

AGENDA
VISION ZERO STAKEHOLDER GROUP
Friday, July 2, 2021
3:30 p.m.
via Zoom video conference

1. Call to Order

2. Declaration of Conflict

3. Adoption of the Minutes

Adoption of the minutes of the meeting held May 25, 2021 – ***attached.***

4. Business Items

4.1 Draft Strategic Priorities

Memo from the Transportation Planning Senior Engineer dated June 24, 2021 entitled “Vision Zero Action Plan – Draft Strategic Priorities” – ***attached.***

5. Date of Next Meeting

6. Adjournment

Vision Zero Stakeholder Group

Meeting held May 25, 2021

A meeting of the Vision Zero Stakeholder Group is held this day commencing at 3:00 o'clock p.m. via Zoom video conference, there being present the following members:

Councillor Chris Holt, Chair
Ken Acton
Todd Awender
Diane Bradford
Julie Di Domenico
Kevin Morse
Wesley Hicks
Nathanael Hope
Abdul Naboulsi
Tom Schnekenburger
Jim Sommerdyk

Also present are the following resource personnel:

Jeff Hagan, Transportation Planning, Senior Engineer
Laura Ash, Active Transportation Coordinator
Awele Nwaesei, Transportation Planning Coordinator
Amanda Alchin, Council Resolutions Coordinator
Karen Kadour, Committee Coordinator

1. Call to Order

The Committee Coordinator calls the meeting to order at 3:03 o'clock p.m. and the Committee considers the Agenda being Schedule "A" attached hereto, matters which are dealt with as follows:

2. Election of Chair

The Committee Coordinator calls for nominations from the floor for the position of Chair. K. Acton nominates Councillor Holt, seconded by J. Di Domenico. The Committee Coordinator calls for further nominations from the floor. Seeing none, the Committee Coordinator asks Councillor Holt if he accepts. Councillor Holt accepts and assumes the Chair.

Moved by K. Acton, seconded by J. Di Domenico,
That Councillor Holt **BE ELECTED** Chair of the Vision Zero Stakeholder Group.
Carried.

3. Declaration of Conflict

None disclosed.

The Chair invites the Members of the Vision Zero Stakeholder Group to introduce themselves.

4. Presentation

J. Hagan, Transportation Planning, Senior Engineer provides a Presentation entitled "Vision Zero Stakeholder Group – Meeting #1", **attached** as Appendix "A".

J. Hagan provides an overview of the following sections noted in the Presentation:

- What is Vision Zero
- Vision Zero Action Plan
- Role of the Stakeholder Group
- Severe Collisions – Trends and Patterns
- Round Table discussion

- **What is Vision Zero** – Vision Zero is a road safety initiative. It was first introduced in Sweden in 1995, and in 1997, became the Official Policy of the Swedish Government.
- Windsor City Council adopted its Vision Zero Policy in February 2020.
- The core of Vision Zero is expressed through its goal of zero fatalities and serious injuries on our roads. Easy to say, harder to implement but possible.
- Humans have a finite capacity for injury. On average, a pedestrian has a 50/50 chance of death if hit by a vehicle travelling just under 50 km/h. The thresholds are higher if a person is protected by a vehicle but there still is a threshold. The vehicle occupant still has a 50/50 chance of death if just over 60 km/hr in a side impact collision and at 90 km/hr in a head-on collision.
- This is why most Vision Zero Actions Plans emphasize speed control.
- Traditionally, some level of traffic death is inevitable. Under Vision Zero, traffic deaths are preventable. We have the tools to address these fatal and serious collisions and we have an ethical obligation to use them.

- **Vision Zero Action Plan** – City Council approved the Vision Zero Policy and it mandates the development of a Vision Zero Action Plan.
- Components of the Action Plan – to identify strategic priorities in order to achieve the goal of zero fatal and serious injury collisions. The Action Plan requires an implementation plan including identifying the target date to achieve the goal of zero fatal and serious injury collisions as well as interim goals for each initiative, which should be specific, measurable and have an identified date.

