



AGENDA
Community Policing Advisory Committee

October 20, 2021

9:00 am

Video Conference

Click the following link:

<https://www.youtube.com/channel/UCzuUpFqxcEI8OG-dOYKteFQ>

Pages

1. **CALL TO ORDER**
2. **DECLARATION OF PECUNIARY INTEREST**
3. **AMENDMENTS AND APPROVAL OF AGENDA**

RECOMMENDATION

THAT the October 20, 2021 Community Policing Advisory Committee agenda be accepted as presented.

4. **ACCEPTANCE OF MINUTES**

3

RECOMMENDATION

THAT the September 15, 2021 Community Policing Advisory Committee meeting minutes be approved by the Committee and signed by the Chair and the Secretary.

5. **CORRESPONDENCE**

5.1. George Harrod re: Action Requested Related to Snowmobile Use

8

RECOMMENDATION

THAT the correspondence from George Harrod regarding a request for action related to snowmobiles be received; and

THAT the Community Policing Advisory Committee recommends to Council:

THAT Council directs staff to work with the Stratford Police Service to create an enforcement plan in St. Marys for snowmobiles with a report back to Council no later than January 2022.

6. REPORTS

6.1. CRIME STOPPERS REPORT

6.2. POLICE MONTHLY STATISTICS

11

RECOMMENDATION

THAT the September 2021 Police Monthly Statistics report be received.

7. OTHER BUSINESS

7.1. PW 62-2021 Consideration of a Vision Zero Approach in St. Marys

16

RECOMMENDATION

THAT PW 62-2021 Consideration of a Vision Zero Approach in St. Marys report be received; and

THAT the Committee recommend to Council:

THAT Council consider developing a transportation network safety plan to address apparent safety issues; and,

THAT Council continue to monitor the status of Bill 185, *Vision Zero Strategy Act*, 2020.

8. UPCOMING MEETINGS

November 17, 2021 - 9:00 am, live streamed to the Town's YouTube channel

9. ADJOURNMENT

RECOMMENDATION

THAT this Community Policing Advisory Committee meeting adjourn at _____ am.



MINUTES
Community Policing Advisory Committee

September 15, 2021
9:00 am
Video Conference

Committee Members Present: Mayor Strathdee
Councillor Winter
Doug Diplock
Jacqueline Hibbert
Paul Dunseith

Stratford Police Services Present: Chief Greg Skinner
Deputy Chief Foster
Community Resources Officer Aaron Mounfield

Staff Present: Brent Kittmer, Chief Administrative Officer
Jenna McCartney, Clerk

1. CALL TO ORDER

The Chair called the meeting to order at 9:00 am.

2. DECLARATION OF PECUNIARY INTEREST

None.

3. AMENDMENTS AND APPROVAL OF AGENDA

Councillor Winter requested an addition to Other Business as item 7.3 "Staffing".

Mayor Strathdee requested an addition to Other Business as item 7.4 "COVID-19 Preparedness at Facilities"

Moved By Jacqui Hibbert

Seconded By Councillor Winter

THAT the September 15, 2021 Community Policing Advisory Committee agenda be accepted as amended.

CARRIED

4. ACCEPTANCE OF MINUTES

The Chair asked for minute item 3, Amendment and Approval of Agenda, be amended to remove Doug Diplock as the mover.

Moved By Paul Dunseith

Seconded By Jacqui Hibbert

THAT the June 16, 2021 Community Policing Advisory Committee meeting minutes be approved as amended by the Committee and signed by the Chair and the Secretary.

CARRIED

5. CORRESPONDENCE

5.1 St. Marys Business Improvement Area re: Citizen Request about Increased Foot Patrol

Councillor Winter provided the background on the correspondence from the Business Improvement Area.

Community Resources Officer Mounfield stated that he was made aware of this situation and informed the Staff Sergeant of the request for increased foot patrol.

Moved By Paul Dunseith

Seconded By Councillor Winter

THAT the correspondence regarding a request to increase surveillance and patrol in the downtown core be received.

CARRIED

6. REPORTS

6.1 CRIME STOPPERS REPORT

Chief Skinner presented the July 2021 Crime Stoppers report.

Moved By Jacqui Hibbert

Seconded By Paul Dunseith

THAT the July 2021 Crime Stoppers report be received.

CARRIED

6.2 POLICE MONTHLY STATISTICS

Deputy Chief Foster presented the June, July and August monthly police statistics.

A verbal update was provided about the Park Patrol program for 2021 with positive comments provided by all.

In response to an inquiry whether the auxiliary program has resumed, it was confirmed that progress is being made.

Moved By Jacqui Hibbert

Seconded By Paul Dunseith

THAT the June, July and August 2021 Police Monthly Statistics report be received.

CARRIED

7. OTHER BUSINESS

7.1 Community Safety and Well-being Plan

Chief Skinner and Kim McElroy presented the Community Safety and Well-being Plan.

Moved By Jacqui Hibbert

Seconded By Councillor Winter

THAT the presentation about the Community Safety and Well-being Plan be received.

CARRIED

7.2 Community Resource Officer Activity Update

Community Resource Officer Mounfield provided an activity update on initiatives within St. Marys that took place over the summer.

- Conducted commercial owner vehicles in July with 20 vehicles inspected. 4 vehicles were taken off the road and 3 charges were laid.
- By-law complaints received to date.
- Resuming in-person visits at the local schools.

7.3 Staffing

Councillor Winter informed the Committee that Council has begun preliminary budget conversations. Staff have been asked to report back with costing for an additional fulltime member to be located in St. Marys 24

hours a day, 7 days a week. This information will be provided in public form at the special meeting of Council on September 21.

Chief Skinner outlined the current delivery model within St. Marys for police service and highlighted that there is always one officer deployed to St. Marys twenty-hour hours a day, seven days a week with additional resources available through the Stratford Police Service dependent upon the situation.

Moved By Paul Dunseith

Seconded By Councillor Winter

THAT the Community Policing Advisory Committee supports further investigation of increasing police service levels in St. Marys.

CARRIED

7.4 COVID-19 Preparedness at Facilities

Chief Skinner confirmed that the police are not expected to conduct compliance inspections of vaccine certificates as the province has placed that responsibility on the business owner. The police are available to ensure peace and enforce the laws.

Mayor Strathdee stated that there has been some unruly behaviour at the Pyramid Recreation Centre from some members of the public that are voicing their displeasure with the recent legislation effecting users of sports facilities and asked if the Stratford Police Service could monitor as the legislation goes into effect on September 22.

Chief Skinner stated that off-duty officers could be available to provide additional support during the transition. Mr. Kittmer will follow up with details.

8. UPCOMING MEETING

The Chair reviewed the upcoming meeting as presented on the agenda.

9. ADJOURNMENT

Moved By Jacqui Hibbert

Seconded By Councillor Winter

THAT this Community Policing Advisory Committee meeting adjourn at 10:38 am.

CARRIED

Chair Diplock

Brent Kittmer, Chief Administrative Officer

From: George Harrod <REDACTED>
Date: 2021-09-22 9:57 a.m. (GMT-05:00)
To: Al Strathdee <astrathdee@town.stmarys.on.ca>
Subject: Winter's Coming

[EXTERNAL]

Dear Mayor Strathdee:

This serious safety issue demands your attention. I have outlined it below as succinctly as possible with background, some possible solutions and a resolve to keep me safe and comfortable in my own home in St. Marys which I am entitled to legally. As are others who live in my neighbourhood.

It's also timely for the 2021/'22 budget.

Thank you for taking the time to read it.

1. ISSUE - Properties along the North side of Glass Street from James Street to well beyond Road 125a face, during the winter months, the ongoing threat of snowmobiles either:
 - i. Using Glass Street itself as a main thoroughfare to access fields to the North;
 - ii. Using municipal or private property adjacent to Glass Street as a thoroughfare.

These intrusions to the public and private spaces take place during all hours, but often occur at night; the snow mobiles travel at excessive speeds (to avoid getting caught?) with accompanying high-pitched noise typical of snowmobiles travelling at high speeds.

Their actions endanger both personal safety and could easily cause property damage to road signs, plants/trees (including those planted by the town) and vehicles legitimately using Glass Street.

My property has two bedrooms facing Glass Street. I have snowmobiles travelling at break-neck speeds 6 m from my house, often well past 11:00 PM contravening noise by-laws enacted by the town (BY-LAW 43 of 2007) "AND WHEREAS the people have a right to and should be ensured of an environment free from unusual, unnecessary or excessive vibration, sound or noise which may degrade the quality and tranquility of their life or cause nuisance".

2. INTERVENTIONS (Town, private, police)
 - i. The Town of St. Marys Tweets out to the general community that snowmobiles must NOT:
 - use public roads as thoroughfares
 - use public or private land as thoroughfaresThe Tweets identify such actions as clearly illegal.
 - ii. The public, faced with snowmobiles encroaching in their space and in the absence of any concrete actions or remedies by the town, have taken to putting up large snow fences at their expense to deter snowmobiles from encroaching on their or town property.
 - iii. I have contacted St. Marys police, asking for their intervention in the form of establishing a presence in Glass Street, particularly at the upper end where

most offences tend to occur. No Such help ever occurred. Apparently public safety and resident well being are not priorities, ironic given the level of property taxes I pay. Their apparent apathy begs the question: are we getting value for our money...

It is abundantly clear that in the absence of police intervention and incredibly ineffectual and meek Tweeting by the town (i. e., no enforcement or coordination with police), the public is left to fend for themselves by erecting obstacles to prevent snowmobiles from going into their spaces.

At this point in time, I am officially making a FOI request: please forward me at your earliest convenience the number of tickets issued to owners of snowmobiles caught on either Glass Street or adjoining properties for the last three years. Thank you.

3. MUNICIPAL ACT (2001), Province of Ontario

As you are well aware, the Town of St. Marys derives its authority to make and enforce by-laws for the “Health, safety and well being of persons” from the province. The Act also provides for “the protections of persons, property...” and even for the protection of “structures, including fences and signs.” The Town of St. Marys, by not following the demands of the Municipal Act and allowing snowmobiles to put us all in danger, is:

- i. Opening itself up to litigation for WHEN an incident happens;
- ii. Not keeping its residents safe;
- iii. Not protecting property like public road signs, fences, etc.

