
DATE: August 10, 2018

REPORT TITLE: **REGION OF PEEL VISION ZERO ROAD SAFETY STRATEGIC PLAN UPDATE**

FROM: Janette Smith, Commissioner of Public Works
Nancy Polsinelli, Commissioner of Health Services
Dr. Jessica Hopkins, Medical Officer of Health

RECOMMENDATION

That the Region of Peel Vision Zero Road Safety Strategic Plan, and its associated five year action plan outlined in the joint report of the Commissioner of Public Works, Commissioner of Health Services, and Medical Officer of Health titled “Region of Peel Vision Zero Road Safety Strategic Plan Update” be approved;

And further, that a copy of the subject report be forwarded to the City of Brampton, City of Mississauga, Town of Caledon, Peel Regional Police, Ontario Provincial Police – Caledon Detachment and the Region of Peel Accessibility Advisory Committee for their information.

REPORT HIGHLIGHTS

- In December 2017, Region of Peel Council adopted the Vision Zero framework to better coordinate efforts and resources among agencies and stakeholders to reduce fatal and injury motor vehicle collisions in Peel.
- Regional staff developed a Road Safety Strategic Plan in consultation with local municipalities, Peel Regional Police, the Ontario Provincial Police – Caledon Detachment and other road safety stakeholders.
- The goal of the Road Safety Strategic Plan is a 10 per cent reduction in fatal and injury motor vehicle collisions on Regional roads in five years (2018 to 2022).
- Notable recommendations of the Road Safety Strategic Plan include the establishment of a Vision Zero Task Force, participation in the development of Automated Speed Enforcement and expansion of the Red Light Camera program.
- The investment to implement the Road Safety Strategic Plan (2018 to 2022) is estimated to be \$47.2M for existing and future safety improvement programs.
- The appropriate allocation of funding sources to implement the Road Safety Strategic Plan will be presented through the 2019 annual budgeting process.

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DISCUSSION

1. Background

On average, nearly 6,000 collisions are reported annually on Region of Peel roads, resulting in approximately 1,000 personal injury collisions and nine fatal collisions. These injuries and deaths affect not only the victims and their families, but also impact healthcare, community, and social services. Most of these collisions can be prevented through strategic and effective road safety initiatives that include: infrastructure planning and design changes; enforcement; public education; and empathy – putting one road user in the position of another to understand the consequences of their actions.

The Road Safety Strategic Plan's goal is to improve road safety and reduce the occurrence of fatal and injury collisions on Regional roads. It sets out goals, objectives, and an action plan to guide the Region and road safety stakeholders towards this goal.

The Road Safety Strategic Plan (the Plan) incorporates the principles of the Vision Zero philosophy, which was endorsed by Regional Council in December 2017. The Vision Zero philosophy believes that no loss of life is acceptable. The Plan represents an important milestone towards addressing the needs of vulnerable road users in the Region's community, such as pedestrians and bicycle riders, in a structured manner. The Plan was developed based on an analysis of collision data, public consultation, Regional Council priorities, and input from key road safety stakeholders and partner agencies including, local municipalities, Peel Public Health, Peel Regional Police, and the Ontario Provincial Police – Caledon Detachment, all of whom have committed to its implementation.

The Road Safety Strategic Plan is aligned with the Region of Peel's Strategic Plan, Term of Council Priorities, and 20-year outcomes that contribute to the Region's mission to work with stakeholders in creating a healthy, safe and connected community for life. Related Term of Council Priorities include: Promote Healthy and Age-friendly Built Environments; and Improve Goods Movement. Related 20-year outcomes include: A community that promotes mobility, walkability and various modes of transportation ("Thriving"); A community where the built environment promotes healthy living ("Thriving"); and Sustainability and long term benefits to future generations are considered ("Leading").

Appendix I provides the Executive Summary of the Region of Peel Vision Zero Road Safety Strategic Plan. Appendix II provides a Summary Report of the Region of Peel Vision Zero Road Safety Strategic Plan. A copy of the complete Region of Peel Vision Zero Road Safety Strategic Plan is available from the Office of the Regional Clerk for viewing.

2. Road Safety Strategic Plan Development

The Road Safety Strategic Plan consists of four key components: a Vision and Goal; Emphasis Areas; an Action Plan; and Implementation and Monitoring. The Plan was developed through extensive consultation with the public and in collaboration with road safety stakeholders.

