

Vision Zero Stakeholder Group

Meeting held July 2, 2021

A meeting of the Vision Zero Stakeholder Group is held this day commencing at 3:30 o'clock p.m. via Zoom video conference, there being present the following members:

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

Regrets received from:

Kevin Morse

Also present are the following resource personnel:

Jeff Hagan, Transportation Planning, Senior Engineer
Laura Ash, Active Transportation Coordinator
Constable Colin Wemyss, Windsor Police Services
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 3:33 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved by W. Hicks, seconded by K. Acton,
That the minutes of the Vision Zero Stakeholder Group of its meeting held May 25,
2021 **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Draft Strategic Priorities

J. Hagan provides an overview of the Draft Strategic Priorities as follows:

The proposed strategic priorities are grouped into the following themes:

Theme 1 - Driver Behaviors

- Vehicle Speeds
- Impaired Driving
- Inattentive Driving
- Failing to Yield at intersections

Theme 2 – Road User Types

- Vulnerable Road Users (Pedestrians, Cyclist and Motorcyclists)
- Data Gaps – People

Theme 3 – Locations and Infrastructure

- High injury corridors
- Signalized intersections
- Pedestrians crossing mid-block

Theme 4 – Process Improvements

- Improved Data Sources and Information Sharing
- Design standards and best practices

In response to a question asked by the Chair regarding next steps, J. Hagan responds that upon receipt of feedback from the Stakeholder Group, the strategic priorities will be finalized and a progress report will be sent to the Environment, Transportation and Public Safety Standing Committee. Once the strategic priorities are identified, the initiatives will also be identified. The final piece will be the interim goals, which would be developed by Transportation Planning and sent to the Task Force and the Stakeholder Group with the resulting Vision Zero Action Plan. The Action Plan would then go forward to the Standing Committee and City Council.

Constable Wemyss fully supports the creation of a fatal collision review team.

D. Bradford also supports the creation of a fatal collision review team as this has been successful in many other communities as part of their vision zero plan. In terms of impairment, over fifty percent of the massive motor vehicle collisions are impaired by alcohol. Another large concern is the use of other drugs, particularly marijuana and methamphetamines are also working into motor vehicle collisions. She suggests it would be prudent to say “impairment by drug” as a general blanket and not to pigeon hole the committee to just look at alcohol. From a massive injury perspective, there is approximately a ten percent increase every year in patients that are injured choosing drugs other than alcohol. She also asks if Administration is focusing on other methods of transportation, i.e. pedal cycles, e-bikes, scooters, Segway’s as these also share the road and are part of that collision injury picture.

Constable Wemyss advises that alcohol/drug involvement represents half of the city’s fatal/serious collisions and there has been a huge spike in drug involvement. He adds that drug impairment is new to police officers and officers are more comfortable recognizing the signs of alcohol impairment.

D. Bradford asks if there is any way to allow the for an opportunity to include impairment by drug as an option. She adds that they test for thirteen different drugs in their trauma rooms and it is definitely part of the injury picture. She questions if there is anything for distracted driving, because that is one of their top three – speed, impairment and distraction.

J. Hagan responds that speed, impairment and distraction are the top three priorities listed. He adds that the language could be expanded around the impaired driving priority to reflect impairment by drugs as well.

N. Hope refers to Priority 3C: Pedestrians Crossing Mid-block and Priority 4B: Design Standards and Best Practices and asks if they go together.

J. Hagan responds that providing mid-block crossovers is not a departure from their current standards. He states that pedestrians crossing mid-block does not necessarily require updates to standards. One of the ideas that would likely be involved in the Complete Streets Policy is something like the target speed approach. Traditionally, with road design, there are design speeds, so every feature of the road has to accommodate a certain speed. With the target speed approach, you have to incorporate elements that discourage people from driving above the target speed set for the road, so that would an example of changes to the design standards.

N. Hope remarks that Administration is hoping that the Complete Streets Policy will deal with the fourth priority.

J. Hagan responds that this initiative is already underway. Once the strategic priorities are finalized, they will be looking for new initiatives under all of them.

D. Bradford asks if the term “accident” can be eliminated from collision reporting as over ninety percent of all of the injuries they treat in the emergency department is preventable and predictable.

J. Hagan responds that the term “accident” was not included in the Draft Strategic Priorities.

K. Acton asks that in terms of data gaps, will there be any consideration given to demographic or income level and access to public transit with respect to collision status. He questions if there is an opportunity to invest in public transit as a means of alleviating some vehicular traffic. He also asks if there is any incentive as it relates to the Environmental Master Plan with respect to transit across the city and how that impacts pollution.

J. Hagan responds that in terms of data gaps, it is difficult to say what will come out of data that has not been looked at. As far as tying this to the Environmental Master Plan, collisions as an outcome are tied to exposure and the main exposure to risk when it comes to collisions is motor vehicles. In general, the more traffic there is, the more collisions there are. There is something to be said about encouraging non-auto travel as a road safety initiative as well as the environmental benefits.

A. Naboulsi remarks that in terms of Vision Zero in Europe, single-family home zoning is eliminated which allows for additional pedestrian oriented areas. He asks if consideration is being given to solely restructuring urban planning.

J. Hagan responds that the intent with Vision Zero was not to rework how the city does zoning overall.

The Chair adds if there is a decision to move forward with Vision Zero and to make this a priority, there are some land use planning decisions that could be informed by that.

The Chair asks what sort of net is being put over the city when it comes to the data collection with the Ford vehicles.

J. Hagan responds that he does not have the specific percentage of the vehicle fleet and notes that it is growing all the time. He adds that in the early testing that we were doing with Ford, we confirmed that it has good coverage over the entire city. In looking at the hot spots that were identified based on the safety data, comparing that to our own collision hotspots, it was very good correlation.

The Chair asks what “hangers on” are.

J. Hagan responds that “hangers on” refers to people hanging onto the outside of the vehicle.

N. Hope asks if data will be collected from the community or neighbourhoods or if consultations will be held with the citizens.

J. Hagan asks if reference is being made to mail outs relating to traffic calming reviews. The advantage of looking at fatal and near fatal collisions as compared to collisions overall is that there is much less of a problem of unreported incidents.

D. Bradford remarks for example, that EMS collects data that the hospital does not collect. Due to MFIPPA, there is an inability to share data between the various emergency services and police. In order to fill in those gaps as it relates to Vision Zero, could consideration be given to a data sharing agreement between the organizations.

J. Hagan requests that any further feedback following the meeting be sent to him.

Moved by K. Acton, seconded by N. Hope,
That the draft Vision Zero Strategic Priorities **BE RECEIVED.**
Carried.

5. Date of Next Meeting

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

6. Adjournment

There being no further business, the meeting is adjourned at 4:27 o'clock
p.m.

CHAIR

COMMITTEE COORDINATOR