I would hope that the town takes its responsibilities to the province and its tax payers seriously.

4. NEXT STEPS

Based on the above and the serious nature of the problem, I would expect the Town of St. Marys to develop a comprehensive, multi-faceted approach to solve this problem on behalf of residents who are clearly in harm’s way. The town’s intervention could look like but not limited to:

- i. installing snow fences at one end of Glass Street (North side);
- ii. regular police monitoring and enforcement (1-2 tickets might get the word out...);
- iii. a more aggressive public education model that goes beyond a Tweet or two;
- iv. installation of “No Snowmobiles” signs;
- v. liaison with local snowmobile clubs to educate snowmobile owners;
- vi. planting more trees along Glass Street;
- vii. etc.

I stress that it is the town’s responsibility to remedy this untenable situation. The above potentially represents some solutions.

I will simply not face another winter with snowmobiles literally racing a few metres from my home while I see no meaningful intervention from the town or the police. I’m formally requesting that the town come up with a comprehensive solution to address the issues of safety, welfare, noise and inconvenience caused by this illegal and unsafe activity by October 22, 2012. If, by that date, I do not see a viable and serious plan, I shall be forced to

protect myself, my family, my friends and property by erecting some sort of barrier(s) beside my house as others have done. I stress that I shall be invoicing the town for supplies, materials, labour, etc. or these costs will be deducted from my property taxes should the town not act.

I'd be glad to answer any questions. However, I am resolute in being safe and being able to enjoy my property as per my legal rights.

Regards,

George Harrod,
131 Guest Court

Stratford Police Service



SERVING SINCE 1854

BOARD MONTHLY STATS

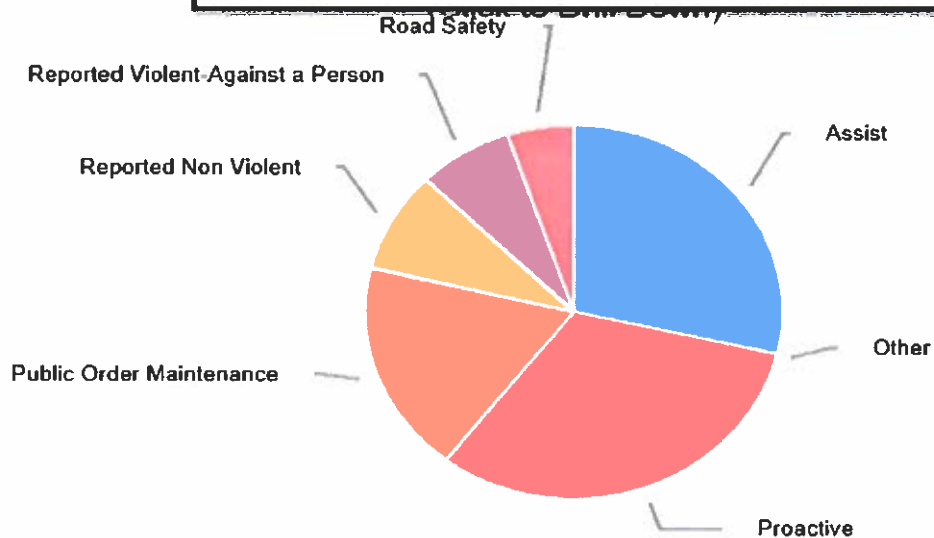
St Marys

2021 September

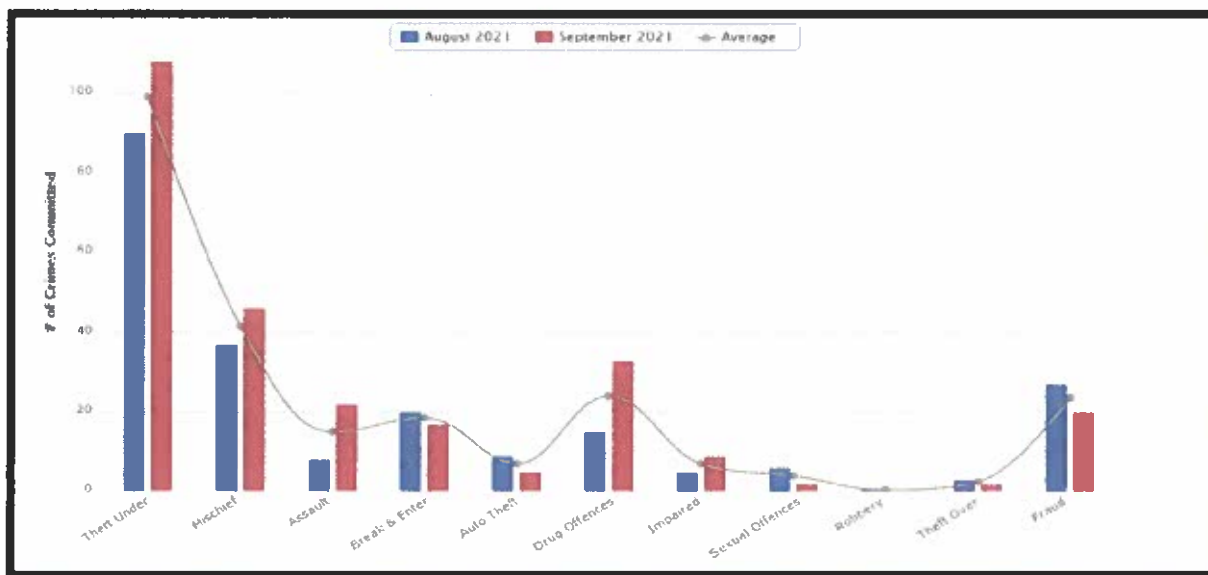


OCCURRENCE STATISTICS					
	Same Month Last Year	Last Month	Current Month	Last Year	Current Year
OCCURRENCES	2020 Sep	2021 Aug	2021 Sep	Total 2020	Total 2021
CALLS FOR SERVICE	246	233	273	2658	2174
E-TICKETS included in total	40	31	22	316	270
PON WARNINGS included in total	12	12	14	147	125
PART III SUMMONS charges	11	3	6	55	33
CHARGES LAID	61	56	71	648	574
YOUTH CHARGED	0	1	1	3	6
YOUTH DIVERTED	0	0	0	1	0
FALSE ALARMS	2	5	7	85	66
HATE / BIAS INCIDENTS	0	0	0	0	0
MENTAL HEALTH RELATED - RPT	6	5	18	66	72
SUICIDES (includes attempted)	0	0	0	6	2
OVERDOSES	0	1	0	5	3
DOMESTIC RELATED OCC'S	8	2	8	159	74
OCC'S WITH DOMESTIC CHARGES	1	0	2	20	11

Occurrences by Type - September 2021



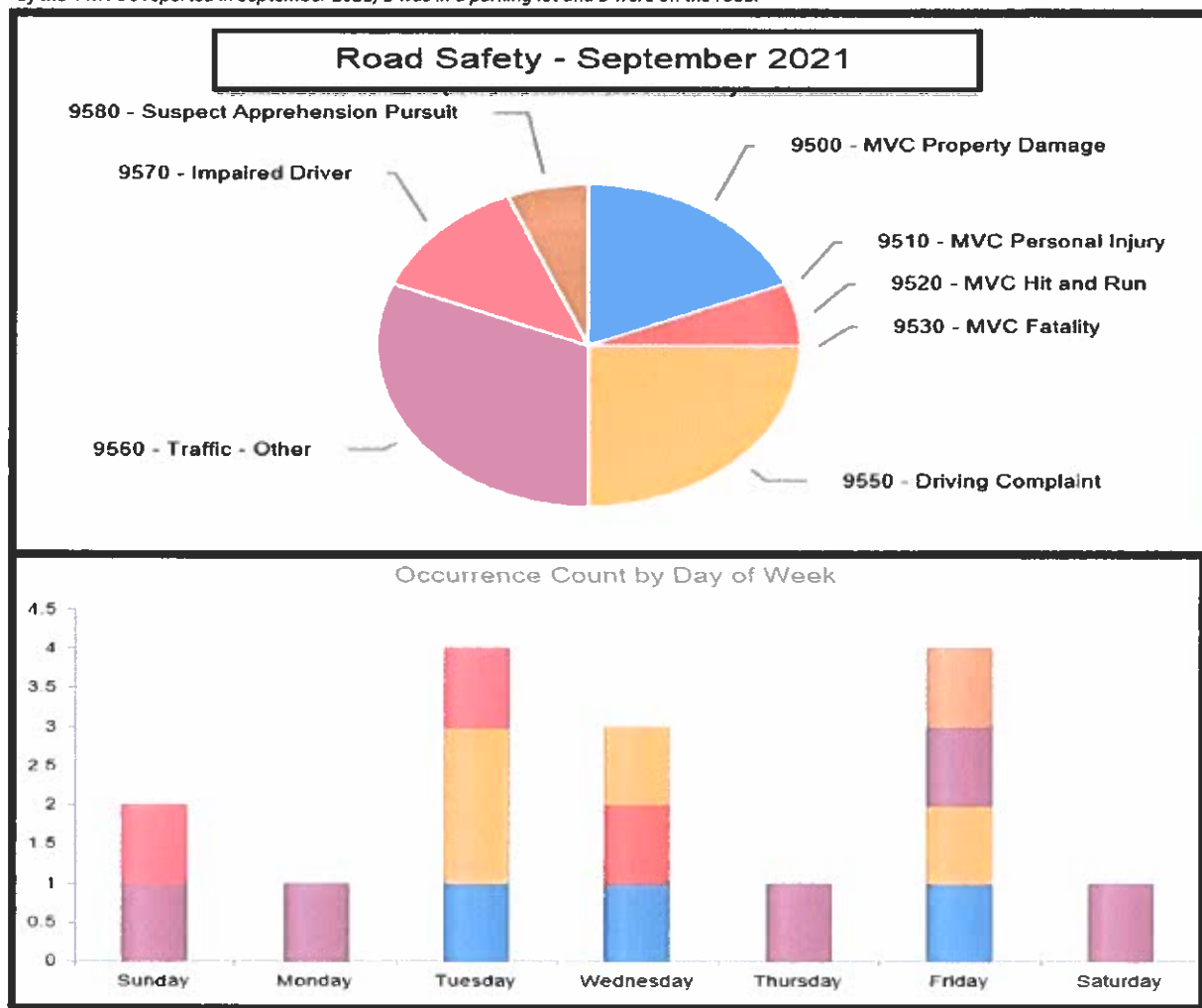
OCCURRENCE CRIME REPORT					
	Same Month Last Year	Last Month	Current Month	Last Year	Current Year
OCCURRENCES	2020 Sep	2021 Aug	2021 Sep	Total 2020	Total 2021
VIOLENT CRIME					
ASSAULT	1	0	1	13	7
SEXUAL OFFENCES	0	1	0	2	4
ROBBERY	0	0	0	1	0
PROPERTY CRIME					
BREAK & ENTER	4	2	0	21	14
MISCHIEF	4	3	5	35	39
AUTO THEFT	0	4	1	12	14
THEFT OVER - OTHER	0	1	0	0	1
THEFT UNDER - OTHER	5	3	3	39	26
SHOPLIFTING	1	1	0	19	2
THEFT FROM MOTOR VEHICLE	3	3	3	28	29
FRAUDS	0	0	0	22	13
FRAUD ATTEMPTS	1	0	3	12	6
DRUG/ALCOHOL CRIME					
DRUG OFFENCES	1	1	1	4	4
IMPAIRED BY ALCOHOL	0	2	1	6	7
IMPAIRED BY DRUG	1	0	0	1	1



