each treated intersection	1 year after treatment	
1B: Drug and Alcohol Impairment	# of riders per year using “Safe Ride Home” service	0	To be determined	To be determined	Goals to be identified as part of service development
1C: Inattentive Driving	N/A				
1D: Failing to Yield at Intersections / 3B: Signalized Intersections	# of red light camera citations issued	0	Downward trend in citations issued at each treated intersection	1 year after treatment	
2A: Vulnerable Road Users (Pedestrians, Cyclists, and Motorcyclists)	N/A				

Strategic Priority	Indicator	2015-2019 Baseline	Goals		Notes
			Target	Timeframe	
3A: High Injury Corridors	See note	N/A	To be determined	To be determined	As part of each road safety audit, impact goals will be developed based on the audit's conclusions and recommendations
4A: Improved Data Sources and Information Sharing	Mean days from crash date to date crash report is entered into City database	477 days	60 days	Immediate	
	Percentage of crash reports entered into the database within 90 days after the crash	0%	90%	Immediate	
	% of fatal collisions where Fatal Collision Response Team was activated	N/A	100%	Immediate after establishment of the Fatal Collision Response Team	
4B: Design Standards and Best Practices	N/A				
Multiple	Education campaign reach	N/A	To be determined	To be determined	Goals will be developed for each campaign as part of the campaign design

Implementation and Phasing

The Implementation Plan is attached as Appendix 1.

Monitoring & Reporting

Reports for the Vision Zero Action Plan will be prepared by Transportation Planning Services and presented to the Environment, Transportation & Public Safety Standing Committee.

Annual Reporting

The format of the annual Road Safety Report will be revised to include details on each of the identified Vision Zero Action Plan goals and indicators, including the difference between interim targets and actuals.

Accompanying the Road Safety Report will be a report summarizing Vision Zero Action Plan activities undertaken over the previous year.

Ongoing Review

Every five years for the life of the Vision Zero Action Plan, a staff review of the Vision Zero Action Plan will be carried out by City staff. Recommended revisions, if any, will normally be presented to the Environment, Transportation & Public Safety Standing Committee and subsequently to Council for approval.

Additional updates to the Vision Zero Action Plan may be proposed to Standing Committee and/or Council by way of Administration report at any time if the need arises.

Conclusion

The overall goal of the Vision Zero Action Plan has been identified as zero road crash fatalities or major injuries within 15 years of adoption of the Plan. To support this plan, the following items have been provided:

- Interim goals, both overall and by strategic priority,
- An implementation plan addressing each recommended initiative, and
- Recommendations for ongoing monitoring, reporting and periodic review of the Action Plan.

Vision Zero Action Plan – Implementation Plan

Number	Recommended Initiative	Responsibility	Timeframe			Phasing Considerations
			Short 0-5 years	Medium 5-10 years	Long 10-15 years	
1	Develop and Implement a Complete Streets Policy	<i>Development:</i> Transportation Planning	X			On critical path for other initiatives.
		<i>Implementation:</i> Engineering Operations Planning	X	X	X	
2	Construct Roadway Capital Projects (for certain corridors)	Engineering		X	X	Tecumseh Rd E: section of concern is “2032+” in 2022 capital budget. EC Row Expressway Environmental Assessment: should proceed after City-wide Transportation Master Plan (scheduled to start in 2023).
3	Obtain Collision Data through Provincial ARIS System	Transportation Planning	X			
4	Continue to Implement the Transit Master Plan	Transit	X	X	X	Has its own implementation plan
5	Review Yellow and All-Red Intervals for Traffic Signals	Traffic Operations	X			
6	Install Retroreflective Backboards for Traffic Signals	Traffic Operations	X	X		
7	Increase Winter Roadway Maintenance	Operations	X			
8	Driver Simulation Training for Commercial Motor Vehicle Operators	Human Resources	X			
9	Commercial Motor Vehicle Driver Evaluation by Independent Party	Human Resources	X			
10	Conduct Road Safety Audits of Identified High Injury Corridors	Transportation Planning	X			

