



YORK REGION VISION ZERO TRAVELLER SAFETY PLAN

Presented to
Committee of the Whole

Presented on
March 7, 2024

Presented by
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Agenda

1. Vision Zero and Safe System Approach
2. York Regional Police Road Safety Strategy
3. Current Safety Performance
4. Emphasis Areas and Countermeasure
5. Financial Implications



Ambitious Target Requires Commitment From Partners And All Travellers

- 94% of all collisions are a result of driver error in actions and decisions
- Collisions are increasing and about one in four are severe; more needs to be done
- Plan identifies emphasis areas and recommends countermeasures to help reduce risk



**Aspirational
Vision**

An end to severe collisions
in York Region



Target

Reduce severe collisions by
10% within five years

Vision Zero Experience Around The World

Reduction in traffic deaths since implemented in Sweden in the 1990s



Sweden

70%

Since 1994



New York City

30%

Since 2014



City of Edmonton

50%

Since 2015

Safe System Approach Provides Comprehensive Framework

- Framework for achieving Vision Zero
- Aims to transform traditional road safety plans to proactively focus on preventing and eliminating severe collisions
- Special regard for the most vulnerable road users



Project Steering Committee



- York Region Accessible Advisory Committee
- Cycling and Pedestrian Advisory Committee
- Cycle Newmarket
- Neighbouring regions

York Regional Police Road Safety Strategy

- Alignment with York Region Vision Zero Traveller Safety Plan
- Road safety strategy goal is to reduce severe collisions
- Top five road safety priorities
 - Speeding
 - Aggressive Driving
 - Distracted Driving
 - Impaired Driving
 - Pedestrian Safety



18,245
Speeding



1,885
Impaired Driving



1,087
Stunt Driving
(Over 40km/h)



729
Distracted Driving



431
Seatbelt



117
Move Over

Partnering Safety Campaigns To Change Behaviours



Implemented Safety Measures Are Showing Positive Results



Speed Monitoring Boards

Increase compliance by about 10%



Roundabouts

Reduce injuries by more than 80%



Automated Speed Enforcement

Reduce operating speeds by 10 km/h

Red Light Cameras

Reduce right angle collisions by more than 30%



Pedestrian and Cycling Measures

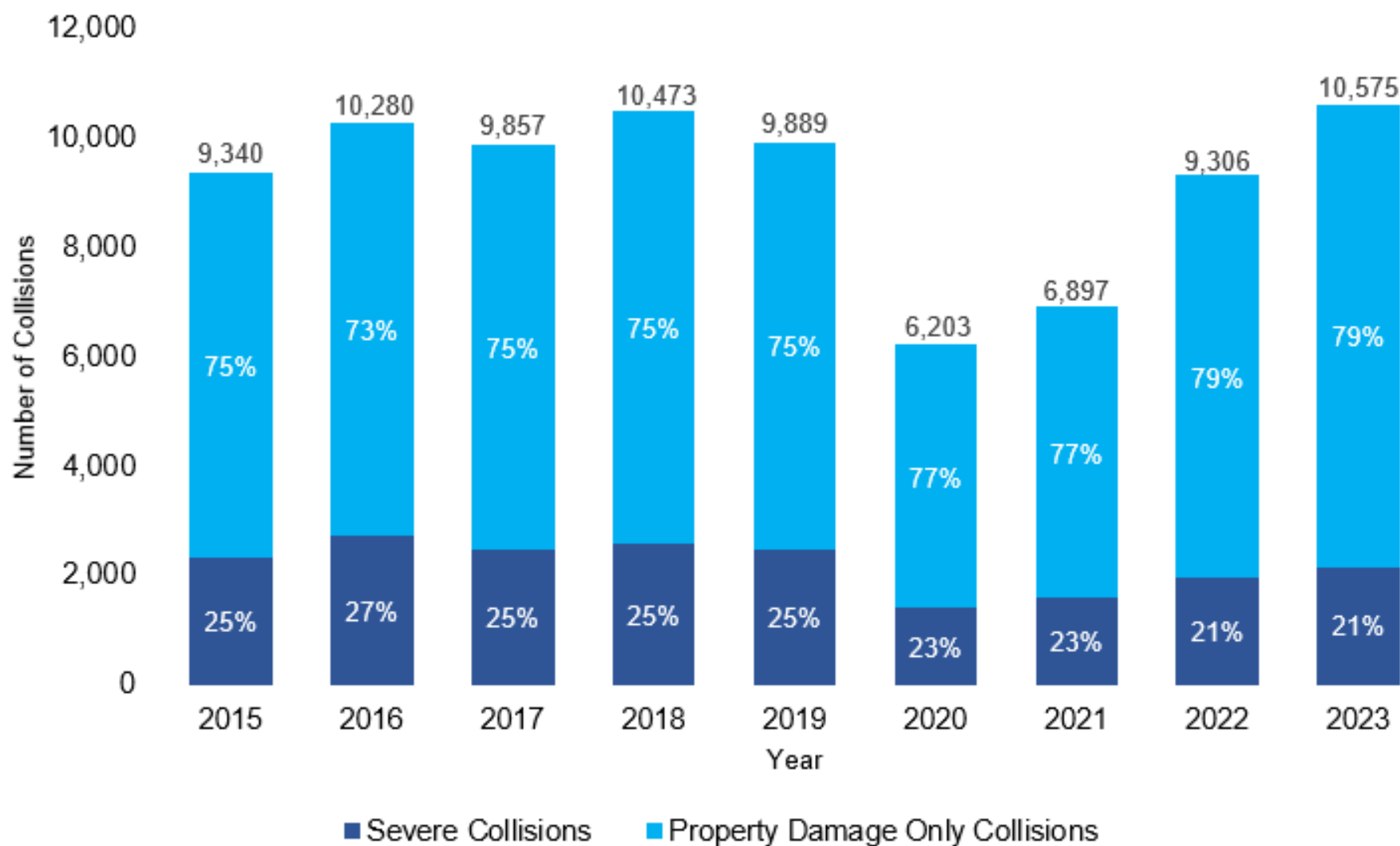
Reduce turning movement collisions by 75%