* Above chart includes Stratford and Perth South.

MOTOR VEHICLE COLLISIONS					
	Same Month Last Year	Last Month	Current Month	Last Year	Current Year
OCCURRENCES	2020 Sep	2021 Aug	2021 Sep	Total 2020	Total 2021
MVC Total*	9	6	4	70	40
MVC Personal Injury	2	0	0	8	1
MVC PD Only	5	5	3	47	34
MVC Hit & Run	2	1	1	15	5
MVC Fatal	0	0	0	0	0
TOP 5 E-TICKETS ISSUED	25	25	17	240	211
Speeding	20	21	13	184	186
No Currently Validated Permit	1	0	1	23	6
Driving While Under Suspension	2	3	3	17	10
No Validation on Plate	1	0	0	11	3
Careless Driving	1	1	0	5	6

* Of the 4 MVC's reported in September 2021, 1 was in a parking lot and 3 were on the road.



TRAFFIC STATISTICS			
OCCURRENCES	2021 Sep	Vehicles Stopped	Charges Laid
RIDE PROGRAMS	0	0	0
VEHICLE PURSUITS / FAIL TO STOP	2	0	0

MEMBER DEVELOPMENT/TRAINING

Number of Attending	Type of Course/Workshop	Location	Duration
1	Basic Constable Training	OPC	13 Days
2	CIT Course	Brantford	9 Days
1	Death Investigator Course	OPC	5 Days
1	CPIC Validation	SPS	1 Day
1	CAD 9.4 Training	Online	1 Day
1	Canine	London	2 Days
1	Drug Investigator Course	OPC	9 Days
2	Dictation Training	SPS	1 Day

MEMBER COMMENDATIONS/RECOGNITIONS

Member Name	Reported By	Type of Occurrence

RECRUITMENT

Competition	Competition Status	Number of Applicants	Standing
Constable - Property/Ident	Closed	2	Final - D. Frei
Support Services - SCU	Closed	5	Final - M. Welsh
Seconded Instructor	Closed	0	Final - D. Johnson
Staff Sergeant	Closed	2	Final - J. McGregor
Sergeant	Closed	8	Final - R. McMillan
Special Constable (PT/FT-External)	Closed	20	Reviewing file
FT Clerk-Communicator	Ongoing	0	Ongoing
PT Clerk-Communicator (External)	Ongoing	1	Ongoing

POLICE CHECKS - ST. MARYS

Type	Walk-In	On-Line	Money Collected
Criminal Records Check - Volunteer	0	2	\$30
Criminal Records Check - Employment	0	5	\$125
Criminal Record and Judicial Matters Check - Volunteer	0	0	\$0
Criminal Record and Judicial Matters Check - Employment	0	0	\$0
Police Vulnerable Sector Check - Volunteer	0	26	\$650
Police Vulnerable Sector Check - Employment	0	16	\$800
Insurance Request	1	0	\$45
TOTAL:	1	49	\$1,650

COMMUNITY RESOURCE/YOUTH OFFICER REPORT - ST. MARYS

ELEMENTARY SCHOOL	
SECONDARY SCHOOL	
COMMUNITY EVENTS:	
OTHER INITIATIVES:	

MEDIA RELEASES - ST. MARYS

DATE	DESCRIPTION
01-Sep	Safety Tip of the Month - School Zones
01-Sep	21-15614 - Gift Card Fraud
21-Sep	Proof of Vaccination guidance
30-Sep	National Day of Truth and Reconciliation



FORMAL REPORT

To: Chair and Members of the Advisory Committee

Prepared by: Jed Kelly, Director of Public Works

Date of Meeting: 20 October 2021

Subject: **PW 62-2021 Consideration of a Vision Zero Approach in St. Marys**

PURPOSE

The purpose of this report is to report back to the Committee on the concept of Vision Zero and the feasibility of adopting a Vision Zero approach in St. Marys.

RECOMMENDATION

THAT PW 62-2021 Consideration of a Vision Zero Approach in St. Marys report be received; and

THAT the Committee recommend to Council:

THAT Council consider developing a transportation network safety plan to address apparent safety issues; and,

THAT Council continue to monitor the status of Bill 185, *Vision Zero Strategy Act*, 2020.

BACKGROUND

A series of resolutions have been made by both the Community Policing Advisory Committee (“CPAC”), and Town Council with respect to speed limits in St. Marys.

The conversation was initiated at the March 2019 CPAC meeting when the following recommendation was made by the Committee:

March 2019: 9.1.3 Reducing Speed Limit in the Downtown Core to 40 km/h (P. Dunseith)

Moved By Paul Dunseith

Seconded By Doug Diplock

THAT the Committee recommends to Council:

THAT Council approve a speed limit reduction between St. John Street and Ingersoll Street along Queen Street from 50 km/h to 40 km/h.

CARRIED

Council received CPAC’s recommendation at its regular Council Meeting on April 9, 2019. Council discussed and passed the following motion:

Resolution 2019-04-09

Moved by Councillor Pridham

Seconded By Councillor Hainer

THAT staff be directed to report back on the proposal to reduce the speed limit from 50 km/h to 40 km/h along Queen Street between St. John Street and Ingersoll Street.

CARRIED

In addition to considering speed limit reductions on Queen Street, Council enlarged the scope of the investigation to include additional locations:

Resolution: 2019-08-27-29

Moved By Councillor Hainer

Seconded By Councillor Winter

THAT staff research and report on the new provincial rules regarding 40 km/h speed limits in urban areas; and,

THAT staff research and report on adopting 60 km/h for the following:

- James Street South at Given Road to 80 km/h zone
- Water Street South at 585 Water Street South to 80 km/h zone

THAT the report be shared with the Community Policing Advisory Committee for a recommendation back to Council

CARRIED

At the October 16, 2019 CPAC meeting the Public Works Department brought forward two staff reports to address the above resolutions:

- PW 67-2019 Queen Street Speed Limit Reduction to 40 km/h; and,
- PW 68-2019 Establishing Designated Speed Reduction Areas.

The staff reports referred to an emerging road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries involving road traffic, known as Vision Zero.

During the meeting CPAC came to a consensus that it was their goal to provide for a safe road network for all of the Town and agreed that a preferred course of action would be to consider a comprehensive approach rather than choose road by road.

The Committee discussed the merits of a Vision Zero approach in St. Marys and determined this may be the preferred comprehensive approach to move the matter of road and pedestrian safety forward.

As such, the Committee made the following recommendation:

October 2019: 7.4 PW 67-2019 Establishing Designated Speed Reduction Areas

Moved By Doug Diplock

Seconded By Paul Dunseith

THAT the Community Policing Advisory Committee recommends to Council:

THAT Council investigates a Vision Zero approach in St. Marys; and,

THAT Council direct the Community Policing Advisory Committee to research the key aspects of that approach that would be applicable to the Town.

CARRIED

The purpose of this report is to address CPAC's October 2019 resolution, providing a more robust explanation of the Vision Zero approach, and its applicability in St. Marys.

REPORT

What is Vision Zero?

Vision Zero is a safe systems approach, based on the premise that no serious injuries and fatalities within a road network are acceptable. Ultimately, human life should be prioritized over all other objectives within all aspects of the transportation system. Vision Zero understands that people make mistakes, and the transportation system needs to be designed and operated in a way that addresses human error to reach the end goal of eliminating fatalities and serious injuries.

The Swedish Transport Administration developed the concept of Vision Zero and a safe systems approach, and in 1997 the Swedish Parliament adopted the Vision Zero strategy. The safe systems approach seeks to make roads safer by slowing speeds, improving vehicle design, improving physical road elements, and developing public education programs and traffic enforcement programs. The Government of Sweden has announced that since adopting Vision Zero, the number of road accidents causing fatalities has been nearly halved despite seeing the volume of traffic increasing. Similar if not more positive trends have been observed in other communities. For example, New York City adopted Vision Zero in 2014. Since the adoption of a Vision Zero plan, the City has observed the following trends:

- 37% decrease in the number of pedestrian deaths since 2013
- 33% decrease in the number of traffic deaths (traffic deaths are the lowest they have ever been)
- Cyclist deaths are the lowest in three decades, despite more cyclists than ever on NYC roads

The premise is, by adopting a Vision Zero approach, communities can effectively work towards the goal of eliminating fatalities or serious injuries. However, the transition to this type of approach comes with considerable change and implementation effort. The Vision Zero paradigm is a significant departure from the traditional approach to road safety. The City of Toronto has developed a table to demonstrate the paradigm shift. Please see Table 1. Traditional versus Vision Zero Approach to Road Safety (Vision Zero 2.0 – Road Safety Plan Update – June 13, 2019).