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a) Vision Zero Framework and Goal of the Road Safety Strategic Plan

The following Vision and Goal were adopted for the Road Safety Strategic Plan (2018-2022):

Vision: Zero fatal and injury collisions for all road users

Goal: Ten per cent reduction in fatal and injury collisions by 2022

Implementing the “Vision Zero” framework requires a paradigm shift in the way the transportation system is designed, built and operated. The current safety efforts of the Region and its partner agencies must be altered in order to achieve a significant reduction in the number and severity of motor vehicle collisions, especially in the context of increasing traffic volumes. In a Vision Zero jurisdiction, safety is prioritized over factors that traditionally influence transportation decision making, such as cost, vehicle speeds, delay to vehicular traffic, and vehicular level of service.

b) Consultation and Partnerships

Road Safety cannot be achieved through the efforts of one agency alone. The Road Safety Strategic Plan was developed in collaboration with a diverse group of stakeholders. Forming partnerships and networks with other government and non-governmental organizations will help to ensure that road safety is explicitly considered and embedded into the vision and culture of these organizations. Some of the stakeholders that participated in the development of the Plan include:

- City of Brampton
- City of Mississauga
- Town of Caledon
- Regional Municipality of York
- Peel Regional Police
- Peel Public Health
- Caledon Ontario Provincial Police (OPP)
- Bike Brampton
- Ministry of Transportation of Ontario
- Brampton Transit
- MiWay (Mississauga Transit)
- Brampton Cycling Advisory Committee
- Mississauga Cycling Advisory Committee
- Canadian Automobile Association (CAA)
- Mothers Against Drunk Driving Canada (MADD)
- Road Today (Trucking Based Organization)

A committed diverse group of stakeholders is necessary for consistent, efficient and constructive delivery of countermeasures without duplication of efforts.

During the development of the Road Safety Strategic Plan, three stakeholder workshops were conducted to collectively develop the Vision and Goal, finalize the emphasis areas and identify countermeasures. Regional Councillors were invited to all workshops and were provided with periodic project updates throughout the process.

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Extensive public outreach and community events were also conducted to seek feedback from residents, regarding their perceptions of road safety. Over 1,600 residents provided feedback on their road safety concerns and areas for safety improvement.

c) Emphasis Areas and Awareness Areas

Identifying emphasis areas is critical to achieving the goal of the Road Safety Strategic Plan. Key emphasis areas consist of types of collisions identified as primary safety concern by the public and analysis of Regional and local municipal collision data.

The top six emphasis areas based on the public opinion surveys and the collision analysis are:

- Intersection related collisions
- Aggressive driving
- Distracted driving
- Pedestrian collisions
- Impaired driving
- Cyclist collisions

Some of these emphasis areas are a group of collisions. For example, aggressive driving includes driver actions such as following too close and speeding.

Although not identified in the collision analysis, two additional “awareness areas” were identified through public input, including:

- School zones
- Heavy trucks

Together, these emphasis and awareness areas provide guidance for selecting road safety programs and proactively improving safety for all road users.

d) Countermeasures and Recommended Actions

A countermeasure or intervention is an action taken to reduce the frequency or severity of motor vehicle collisions. The countermeasures chosen for the selected emphasis areas for the Road Safety Strategic Plan have two characteristics:

- (1) A likelihood of contributing to the reduction of collision frequency or severity within an emphasis area; and
- (2) A commitment to support and deliver from either the Region or partner agencies.

Four broad categories of countermeasures, known as the 4Es, were identified to reduce the severity and frequency of collisions: engineering, enforcement, education and empathy.

An action plan comprising of over 100 long-term and short-term countermeasures to enhance safety in the Region of Peel was developed collectively by road safety

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stakeholders. Countermeasures that require further study to inform program design are considered long-term.

Notable recommendations in the Plan include the establishment of a Vision Zero Task Force, participation in the development of Automated Speed Enforcement and expansion of the Red Light Camera program.

e) Implementation and Evaluation

The development of the Road Safety Strategic Plan is the first step in reducing fatal and injury collisions in the Region of Peel. To achieve the Vision and Goal of the Road Safety Strategic Plan, the action plan must be implemented and the countermeasures must be evaluated. While the Road Safety Strategic Plan has a timeframe of five years to achieve its goal, the impact of countermeasures will be measured annually.

f) Mobility Devices

At its meeting held on June 8, 2017, the Commissioner of Public Works was requested by Regional Council to report to a future meeting of Regional Council with recommendations related to the increasing number of people who use mobility devices and road safety issues.

While collisions involving mobility devices are not statistically significant at this time, the growth of the aging population requires transportation agencies to pay close attention to their safe mobility needs. According to the *Highway Traffic Act*, persons operating motorized scooters are classified as pedestrians and must obey all the rules of the road that apply to pedestrians. Consequently, the pedestrian emphasis area applies to persons using mobility devices on the transportation network.

The 2011 Canadian Census confirms that seniors now make up the fastest growing age group in the country. In 2011, there were nearly five million adults aged 65 and over in Canada, a 27 per cent increase since 2001. This trend is expected to continue as Statistics Canada projects the number of seniors will double over the next 25 years to more than 10 million by 2036.