School Zone Speed Reductions

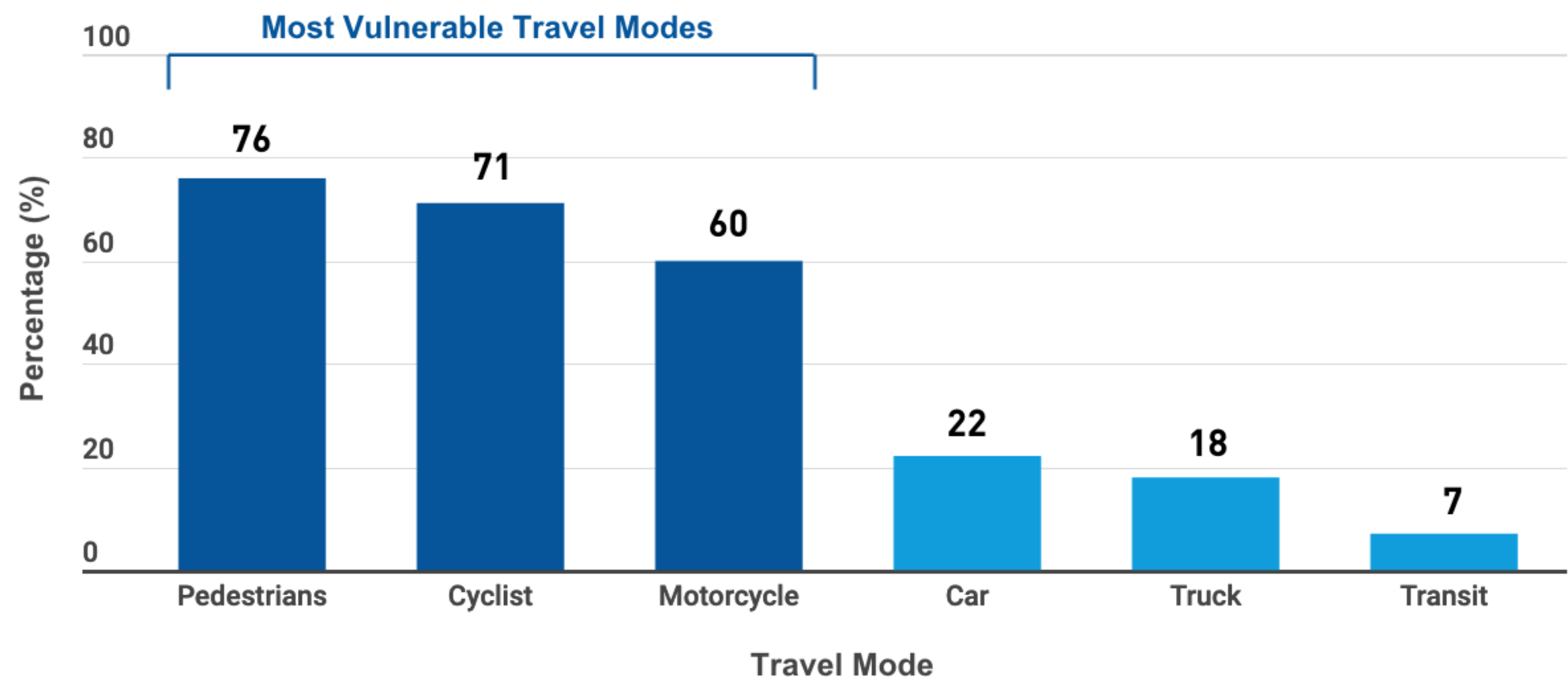
Reduce collisions by about 10%