Table 1. Traditional versus Vision Zero Approach to Road Safety

Traditional Road Safety Approach	Vision Zero Approach
Traffic fatalities are inevitable	Traffic fatalities are preventable
Crashes are caused by non-compliant road users	Humans make mistakes. The roadway system should be designed and operated so those mistakes are not deadly
Try to reduce all collisions	Prevent collisions that result in serious injuries and fatalities. No serious injuries or loss of life is acceptable
Individual road users are responsible for their own safety	Safety is a shared responsibility between those who design, operate, maintain, and use the road
Reactive to historical crashes	Proactive and systematic prioritization

Essentially, Vision Zero is built on the basis that traffic deaths and severe injuries are preventable, whereas the traditional approach concludes that all factors cannot be controlled to achieve zero traffic fatalities and serious injuries. Vision Zero does accept that the total elimination of collisions is

unavoidable, acknowledging there will be errors, however, stakeholders should work towards creating a system that will prevent those errors, or limit the impact of those errors.

What is essential to understand is that for Vision Zero to be successful, the approach must be collaborative, bringing together leaders from various organizations including public health, engineering, police enforcement, and political leaders. For more information regarding how to implement Vision Zero, please see **Attachment A: Core Elements for Vision Zero Communities**.

Vision Zero in Canada

In Canada, Vision Zero is a fairly new approach. In 2015, The City of Edmonton became the first Canadian community to adopt a Vision Zero Plan. The City of Edmonton's Vision Zero program is considered to be a success, and since 2015 the City has observed the following trends:

- 17% decrease in number of serious injuries
- 21% decrease in number of pedestrian injuries
- 29% decrease in number of cyclist injuries
- 26% decrease in number of motorcyclist injuries

Following the City of Edmonton, other urban centres in Canada are beginning to adopt the Vision Zero approach. In many cases, Canadian communities have not fully adopted the principle of being a Vision Zero community, rather they craft road safety documents that are seeking to work towards being a Vision Zero community.

The following communities have adopted Vision Zero approaches (as per "Making a Vision Zero Commitment in Canada by Parachute Vision Zero):

Nova Scotia:

- Halifax (2018)

Quebec:

- City of Montreal (2016)
- Trois-Rivieres (2018)

Ontario:

- City of Toronto (2016)
- City of London (2017)
- Region of Peel (2017)
- City of Brantford (2018)
- City of Mississauga (2018)
- Durham Region (2019)
- City of Kingston (2019)
- City of Hamilton (2019)

Saskatchewan:

- Saskatoon (2018)

Alberta:

- Edmonton (2015)
- Calgary (2018)
- St. Albert (2018)
- Fort Saskatchewan (2019)

British Columbia:

- Vancouver (2016)
- Surrey (2019)

In many cases, the catalyst for creating a strategic road safety document is an observed increase in the number of incidents causing injury or death, and a call from the community to adopt a Vision Zero approach. Due to the increasing number of adoption rates, more urban centres are beginning to develop their own documents. To staff's knowledge, in Ontario, no community with a population less than 100,000 have adopted the Vision Zero approach, and the current Vision Zero methods are urban centric.

The Province of British Columbia and the Province of Manitoba have adopted Provincial Vision Zero Strategies. In Ontario, the Ontario Good Roads Association (OGRA) is calling for a provincial Vision

Zero strategy, and MPP Jessica Bell has introduced a Private Member's Bill on a provincial Vision Zero strategy, known as Bill 185, *Vision Zero Strategy Act*, 2020.

MPP Bell's proposal includes:

- The Minister of Transportation shall establish a Vision Zero Strategy for Ontario, in order to reduce road deaths and serious injuries to zero;
- The strategy should include, but not be limited to, the following:
 - measures to reduce deaths through road design and engineering improvements
 - the setting of safe speed limits
 - information collection and sharing
 - technological enhancements, education, and enforcement of road rules
 - measures to reduce deaths and serious injuries among vulnerable populations
- While developing the strategy there shall be a comprehensive consultation strategy

Both OGRA and MPP Bell are advocating for an umbrella approach, to ensure a standardized methodology with clear design guidelines, and the possible launch of municipal infrastructure funding programs to implement the design changes that are necessary. It is unclear if this approach will be accepted by the Provincial Government. However, due to the amount of support for the approach, it is reasonable to believe that it will be seriously considered by the Provincial legislature.

Furthermore, in June of 2021, Bill 282, *Moving Ontarians More Safely Act*, 2021 received Royal Assent. The intent of the Act is to make roads safer by:

1. Combatting street racing/stunt driving and aggressive/unsafe driving
2. Protecting vulnerable road users
3. Protecting workers on or near highways
4. Improving truck safety and industry standards
5. Strengthening provincial oversight of the towing sector

The above referenced Act is not Vision Zero but is a step in the direction towards a comprehensive Vision Zero approach. OGRA has indicated that it will continue to advocate for a comprehensive, system level approach.

Vision Zero Approaches and Tools

A safe systems approach draws safety solutions from five (5) different areas, known as the "5E's",

1. Engineering Methods
2. Enforcement Methods
3. Education Methods
4. Engagement Methods
5. Evaluation Methods

An effective Vision Zero strategy incorporates tools from each of the five solution areas. The number of solutions required is entirely dependent on community specific safety concerns. The next section of this report will outline various tools that other communities have utilized as a component of their Vision Zero strategy.

While reviewing the tools listed below, it is important to note that (1) The tools that a community will choose will be entirely dependent on the existing transportation network, the needs of the community, and collision related data; and (2) most tools are urban centric since Vision Zero has been primarily adopted by high density urban communities.

Table 2: 5E Solutions for Consideration

(1) Engineering Methods
<ul style="list-style-type: none"> • Speed Management Strategies <ul style="list-style-type: none"> ○ Designated Speed Reduction Areas (as per Bill 65, <i>Safe School Zones Act</i>) ○ Community Safety Zones ○ Traffic Calming Measures <ul style="list-style-type: none"> ▪ Speed humps ▪ Chicanes ▪ Diagonal parking ▪ Bulb outs ▪ Raised crosswalks • Road Design <ul style="list-style-type: none"> ○ Advance stop or yield lines ○ Enhanced sharrow markings ○ High visibility crosswalks ○ Increase street-lighting to improve visibility in high crash locations ○ Lane narrowing ○ Pedestrian refuge islands and medians ○ Separated bike lanes ○ Restrict parking near intersections ○ Roundabouts ○ 2+1 road design ○ Median barriers (cable and semi-rigid barriers like guardrails) ○ Unobstructed visibility at intersections • Development of Missing Sidewalk and Installation Policies (focus on installing sidewalks where they are missing to remove barriers to accessibility and complete gaps in the network) • Signal Hardware Uses: <ul style="list-style-type: none"> ○ Bicycle signals ○ Pedestrian countdown signals ○ Protected turns (turn pockets and signal phasing) ○ Rapid flash beacons ○ Automated pedestrian detection ○ Automated cyclist detection ○ Increase crossing times
(2) Enforcement Methods
<ul style="list-style-type: none"> • Automated enforcement: <ul style="list-style-type: none"> ○ Block the box camera ○ Failure to yield crosswalk camera ○ Illegal turn camera ○ Oversize vehicle camera ○ Point to point camera ○ Red light camera ○ Speed camera