- The main data source for collisions is the Windsor Police MVA (Motor Vehicle Accidents) report, which follows a standard format for how these are filled out. These are identified by four categories of injury – fatal, which is death within 30 days of the collision as a result of injuries received; and major which is admitted to hospital for injuries received. Those two categories are the focus of the Vision Zero Action Plan and the Vision Zero Policy.
- *The term KSI stands for “killed or severely injured”.*
- **Role of the Stakeholder Group** – There are two groups directly involved in developing the Vision Zero Action Plan. Along with the Vision Zero Stakeholder Group, there is the Vision Zero Task Force comprised of City departments and Emergency Services that are responsible for implementing those safety actions.
- Their role is to approve the elements of the Vision Zero Action Plan and to lead the implementation of the Action Plan once it is developed.
- In terms of the Stakeholder Group, the role is to provide input and feedback to form and shape the Vision Zero Action Plan.
- In terms of the timeline for the development of the Action Plan, there are several steps.
- This is the kick-off phase, which will be followed by developing strategic priorities, recommended initiatives and finally, the implementation plan, which is the Action Plan.

In response to a question asked by the Chair regarding if the Task Force has held a meeting, J. Hagan responds the Task Force met on May 13, 2021.

- **Severe Collisions – Trends and Patterns** – The City of Windsor from 2014 to 2018 averaged 35.4 fatal or major collision per year, which amassed to 3.8 fatalities per year and 31.6 major injuries per year.
- In 2019, there were six fatal collisions including one cyclist and one motorcyclist.
- The data falls into four main categories – motor vehicle occupants including drivers and passengers, pedestrians and motorcyclists and cyclists. (E-bikes are included in the cyclist category if all requirements are met). Anecdotally, scooters are new and are not separated in the collision data so far.

D. Bradford advises from a hospital perspective, that their Admission 2021 coding system has been adjusted to include scooters, skateboards, segues and hover boards.

The Chair inquires that as a result of the Vision Zero exercise, are there changes in the reporting from Windsor Police Services to better address the different causes of some of these collisions.

J. Hagan responds that Windsor Police is required to follow the provincial reporting rules and Windsor Police does not have the power to change how the collisions are reported.

D. Bradford advises that over the past three years, there has been a ten percent increase per year of people choosing drugs other than alcohol when they are arriving impaired at the hospital. She notes that some of the data has been skewed with the legalization of marijuana and an increase in the ability for police officers to test for drugs and record that.

J. Hagan adds that they do not receive amended reports, so this is often based on the data that is available to the police officer at the scene and in the course of the investigation; the hospital may do a "tox screen" and find that there were drugs in the system.

K. Acton asks if there is any data with respect to time of day or year specifically relating to inattentive, impaired or single motor vehicle collisions.

J. Hagan responds not at this time, however, the database notes the time of collision as well as conditions such as lighting and environmental conditions. He adds that when alcohol related collisions are happening this could certainly be looked at.

J. Hagan provides an overview of the KSI Collisions as follows:

Motor Vehicle KSI Collisions •Most KSI collisions did not occur in clusters

- Corridors with clusters of collisions:
- E.C. Row Expressway (Howard to Banwell)
- 13 KSI collisions (2014-2018)
- Wyandotte Street (Pelissier to Gladstone)
- 6 KSI collisions (2014-2018)

Pedestrian KSI Collisions -Most KSI collisions did not occur in clusters

- Corridors with clusters of collisions:
- Tecumseh Road East (Jefferson to Forest Glade Drive)
- 5 KSI collisions (2014-2018)
- Wyandotte Street (Ouellette to Chilver)
- 4 KSI collisions (2014-2018)

Cyclist KSI Collisions

- Most KSI collisions did not occur in clusters
- Corridors with clusters of collisions:
- Wyandotte Street (Pelissier to Parent)
- 4 KSI collisions (2014-2018)

J. Hagan reports for motorcycle collisions, most of the collisions occurred at intersections at unsignalized locations. Many of the collisions resulted from drivers failing to yield to the motorcyclists and from the motorcycle hitting something at a high speed. No clusters were found; the collisions were spread across the city.

Round Table Discussion

N. Hope asks for clarification as it relates to motor vehicles, i.e. buses, cars, trucks. J. Hagan responds that the motor vehicle type mostly refers to vehicles on the road.