Collisions Are Increasing And One In Four Are Severe



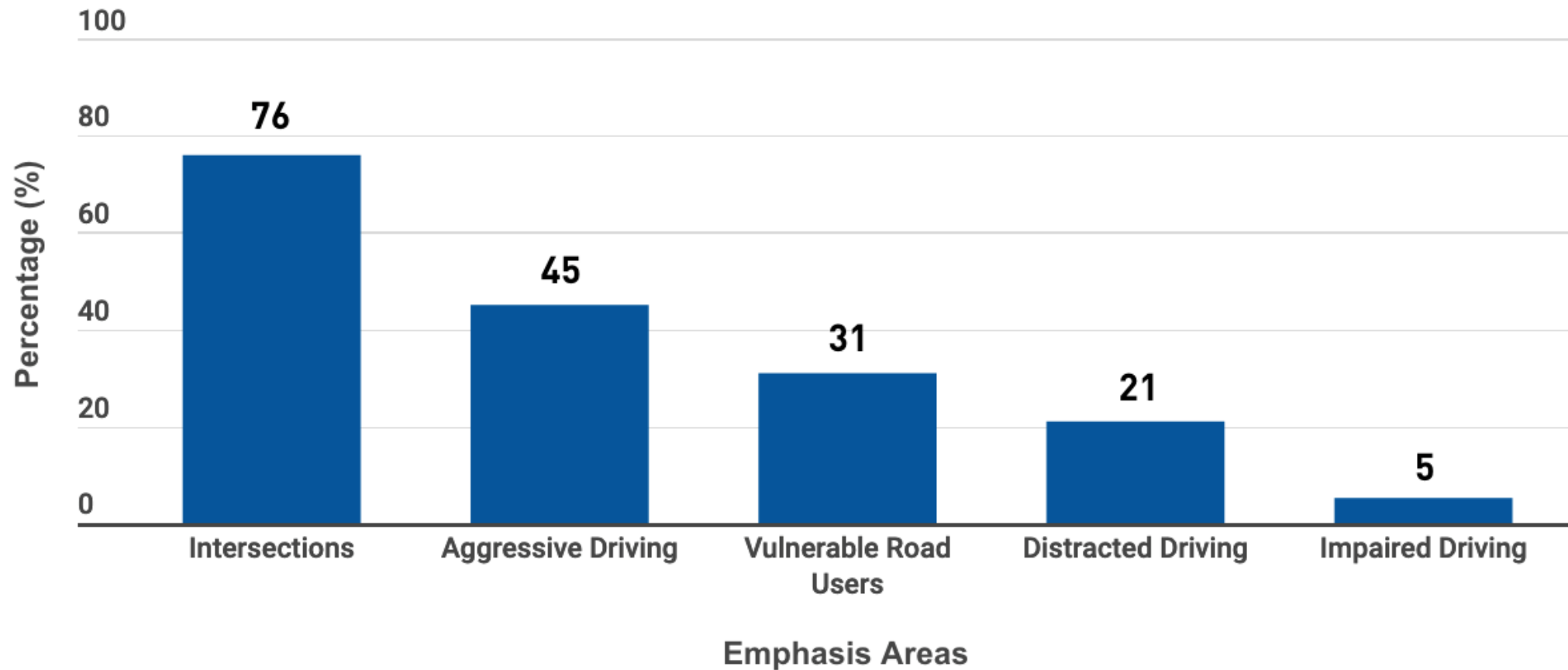
Collisions in York Region (2015 to 2023)