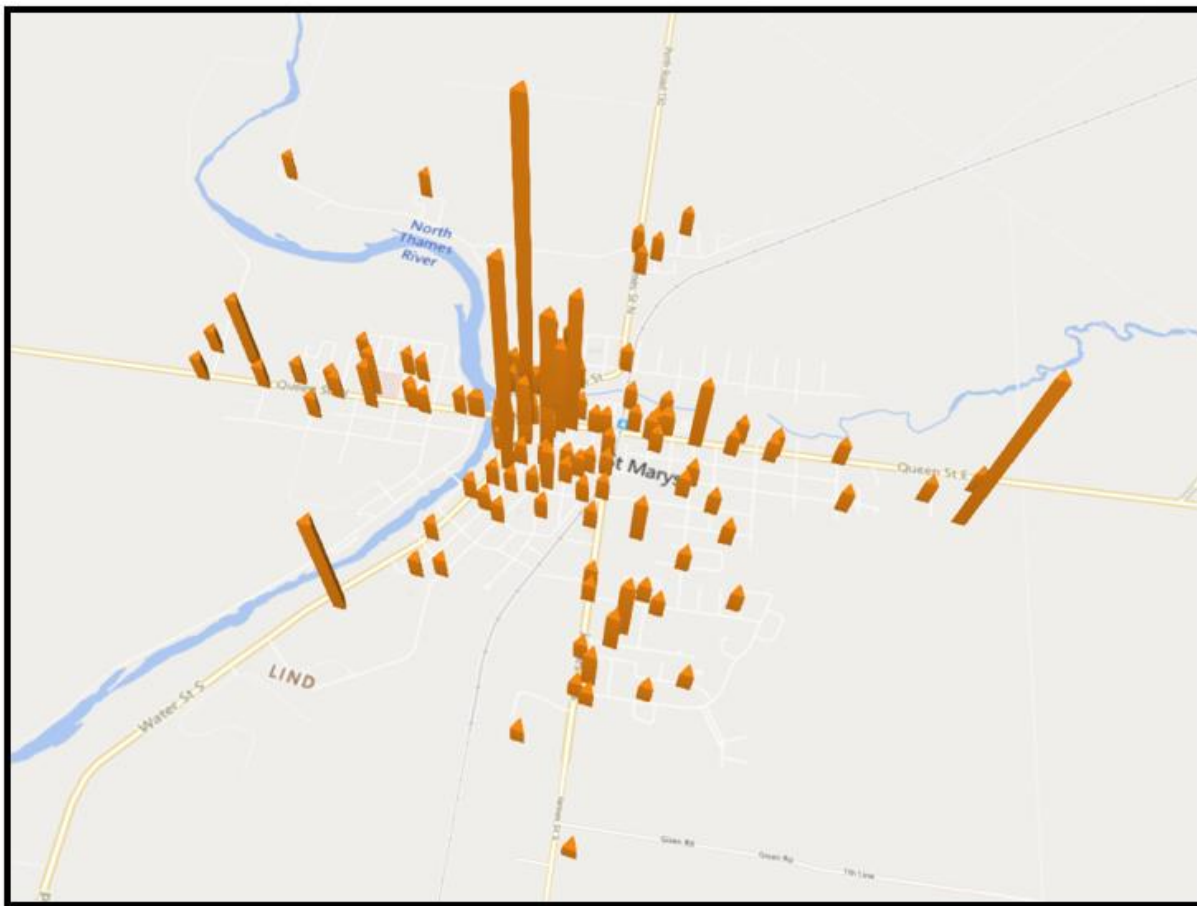
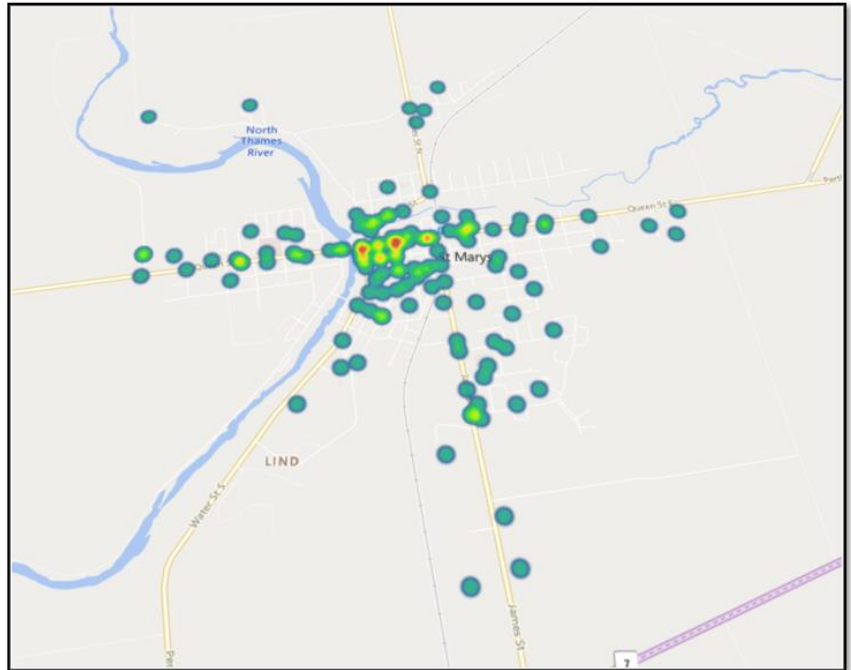
<ul style="list-style-type: none"> • Convene regular meetings of transportation leaders and the police department to review traffic safety performance and determine strategies for improvement • DUI checkpoints • High visibility enforcement • Increase enforcement against dangerous moving violations (speeding, failing to yield to pedestrians, signal violations, improper turns/illegal turns, phoning/texting while driving)
(3) Education Methods
<ul style="list-style-type: none"> • Bike and safety/crosswalk ambassadors • Helmet focused education • Mass media/communication education campaign focused on pedestrian awareness, bike safety, and/or speeding • Measures to increase the conspicuousness of bicyclists (promotion of reflector vests, lights etc.) • Outreach to schools to educate students on bike/pedestrian/traffic safety • Targeted education/outreach to high priority areas • Training for senior citizens on walking and biking • Update officer and town staff training to reflect new safety priorities and regularly conduct trainings • Website dedicated to bike/pedestrian safety issues and concerns
(4) Engagement Methods
<ul style="list-style-type: none"> • Work with all relevant stakeholders: schools, public health, enforcement, community groups etc. while developing and implementing a Vision Zero Plan
(5) Evaluation Methods
<ul style="list-style-type: none"> • Investigate crashes that result in fatalities as well as crashes that result in critical injuries • Comparative data system linking social and environment factors with injury data • Continual, proactive monitoring and feedback gathering from the community on their safety issues and concerns • Engage in public health surveillance on traffic related hospitalizations and fatalities • Independent review/audit of safety program • Interagency sharing of collision and other key data • Publish city-wide collision report • Routine evaluation of effectiveness of traffic safety interventions • Website with relevant safety data collected in a timely manner (Example: Vision Zero Dashboard – City of Toronto)

There are a range of tools that a community may deploy to create a safe systems approach as it relates to the transportation network, an effective approach will need to be a coordinated road safety strategy that employs methodologies from all of the 5E solutions.

Motor Vehicle Collisions in St. Marys

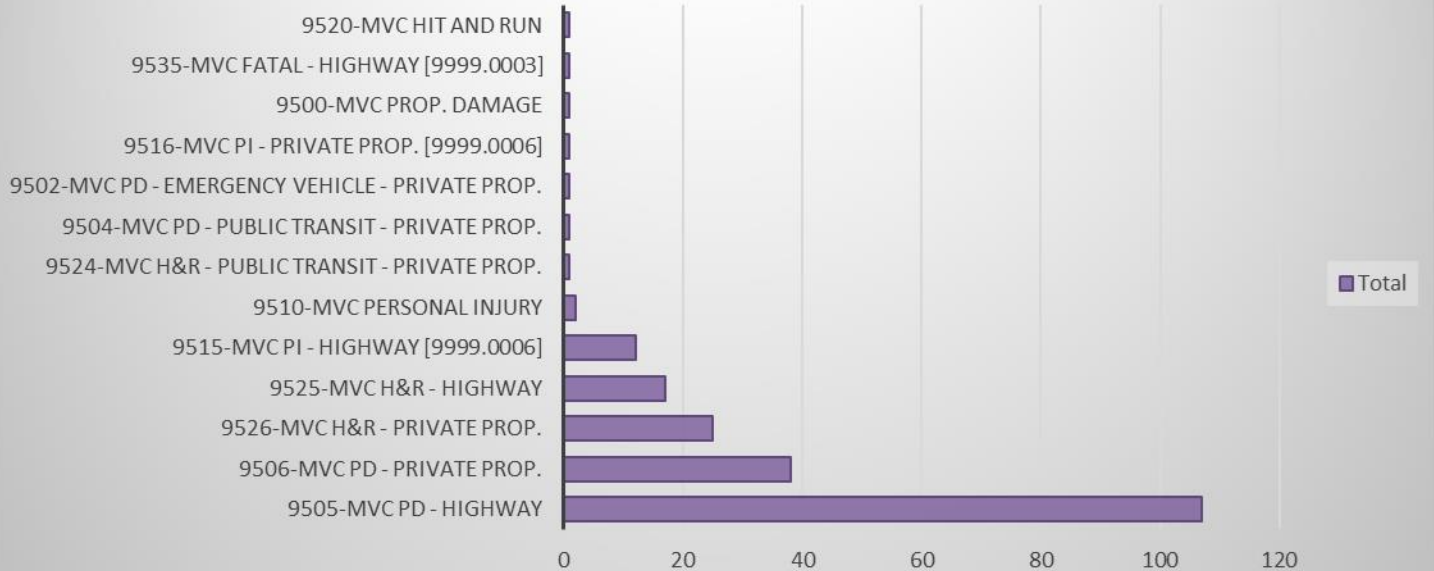
In St. Marys, the application of Vision Zero would initially start with a review of available datasets pertaining to incidents in the municipal right of way. Stratford Police Service keeps detailed records of all Motor Vehicle Collisions since the policing transition in late 2018.

In St. Marys, between November 5, 2018 and July 29, 2021 there were 208 Motor Vehicle Collisions (MVC). The statistics include MVC's on private property (private drives and parking lots). The images below, can provide a visual representation of the reported MVC locations within the Town of St. Marys boundary.



Of the 208 collisions, the Stratford Police have provided the following metrics as it relates to types of collision.

MVC's by Type in St Marys November 2018 to July 2021



It is important to remember that the goal of Vision Zero is not to reduce the number of collisions. In fact, some concepts increase the number of minor MVC's. Vision Zero is meant to eliminate the collisions that result in serious injuries and fatalities. The relevant MVC types above that Vision Zero focuses on eliminating include:

- “9535-MVC Fatal – Highway” which represent motor vehicle collisions in the public road allowance that resulted in a fatality. There was one of these MVC's during the study period.
- “9510-MVC Personal Injury” which represents motor vehicle collisions in the public road allowance that resulted in a personal injury. There were two of these MVC's during the study period.

The Stratford Police have compiled the MVC data and have identified all locations that have had three (3) or more MVC incidents. Of those, six are on private property, and six are within the transportation network.

Table 3. Motor Vehicle Collisions – Hot Spot Locations

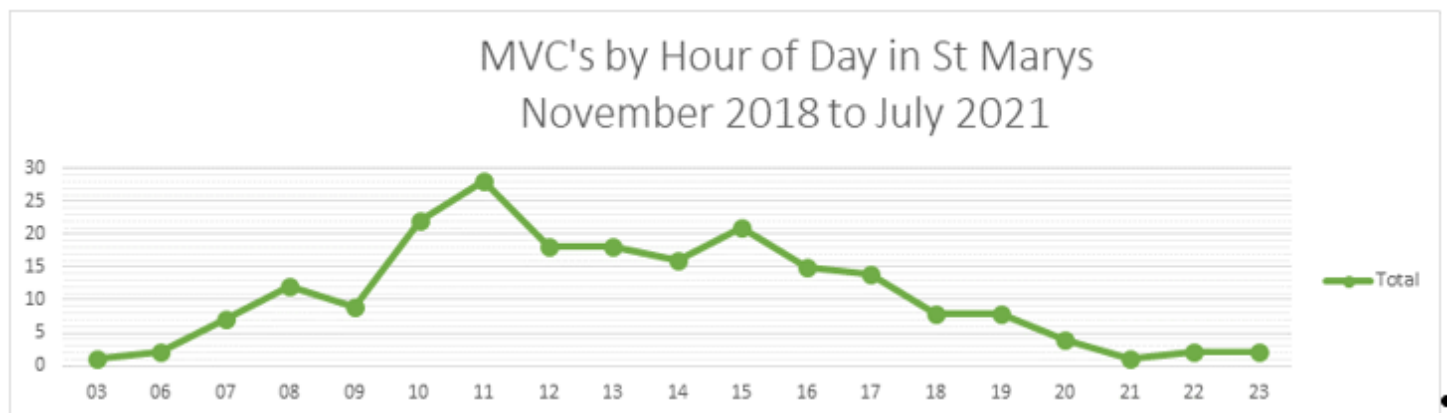
Hot Spot Locations	Number of Occurrences	Property Ownership / ROW
Queen Street East and Wellington Street North	12	Town ROW Downtown core
84 Wellington Street South	9	Partial Elgin St Parking Lot & Canadian Tire / Foodland Parking
780 Queen Street East	7	Private Independent Grocery
Queen Street East and Peel Street North	6	Town ROW Downtown Core
Church Street South and Jones Street East	6	Town ROW Downtown Core

425 Water Street South	5	Town Quarry ROW Area
Queen Street East and Church Street North	5	Town ROW Downtown core
190 Queen Street East	4	Private Tim Hortons
317 James Street South	3	Town PRC
485 Queen Street West	3	Private Vet Purchasing
Jones Street East and Wellington Street South	3	Town ROW Downtown core
Queen Street East and Huron Street North	3	Town ROW

By analyzing the “hot spot location” data set the following can be determined,

- 53% of collisions occurred within the transportation network, and 47% on private property
- 65% of transportation network collisions occurred on Queen Street between three intersections in the Downtown Core

Furthermore, the Stratford Police have provided an hourly collision occurrence analysis, based on this, most accidents occur between 9am and 7pm.