Number	Recommended Initiative	Responsibility	Timeframe			Phasing Considerations
			Short 0-5 years	Medium 5-10 years	Long 10-15 years	
11	Carry out a Value Engineering & Road Safety Review of Existing Approved Preliminary Designs for Roadway Projects	Engineering	X	X		Will proceed project-by-project prior to detailed design.
12	Establish a Fatal Collision Response Team	Traffic Operations WPS Engineering Risk Management	X			
13	Explore Data-Sharing Arrangements Between Agencies	Transportation Planning	X			
14	Carry out a Resident Survey	Transportation Planning	X			
15	Implement Target Speed Requirements for New Construction and Major Roadway Projects	Engineering Operations	X			Can proceed as a standalone item or as part of Initiative #1.
16	Implement Speed Limit Reductions – Neighbourhoods	Traffic Operations	X			
17	Implement Speed Limit Reductions – Major Streets	Traffic Operations	X			
18	Implement Speed Limit Reductions and Increased Fines – Construction Zones	Traffic Operations Operations	X			
19	Reduce Progression Speed for Traffic Signal Coordination	Traffic Operations	X			
20	Carry out Education Campaigns	Transportation Planning	X	X	X	
21	Adjust Project Prioritization Criteria in the Active Transportation Master Plan to Place a Greater Emphasis on Safety and Collisions	Asset Planning Engineering Operations	X			
22	Include Collision History as a Factor in Prioritizing Capital Projects	Asset Planning Engineering	X			
23	Review Official Plan and Zoning By-laws for Vision Zero Opportunities	Planning	X	X		Official Plan update can proceed in 2023, Zoning update would follow approval of the Official Plan update.

Number	Recommended Initiative	Responsibility	Timeframe			Phasing Considerations
			Short 0-5 years	Medium 5-10 years	Long 10-15 years	
24	Review Design Standards and Development Manual for Vision Zero Opportunities	Engineering	X	X		Some items will require the Complete Streets Policy (Initiative #1) to be approved first.
25	Require Transportation Impact Studies for New Developments to Include a Full Multimodal Review	Transportation Planning Planning	X			Cannot proceed until multimodal level of service guidelines are developed (part of initiative #1).
26	Develop Safety Performance Functions	Transportation Planning	X			
27	Implement Automated Speed Enforcement	Traffic Operations	X			
28	Install Transverse Rumble Strips at Select Locations	Transportation Planning	X			
29	Implement a Parking Ticket Forgiveness Program to Target Impaired Driving	Parking Enforcement	Pilot			Start with short-duration pilot project. Follow-up report from pilot program with recommendations going forward.
30	Provide Free (or Cost-Included) Transit Service for Alcohol-Oriented Special Events	Transit Windsor Special Event Resource Team	X			
31	Support the Development of a "Safe Ride Home" Service	Transportation Planning	X			
32	Provide Stop Bars and Crosswalk Markings at Unsignalized Intersections	Traffic Operations	Pilot			Start with a limited pilot program. Develop recommendations for future implementation based on the results of the pilot.
33	Provide Ladder Crosswalk Markings at Signalized Intersections	Traffic Operations	Pilot			Start with a limited pilot program. Develop recommendations for future implementation based on the results of the pilot.
34	Implement Fully Protected Intersections	Traffic Operations Operations Engineering		X		For projects where the environmental assessment or preliminary design has already taken place, consideration of fully protected intersections can be considered as part of initiative #11.

Number	Recommended Initiative	Responsibility	Timeframe			Phasing Considerations
			Short 0-5 years	Medium 5-10 years	Long 10-15 years	
35	Implement Leading Pedestrian Intervals	Traffic Operations				Start with a limited pilot program. Develop recommendations for future implementation based on the results of the pilot.
36	Install Pedestrian Countdown Signals	Traffic Operations				Start with a limited pilot program. Develop recommendations for future implementation based on the results of the pilot.
37	Implement Hardened Centrelines at Intersections with High Speed Left Turns	Traffic Operations Operations Engineering	X	X		Start with a limited pilot program. Identify locations as part of audit of high injury corridors. Develop recommendations for future implementation based on the results of the pilot.
38	Adopt a "Roundabouts First" Policy or Best Practice for New Intersections and Major Roadway Projects	Engineering Transportation Planning	X			
39	Adopt a "No Right Turn Channels" Policy or Best Practice for New Intersections and Major Roadway Projects	Engineering Transportation Planning	X			
40	Implement a Road Diet Program	Engineering Transportation Planning	X	X		
41	Develop a Comprehensive GIS-based Collision Information System	Geomatics Asset Planning	X			
42	Develop Safety-Related Vehicle Design Criteria for Future City Vehicle Fleet Purchases	Fleet Review Committee	X			