Vulnerable Travellers Sustain Highest Percentage Of Injury Or Death



Severe Collisions in York Region by Travel Mode (2015 to 2023)

Emphasis Areas To Improve Safety



Severe Collisions in York Region by Emphasis Area (2015 to 2019)

Countermeasures To Reduce Severe Collisions



Engineering



Enforcement



Education

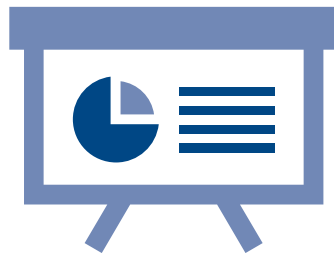


Engagement

Countermeasures were selected based on:



Effectiveness



Feasibility



Time frame

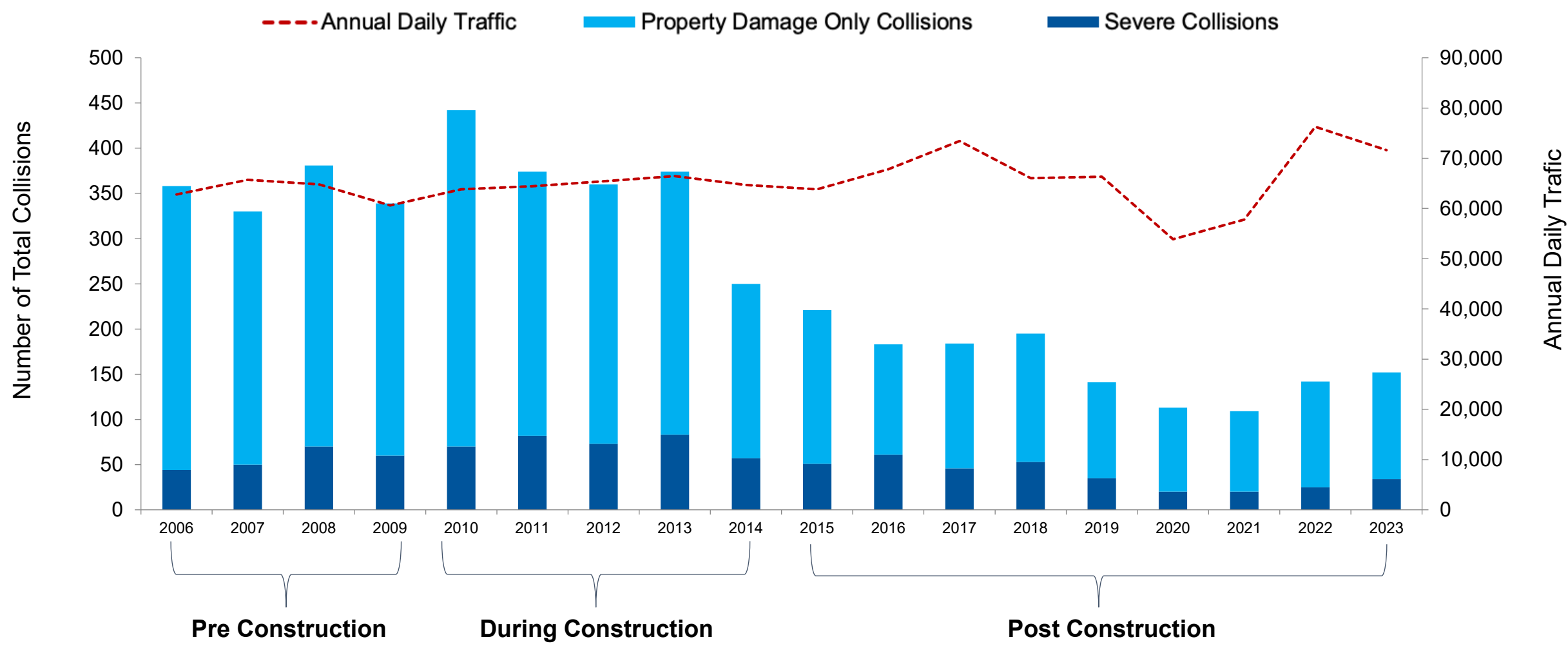


Collaboration

Emphasis Areas



Collisions Have Decreased By 55% Since Completion Of Bus Rapidway



Collisions Along Highway 7 East (2006 to 2023)