The data provided by the Stratford Police demonstrates some collision patterns. However, the Town lacks data related to the causality of those collisions which would ultimately determine what type of strategies are required to either a) eliminate those collisions, or b) lessen the impact of those collisions.

Applicability of Vision Zero in St. Marys

Due to the scope of Vision Zero, Town Staff are of the opinion that the adoption of a Vision Zero plan be deferred until the umbrella approach has been adopted by the Provincial Government, and a comprehensive systems-level framework has been created, for the following reasons:

- Several strategies require changes to the Town’s Engineering Design Guidelines. To align with Vision Zero, a comprehensive review of the Guidelines needs to be completed. Design assumptions can be made regarding Vision Zero approaches; however, engineered recommendations are required before being considered.

- For the implementation of various Vision Zero strategies, changes to the Ontario Provincial Standards Specifications (“OPSS”) and Ontario Traffic Manual (“OTM”) are required. Larger urban centers can adopt some of the Vision Zero approaches since they meet specific vehicular or pedestrian volumes, whereas smaller centers do not. Furthermore, most design standards prioritize traffic movement, and have limited consideration as it relates to more vulnerable users (i.e., pedestrians, cyclists, etc.), and therefore, do not align with the existing specifications.
- The implementation of Vision Zero strategies can be costly, both in terms of infrastructure capital upgrades and human capital required to implement the strategies. The Town does not have unlimited funds so it needs to assess if the Vision Zero strategies are a priority for the reallocation of funds from other services.
 - There are capital costs involved in the re-construction of a roadway, reconfiguration of intersections, illumination studies, purchase of red-light cameras, etc. The capital investments for Vision Zero must be weighed against the existing asset deficit and long-term capital forecasting.
 - All the 5E’s require human capital to deploy the strategies. Most importantly is the requirement for enforcement. Should the Town adopt strategies like new speed limit areas or increase monitoring of dangerous driving violations like failing to yield to pedestrians, signal violations, improper turns/illegal turns, phoning/texting while driving, the existing policing complement will need to re-direct their activities to transportation network violations, as opposed to other priorities. Similarly, the engagement, education and evaluation strategies will require staff support for development and implementation.
- The Town has some data related to Motor Vehicle Collisions in St. Marys, however that dataset is incomplete. Currently, there are locations in Town that appear to require additional consideration (i.e., Downtown intersections), however more data is required to determine what type of consideration is necessary. To make informed decisions related to the transportation network, the Town requires more data related to the causation of collisions so it can assess the available strategies to deter collisions and ascertain which is required based on the causation data. The Town can utilize the interim period to collect better collision data, specifically, causation data.

Developing a Transportation Network Safety Plan for St. Marys

Staff realize that Bill 185 remains in the evaluation stage with no definite timelines, and there is the possibility that the Province will not proceed with the proposal. Therefore, staff are recommending that during the interim period, the Town consider devising a safety plan that will address immediate needs.

The intent of this section of the report is to present conceptual ideas that may be considered with further evaluation in a St. Marys transportation network safety plan. The concepts are below.

Concept 1: Data Sharing with the Stratford Police

- The Stratford Police provide MVC data to the Town of St. Marys, including the number, the locations, timing, and type of collisions.
- To make informed decisions regarding the transportation network, the Town requires MVC causation data to determine if the existing network played a factor in the collision which would necessitate capital upgrades or policy decisions.
- Establish regular interval meetings between the Town of St. Marys staff and the Stratford Police to discuss recent collisions, to discuss causality and identify possible patterns.

Concept 2: Continued Evaluation of Designated Speed Reduction Zones within the Town Boundaries

- The Town can implement Designated Speed Reduction Zones, altering the speed limit to less than 50 km/h.
- MVC data demonstrates that a significant percentage of transportation network collisions occur within the Downtown Core. At the time of this report, no other areas demonstrate MVC patterns.
- The Town does not have an adequate data set to indicate that speed plays a contributing factor in the causation of collisions. Further analysis to determine causation needs to occur (information sharing with Stratford Police), in conjunction with speed monitoring (deployment of speed signs in stealth mode).

Concept 3: Sightline Inventory and Improvement Program

- The Town of St. Marys Zoning By-law, Z1-1997 requires that corner lot properties maintain a non-obstructed line of sight at an intersection, this is known as the “daylight or sight triangle”.
 - The triangle is 10.8 metres from the corner property stake along the property lines.
 - Obstructions between a height of 750 mm and 3.0 metres above the grade of the centre line of the street are not permitted.
- It has been observed that many properties within the Town of St. Marys are in contravention of this requirement, obstructions may include landscape plantings, hardscape features and fences. Sight impairments can play a role in the causation of collisions.
- Develop an information campaign for corner lot property owners regarding sight line triangles, to foster awareness, induce passive compliance.
 - For example, inventory all corner lot property owners and create a mailer with the relevant information. This could be done incrementally across Town.
- Should passive compliance be insufficient, consider adding sight line requirements to the Property Standards By-law for expedited enforcement.

Concept 4: Maintenance and Upgrading of Existing Infrastructure

- The Town of St. Marys has a range of existing infrastructure that supports the transportation network and contributes to the overall safety of its users.
- Continue to perform frequent assessments to ensure the adequacy of the infrastructure and reflect those assessments in the Town’s capital plans.
 - For example, the Town has completed a guardrail inventory and has identified and incorporated replacements into future capital plans.

Concept 5: Pedestrian Network Review

- Council has already expressed a desire to improve the pedestrian network infrastructure in Town. These investments include strategic network integration and servicing areas of Town that have previously been underserved.
- Council will be reconsidering the prioritization matrix and investment plan for the sidewalk network as part of the 2022 capital budget. Areas of priority include:
 - Areas where pedestrian infrastructure does not exist

- Trail network connections
- Corridor completion in areas of heavy use
- New or improved pedestrian crossing infrastructure will continue to be considered on a case-by-case basis. However, the vehicular and pedestrian volumes are too low in St. Marys to meet the Ontario Traffic Manual warrant requirements so any improvements would need to be of particularly community interest or meant to service a vulnerable population.

Concept 6: Review Existing Usage of Stop and Yield Signs

- Several traffic control devices are available to assist in the allocation of right-of-way between vehicles at an intersection, increasing level of control from a YIELD sign to a STOP sign to a full traffic signal control. The Town of St. Marys utilizes all three devices.
- The Town of St. Marys has been working towards improving its pedestrian network and expanding the trail network. In some cases, the conditions of an intersection have changed due to the presence of a new sidewalk or trail linkage. The Town should review its intersections, and future intersections to determine if the appropriate control is in place.
 - For example, the Waterloo Street and Rogers Ave three-way intersection has a Yield sign when turning onto Waterloo Street. The condition of the intersection has changed, where a sidewalk has now been installed along Waterloo, due to the presence of pedestrians; should a stop sign be installed?

Concept 7: Education

- There is a consensus that education is a key component for ensuring a safer transportation network.
- The Town of St. Marys does not have a formal education program regarding the transportation network. In the past, when adopting a new feature, such as a pedestrian crossover or community safety zone the Town would issue information to the public. Moving forward the Town should consider providing information to the community on a more regular basis.

In addition, with the adoption of Bill 282, *Moving Ontarians More Safely Act*, 2021, the Town will need to review the new legislation and determine whether there are municipal by-law implications (for example, the definition of a power-assisted bicycle has been amended by the Province).

As noted, the items listed above are just concepts that may be considered in a transportation network safety plan based on the information the Town has today. Moving forward, the Town should continue to monitor the status of Bill 185, *Vision Zero Strategy Act*, 2020, and how Bill 282, *Moving Ontarians More Safely Act*, 2021 will be rolled out to the public, and consider drafting a transportation network safety plan in the interim.

FINANCIAL IMPLICATIONS

The financial implications of a Vision Zero program can range drastically depending on the 5E tools selected for implementation. Through the investigation process, review of available datasets, staff are recommending further evaluating the concepts of a safety plan as outlined in the report. The areas of focus would effectively create an interim road safety plan that would be more obtainable to provide short term changes and road network improvements within a two-to-five-year time frame.

Potentially the evaluation and future implementation of most of the concepts can be accommodated within the current operating and capital budgets.

SUMMARY

Vision Zero is a safe systems approach, based on the premise that no serious injuries and fatalities within a road network are acceptable. Ultimately, human life should be prioritized over all other objectives within all aspects of the transportation system. Members of Provincial Parliament and OGRA are advocating for a Provincial mandate for Vision Zero which would include a comprehensive framework to assist with local adoption.