As pedestrians, persons using mobility devices have to follow pedestrian signals, never cross on a red light and make sure it is clear before crossing. A sidewalk should be the first choice for someone using a mobility scooter. When there are no accessible curb ramps available to access the sidewalk the user should return to the sidewalk at the first available opportunity. When there is no sidewalk, the user should travel along the left shoulder of the roadway facing oncoming traffic and look for a way to get onto a sidewalk safely and as soon as possible.

3. Vision Zero Logo

The Road Safety Committee of Mississauga developed a Vision Zero logo to promote road safety. It was developed in consultation with the Region of Peel, City of Brampton and the Town of Caledon. The City of Mississauga Accessible Planning reviewed the logo and approved it.

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The logo was endorsed by the Road Safety Committee of Mississauga on June 26, 2018, and the committee's recommendation was endorsed by the City of Mississauga Council on July 4, 2018. The resolution regarding the Vision Zero Logo was received by the Regional Council on July 12, 2018. Appendix III provides the Vision Zero Logo.

4. Establish Vision Zero Task Force

One of the action items of the Road Safety Strategic Plan is the establishment of a Vision Zero Task Force ("Task Force"). The Task Force may consist of members of Regional Council, Regional staff, local municipal staff, the Ministry of Transportation of Ontario, Peel Regional Police and the Ontario Provincial Police – Caledon Detachment.

The purpose of the Task Force will be to institutionalize safety by ensuring that it is integrated into the varying levels of decision making processes to consider road safety implications. The Task Force will help create a social climate in which road safety is highly valued and rigorously pursued and support the ongoing efforts to achieve the Road Safety Strategic Plan's Vision and Goal.

A Technical Advisory Committee will also be established consisting of Regional staff and representatives from the municipalities, the Ministry of Transportation of Ontario, Peel Regional Police and the Ontario Provincial Police – Caledon Detachment. This group will be directly responsible for delivering countermeasures.

One of the responsibilities of the Technical Advisory Committee will be to create a network of road safety ambassadors who would promote Vision Zero and foster a road safety culture within Peel Region's communities. These ambassadors will include people with an interest in road safety, such as road safety advocacy/interest groups, and residents.

5. Risks to the Region of Peel

While the Region of Peel currently ensures road safety under a wide range of existing programs and activities, Regional staff have recognized that developing a Road Safety Strategic Plan using the Vision Zero framework was required to instil significant positive changes in road safety. The Road Safety Strategic Plan will provide opportunities to benefit the entire Region and its partners. Missing this opportunity in partnerships, resource sharing, and the creation of efficiencies may expose the Region to future civil litigation and liabilities. Institutionalizing safety into various decision making processes across the Region is a proactive paradigm shift and will help to reduce the frequency of injuries and deaths on all roadways within Peel as we head towards Vision Zero.

FINANCIAL IMPLICATIONS

Cost estimates have been developed for the full implementation of the Road Safety Strategic Plan for 2018-2022.

The capital and operating cost for the full implementation (2018 to 2022) of existing and future safety improvement programs and action items recommended in the Road Safety Strategic Plan is estimated to be \$47.2M. Of this amount, \$21.3M consists of new projects and initiatives and the remaining \$25.9M is a part of the Region's existing and reoccurring, operating and capital

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budgets. Funding for individual projects will be presented to Council for consideration as part of the annual budget process.

In addition, to achieve the proposed goal of 10 per cent reduction in fatal and injury collisions by 2022, additional staff resources are required. Staff will review resource requirements through the annual budget process.

CONCLUSION

The Road Safety Strategic Plan is intended to be a living document for improving road safety in the Region of Peel. The Plan requires dedication, time and resources from each partner agency to ensure the goal is reached. Road safety is a shared responsibility and requires a commitment from the public and all the agencies to work together to make the roads safer for everyone. It is important that all road users understand their responsibilities when using roadways, whether they are operating a motor vehicle, riding a bicycle or walking.

As a strategy developed in consultation with local municipalities and a broad range of stakeholders, the Road Safety Strategic Plan will allow staff and partners to effectively deliver on the Region of Peel's *Community for Life* vision, to create a community that promotes mobility, walkability and various modes of transportation within a built environment that promotes health and considers the long-term benefits for current and future generations.



for

Janette Smith, Commissioner of Public Works



Nancy Polsinelli, Commissioner of Health Services



Dr. Jessica Hopkins, Medical Officer of Health

Approved for Submission:

D. Szwarc, Chief Administrative Officer

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APPENDICES

Appendix I - Executive Summary of the Region of Peel Vision Zero Road Safety Strategic Plan

Appendix II - Summary Report of the Region of Peel Vision Zero Road Safety Strategic Plan

Appendix III - Vision Zero Logo

For further information regarding this report, please contact Joe Avsec, Manager, Traffic and Sustainable Transportation, extension 7910, joe.avsec@peelregion.ca.

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