Web-based Data Warehouse: Vision Zero Dashboard

Intersections



Setback: -13%

Vulnerable Road Users



Setback: -14%

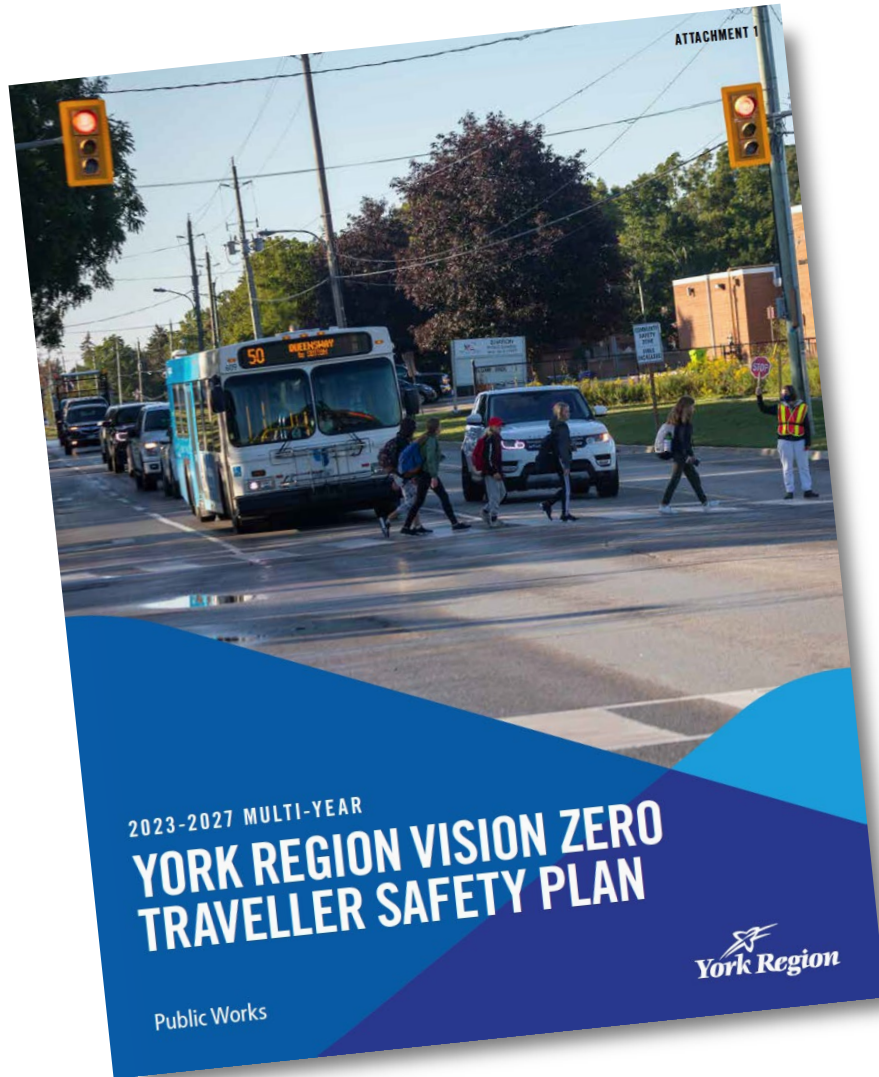


Successful Plan Requires Resources, Evaluation And Monitoring

- Progress and results reported to Council Annually
- Estimated annual budget approximately \$12M
 - 90% integrated in existing capital budgets
 - 10% funded by automated enforcement and red-light camera revenues to manage operating budget pressures
- No additional budget required in 2024
- Future budget may be considered as part of the annual budget process



Recommendation



Council approve York Region Vision Zero Traveller Safety Plan, included as Attachment 1 to the supporting report before you today.

Thank you

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