Town staff are of the opinion that due to the scope of a Vision Zero approach and the technical expertise required to implement the approach, that the Town defer adopting Vision Zero until a common Provincial framework can be provided. Furthermore, the Town needs to complete a more robust review of the available collision-related data to determine collision causalities prior to considering changes to the transportation network. However, there are safety needs that should be addressed. Staff propose developing an interim transportation network safety plan. Development of the safety plan would allow positive changes to proceed while the province continues their consideration of Provincial Vision Zero strategy.

STRATEGIC PLAN

- ☒ Strategic Plan Pillar #1: Developing a comprehensive and Progressive Infrastructure Plan

Outcome: St. Marys is committed to developing a progressive and sustainable infrastructure plan that meets the needs of today and tomorrow.

OTHERS CONSULTED

Jeff Wolfe, Asset Management Specialist

Morgan Dykstra, Public Works and Planning Coordinator

ATTACHMENTS

Attachment A: Core Elements for Vision Zero Communities

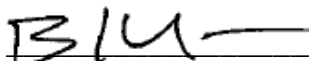
REVIEWED BY

Recommended by the Department

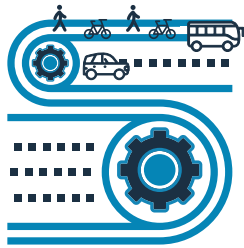


Jed Kelly
Director of Public Works

Recommended by the CAO



Brent Kittmer
Chief Administrative Officer



CORE ELEMENTS FOR VISION ZERO COMMUNITIES

INTRODUCTION

Vision Zero – the strategy to eliminate traffic fatalities and severe injuries – is being adopted by a growing number of communities across North America and beyond. While safe mobility is not a new concept, Vision Zero requires a shift in how communities approach decisions, actions, and attitudes around safe mobility.

A fundamental part of this shift is moving from a traditional approach to a Safe Systems approach toward traffic safety. A traditional approach accepts that a certain number of traffic deaths and severe injuries will occur as unavoidable consequences of mobility and focuses on changing individual behavior to reduce the frequency of these incidents. In contrast, Vision Zero is built on the basis that traffic deaths and severe injuries are preventable. Vision Zero emphasizes a Safe Systems approach, which acknowledges that people make mistakes, and focuses on influencing system-wide practices, policies, and designs to lessen the severity of crashes.

Approaching the issue of safe mobility in a new way can be challenging, even when everyone agrees on the ultimate goal – in this case, safety for all road users. One limitation to the success and proliferation of Vision Zero in this moment is the lack of a unifying definition and “best practice benchmark.” While an increasing number of jurisdictions may call themselves Vision Zero communities, the authentic and ongoing commitment to the fundamental shift in safety perspective can be uneven.

The Vision Zero Network, with support from partners, developed this set of Vision Zero Core Elements to help communities set priorities, work toward tangible results in promoting safety, and benchmark their progress relative to best practices. This resource encourages leaders to focus on the most impactful actions and helps hold them accountable to their Vision Zero commitments.

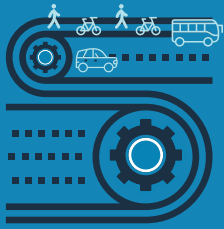
TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**
PERFECT human behavior
 Prevent **COLLISIONS**
INDIVIDUAL responsibility
 Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**
 Integrate **HUMAN FAILING** in approach
 Prevent **FATAL AND SEVERE CRASHES**
SYSTEMS approach
 Saving lives is **NOT EXPENSIVE**



CORE ELEMENTS FOR VISION ZERO COMMUNITIES

Leadership and Commitment

1. Public, High-Level, and Ongoing Commitment.

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

2. Authentic Engagement. Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

3. Strategic Planning. A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

4. Project Delivery. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

Equity and Engagement

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

Safe Roadways and Safe Speeds

5. Complete Streets for All. Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

6. Context-Appropriate Speeds. Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

Data-driven Approach, Transparency, and Accountability

7. Equity-Focused Analysis and Programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

8. Proactive, Systemic Planning. A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

9. Responsive, Hot Spot Planning. A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

10. Comprehensive Evaluation and Adjustments. Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

Read on for more information about implementing these Vision Zero Core Elements in your community.

LEADERSHIP AND COMMITMENT

1. Public, High-Level, and Ongoing Commitment. The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe.

- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

High-level leadership and sustained political commitment are essential to Vision Zero success. The Mayor and other key elected officials must set the tone and direction for Vision Zero and back up their words of commitment with action, reflected in spending decisions, policies, and practices that prioritize safety (even when this means a shift from the status quo). Following from this, the leaders of the public health, police, and transportation agencies should be closely involved with the day-to-day work of Vision Zero and ensure consistent interagency coordination. In short, a Vision Zero commitment is only as strong as it is demonstrated in the [actions of the city's leadership and staff](#).

Setting an explicit timeline for Vision Zero is part of this core element because it underscores the urgency of the issue, provides measurability, and incorporates the fundamental [Safe Systems](#) principle that these traffic tragedies are preventable.



2. Authentic Engagement. Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

- Engage the community in meaningful, culturally-relevant ways and support involvement by respected community leaders
- Prioritize support of communities most impacted by traffic crashes and most traditionally underserved by safety efforts

Vision Zero efforts should meaningfully engage the community and prioritize equitable processes and outcomes. This is especially true in neighborhoods that often bear the brunt of high-injury streets and where community members may be grappling with the results of historic underinvestment in safe mobility, as well as a multitude of other, interrelated systemic inequities. Community input should be valued and incorporated into Vision Zero planning and implementation.

This includes:

- » Engaging sincerely and with cultural competence, recognizing and respecting the history, culture, and expertise of local communities.

- » Collaborating with community members who are genuinely engaged in neighborhoods and who have strong connections with and respect of locals. These community leaders are likely to convey the experiences, hopes, and concerns of long-time residents in ways that traditional planning processes have not.
- » Using this collaboration to inform project design and implementation, not just as a "listening exercise".
- » Recognizing that coordination is work, for which community groups deserve compensation to support time commitment, expertise, and long-term engagement. [Additional resources are included in Vision Zero Equity Strategies.](#)

3. Strategic Planning. A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

- The Action Plan and corresponding strategies are built on the Safe Systems approach by designing and maintaining a transportation system where human error does not result in loss of life or severe injury
- Leadership across these agencies consistently prioritizes safety via a collaborative working group and other resource-sharing efforts

The core element for leadership and commitment recognizes that Vision Zero – starting with the Action Plan – is built on the Safe Systems approach, which recognizes that people will make mistakes and that it is the responsibility of system designers and policymakers to set practices and policies to lessen the severity of inevitable crashes.

The Action Plan should include an explicit commitment and related actions to prevent

Vision Zero efforts from resulting in unintended consequences, such as racial profiling or inequitable treatment of communities of color.

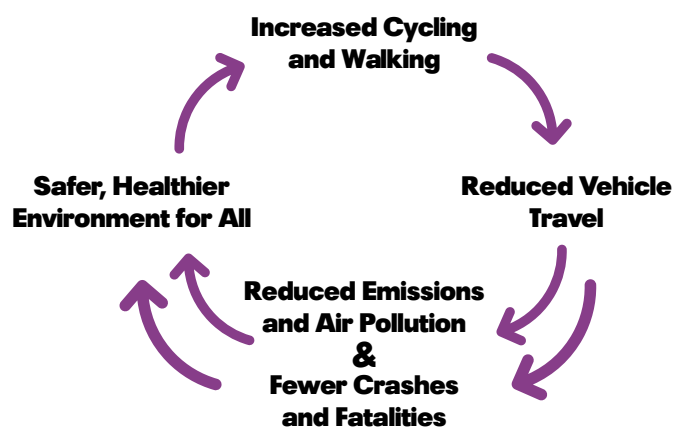
Clear ownership of Action Plan strategies is important to achieving accountability and trust for Vision Zero's principles and outcomes. More about actionable strategies that have led to Vision Zero success in other cities are included in the [Vision Zero Action Plan Guidelines](#).

4. Project Delivery. Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

- Decision-makers provide leadership on policy reforms needed to prioritize safety
- System designers are supported by city leaders to advance safety projects
- System designers and decision-makers advance crosscutting measures to reduce car dependence, improve transit, and support safe walking and biking

Vision Zero requires more than incremental, individual behavior change. It requires political backbone to advance projects and policies that are proven to improve safety – particularly redesigning roadways and managing speeds – even in the face of opposition to change (e.g., removing parking spaces or reducing speeds for safety benefits).

Moving past the business-as-usual approach also means evolving beyond the cars-first attitude that has dominated transportation policies and practices in the past half-century. [Research shows](#) that encouraging multi-modal transportation reduces Vehicle Miles Traveled and Vehicles per Capita, the two strongest predictors of traffic fatalities. Cities serious about Vision Zero and livable communities are working to increase the proportion of non-auto trips by improving and incentivizing [public transit](#), walking, bicycling, and ridesharing.



This will take a carrot-and-stick approach: investing in strong public transit systems and safe, interconnected bicycling and walking networks; while disincentivizing single occupancy vehicle trips with such strategies as congestion pricing and smart parking pricing.

SAFE ROADWAYS AND SAFE SPEEDS

5. Complete Streets for All. Complete Streets concepts are integrated into community wide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

- Multimodal street design and countermeasures prioritize safety over speed
- Safety improvements to roadways are prioritized for people walking and biking and in historically underserved communities

Prioritizing proven engineering countermeasures and multimodal street design is essential to safety.

Examples include:

- » Using safe design measures such as advance stop or yield lines, high visibility crosswalks, lane narrowing, pedestrian refuge islands and medians, and physically separated bikeways. More measures – and examples from cities that have implemented them – are described in [NACTO design guides](#), the [Traffic Safety Best Practices Matrix](#), and the [FHWA Achieving Multimodal Networks](#) resource.

- » Creating **Slow Zones** in areas with high volumes of children, seniors, public transit users, commercial activity, pedestrian/bicycle activity. Along with lower speeds, self-enforcing traffic calming measures help mark these areas as different and thus encourage safe behavior.

Work toward Complete Streets should prioritize the protection of physically vulnerable road users and investment in historically disadvantaged communities. Performance measures for Complete Streets should include consideration of these communities of concern. Read more on the fundamentals of [Complete Streets elements](#) from the Complete Streets Coalition.

6. Context-Appropriate Speeds. Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

- Roadways are designed (or redesigned) to prioritize safety over speed
- Speed limits are lowered where data and community experience show need
- Automated speed enforcement is implemented where needed, with strategies to address disproportionate impacts on low-income communities

High speeds make crashes more likely and more likely to be deadly. An effective Vision Zero program must manage speed in order to reduce severe and fatal traffic injuries. Efforts to influence individual behavior primarily with education and enforcement campaigns have fallen short.

Addressing speed requires changing organizational practices and reforming policies. Existing practices, such as designing roads for inappropriately high speeds and setting speed limits too high, often prioritize moving more cars over the safety of road users.

Vision Zero calls on system designers and policymakers to better align our systems and policies with goals of safe speeds, including:

- » Measure and analyze the scope of problem related to inappropriate speeds, share this data to raise awareness, and develop measurable improvement strategies with timelines for action.
- » Implement infrastructure changes to prioritize safety over speed. Examples include reducing travel lanes

and adding self-enforcing traffic calming measures to encourage safe travel speeds.

- » Change policies to align with safety goals, including setting appropriate speed limits, particularly where motor vehicle traffic is mixing with those walking and biking.
- » Implement automated speed enforcement where needed, incorporating strategies to measure and address disproportionate impacts on low-income communities and others who may be overly burdened.
- » Raise awareness about speed as a primary factor in traffic deaths and injuries, similar to increased awareness about drunk driving.

In many cases, State and Federal agencies influence speed limits either directly or indirectly. While speed management efforts may be time-consuming and politically challenging, it is critical to Vision Zero success. Cities facing barriers from other levels of government need to make the policy, legislative, or other changes required to advance proven speed management strategies.

DATA-DRIVEN APPROACH, TRANSPARENCY, AND ACCOUNTABILITY

7. Equity-Focused Analysis and Programs. Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

- Explicit commitment and actions prevent Vision Zero efforts from increasing disproportionate enforcement levels in communities of color
- Any enforcement efforts within Vision Zero are focused on dangerous moving violations, as identified by quality data analysis

Data and experience reveal that low-income communities and communities of color carry a disproportionate burden of traffic-related injuries and fatalities in the U.S. This is not arbitrary; it reflects patterns of historic under-investment and racial bias in some communities, particularly black, brown and immigrant communities, as well as low-income communities. Vision Zero leaders need to recognize these disparities and to center equity in their work in clear and measurable ways to prevent traffic safety efforts from having unintended, harmful consequences.

The realm of traffic enforcement is a particularly timely and urgent area of attention. It is important that promoters of Vision Zero acknowledge that officer-initiated traffic stops allow for higher levels of individual discretion and unintended gateways to racial bias and even aggressive police action. The broader Vision Zero community has a role and responsibility in improving, not exacerbating, these problems.

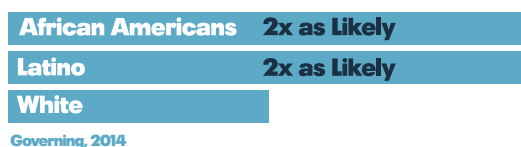
Vision Zero focuses on Safe Systems, not more traffic stops. Cities such as Portland, Oregon are working to prevent over-policing or racial bias from becoming unintended byproducts of their Vision Zero efforts. Portland limits enforcement actions in order to reduce the possibility of racial profiling and disparate economic impacts. [Portland's Vision Zero Action Plan](#) explicitly excludes increased enforcement by police officers. It also offers education classes as alternatives to increased penalties for first time offenders.

Similarly, any enforcement efforts included in Vision Zero strategies should focus on the most dangerous violations. An example is San Francisco's [Focus on the Five](#) program, which commits officers to focus on the five top roadway dangers, such as speeding and violating pedestrians' right of way, rather than on "nuisance" issues such as broken taillights or tinted windows.

Other examples of focusing on equity concerns within Vision Zero efforts include:

» Requiring transparency, including analyzing and sharing data on how traffic funding is spent and how traffic stops are conducted and citations issued, including disaggregating stop and citation data by race.

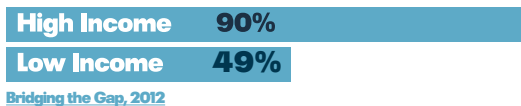
People Killed While Walking:



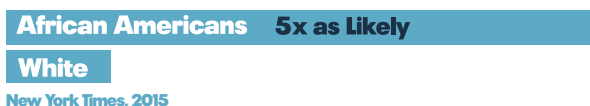
People Killed While Walking:



Communities With Sidewalks:



Chance of Being Stopped and Searched:



» Encouraging accountability by requiring regular discussions amongst policymakers and the public to address equity disparities in efforts and results.

» Requiring equity-based trainings of Vision Zero staff, including law enforcement officials, and including equity-based measurements of their efforts.

» Investing in automated speed enforcement's proven safety effectiveness and lower risk of racial profiling. Efforts should be made to avoid disproportionate impacts of fines on low-income communities, such as setting up alternative fee structures.

» Recognizing that we cannot enforce (nor educate) our way out of today's traffic safety problems, so we need to better design roadways and manage speeds for safety.

Additional resources are included in [Vision Zero Equity Strategies](#).

8. Systemic, Proactive Planning. A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

- Data is used to identify trends of problems, which are addressed systematically rather than as isolated incidents

Vision Zero's Safe Systems approach means moving from purely rearward crash map reviews to more forward-facing identification of problem areas and working to prevent severe crashes before they happen. This means determining, analyzing, and addressing the underlying risk factors that influence dangerous actions: the where, how, and why serious crashes happen.

For example, based on analysis showing a trend of left-turn vehicle movements being particularly dangerous on certain types of streets, New York City's Department of Transportation is proactively addressing areas with proven countermeasures, rather than reacting to each individual problem after serious crashes occur. More examples of proactive approaches to addressing top risk factors are shared in this [summary and webinar](#).

9. Responsive, Hot Spot Planning. A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

- Top risk factors and locations of serious traffic crashes are identified, mapped, and utilized
- Quality data on traffic deaths and serious injuries are posted publicly and updated regularly

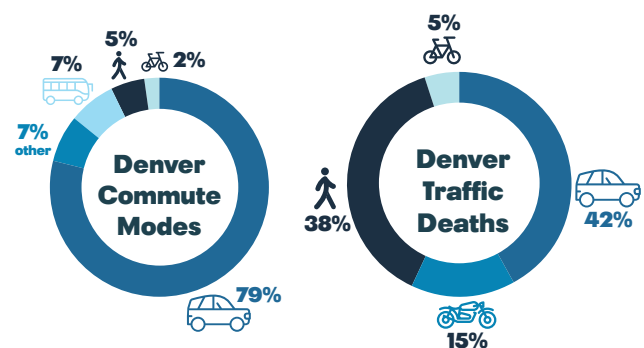
The community should develop a High Injury Network (HIN) derived from quantitative ("hot spot" problem locations) and qualitative data (based on community input) to inform its prioritization and implementation.

Recommendations include:

- » Identify top risk factors and locations of serious traffic crashes.
- » Include equity-driven data (such as locations of low-income communities and communities of color) and commit to prioritizing actions and funding in areas of overlap with the HIN.
- » Include speed as a data layer. A large proportion of serious crashes occur on roads with higher speed limits – often arterials and state-owned roads – which require the aforementioned work on speed.
- » Collaborate within and between city agencies. Work to address problems on the HIN is an important place to involve the Vision Zero Taskforce.
- » Utilize this information and coordination to prioritize and implement strategies.
- » Post and regularly update data on traffic deaths and serious injuries – beyond police reports.

of physically vulnerable populations and communities traditionally underserved by traffic safety efforts. Police-collected data should be supplemented with information gathered by hospitals and emergency medical services. Analysis shows that people involved in traffic crashes who are part of systemically marginalized communities are less likely to report traffic crashes and that, when they do, their reports are less likely to be treated adequately. Increasingly, communities are supplementing their police crash records with public health data for a fuller picture, as described [here](#).

Data can help identify disproportionate safety impacts



50% of Denver's traffic fatalities occur on just 5% of their streets

For more information, see this [Vision Zero Network case study](#) and [webinar](#).

Data analysis and public input should highlight unsafe locations, and this should be overlaid with locations

10. Comprehensive Evaluation and Adjustments. Routine evaluation of the performance of all safety interventions is made public and shared with decision makers to inform priorities, budgets, and updates to the Vision Zero Action Plan.

- Regular progress reports are produced and shared publicly
- Use of pilot implementation and community feedback shape safety efforts

Monitoring efforts and impacts, updating and sharing data regularly, and institutionalizing Vision Zero in the city's systems will help build trust and set expectations for accountability between key stakeholders.

This includes:

- » Proactively monitor, evaluate, and share progress, including regular public progress reports, such as these from [New York City](#) and [Seattle](#).

- » Use comparative data to link social and environmental factors with traffic injury data to better understand connections and strategies for improvements.

- » Use temporary pilot programs or projects to test strategies within shorter timeframes and for less cost investment.

NEXT STEPS

We share these Core Elements recognizing the urgency of the issue before us: an average of 100 people lose their lives each day in this nation in traffic crashes. This loss and suffering is preventable, and we have a responsibility to prevent these tragedies.

We also recognize that resources, time, and political will are all limited. What we do matters. Vision Zero is not just a tagline, not even just a program, but rather a fundamental shift in how our communities approach the issue of safe mobility. To make a real difference, it will take a firm commitment to change.

Implementing Vision Zero requires 1) leadership and commitment to safety, 2) implementing safe roadways and safe speeds, 3) ongoing transparent use of data, and 4) centering equity and community engagement throughout.

Committing to and meaningfully incorporating these Core Elements can help Vision Zero communities prioritize efforts, benchmark progress, set expectations, and ensure accountability. Each Core Element is important to advance the ultimate goal of safe mobility for all.

ACKNOWLEDGEMENTS

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The Vision Zero Network is a nonprofit project committed to advancing Vision Zero in the U.S. We are proud to support the life-saving efforts of the dedicated policymakers, implementers, and community leaders working toward safe mobility for all.

[Learn more at VisionZeroNetwork.org](https://www.visionzeronet.org).