The Chair notes that road engineering is a large part of the vision zero initiative. He states that Wyandotte Street appears to be a hazardous stretch of road between the Downtown and Walkerville. He asks Administration to comment on the vision zero process, and ways to address those significant KSI numbers along the Wyandotte Road corridor.

J. Hagan responds that they are trying to take measures along that corridor and are working on the design for another pedestrian crossing as a crossover at Wyandotte and Marentette. Also, to reach out to Windsor Police for additional high-level information regarding who is getting involved in those collisions.

The Chair refers to Wyandotte Street and the physical layout differences of the road that is experiencing high KSI numbers and asks if traffic calming would help to reduce those numbers.

J. Hagan responds that when Engineering did the streetscaping on Ouellette Avenue (that included Ouellette and Wyandotte), discussions were held regarding the high number of pedestrian collisions at that intersection. We are just receiving that data now to see what the effect of those changes were.

D. Bradford indicates that traffic-calming measures are a great example of the potential of vision zero and suggests that we look to other cities to see a safe systems approach. Vision Zero is not just the traffic calming measures, but also enforcement and education and an overall community plan for long-term injury prevention.

The Chair encourages the members to view the Vision Zero Canada website along with the resources provided.

J. Hagan advises that with the vision zero approach, part of making changes to infrastructure is not necessarily identifying the specific locations that have high collision rates now; it is also a matter of adjusting our standards. We have commenced a Complete Streets Policy that is not only about road safety but also about ensuring speed is appropriate for the road environment and that streets are safe for pedestrians and cyclists. The result in that is a policy that will affect every road reconstruction that is done.

T. Schneidenburger asks if technology has been looked at as a potential non-physical engineering route or if there been any exploration on how technology can be implemented into this.

J. Hagan refers to one major initiative currently underway called safety insights and provides an example of Ford Motor Company. At some point, the city will have access to Ford's connected vehicle data.

In response to a question asked by N. Hope regarding if there is an age breakdown for pedestrians, J. Hagan responds that they have reviewed different cycles from Windsor

Police. Over the past few years, the WPS have provided the ages of individuals, but do not have many years of data with the ages of pedestrians or anyone involved in collisions.

K. Acton indicates that he is a proponent of traffic calming measures not only in isolated intersections but also in surrounding neighbourhoods. As it relates to time of day collisions, he notes there is an increase in residential speeding due to traffic volume and congestion.

J. Hagan responds in term of Wyandotte Street in the peak hours, speeds tend to be slow and during the off peak speeds tend to increase. He adds that Traffic Operations have been timing the traffic signals, on Wyandotte Street to meet the speed limit, so that by itself is a form of traffic calming. He adds that the Traffic Calming Policy was recently brought to City Council, which was approved and one of the things approved relates to arterial speed control.

J. Hagan indicates that the next Phase is developing Strategic Priorities. He asks that members e-mail comments to him within the next week of two.

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 4:20 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR



INTER-OFFICE MEMO

TO: Vision Zero Stakeholder Group
FROM: Jeff Hagan, Transportation Planning Senior Engineer
DATE: June 24, 2021
SUBJECT: Vision Zero Action Plan
Draft Strategic Priorities

This memo outlines the draft strategic priorities that have been developed for the Vision Zero Action Plan.

Background

Vision Zero is an initiative adopted by road authorities around the world aimed at eliminating fatal and serious injury collisions.

The Vision Zero Policy, approved by Council in February 2020, identifies a process to develop a Vision Zero Action Plan. This process consists of three steps:

1. Strategic priorities
2. Recommended initiatives
3. Interim goals

Kickoff meetings were held for the Vision Zero Task Force on May 13, 2021 and the Vision Zero Stakeholder Group on May 25, 2021. At these meetings, current trends in Windsor fatal and major injury collisions were presented and overall feedback was solicited from both groups.

The strategic priorities discussed below were presented to the Vision Zero Task Force on June 18, 2021.

Discussion

The proposed strategic priorities are grouped into the following themes:

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

Each of these themes is expanded on below:

Theme 1: Driver Behaviours

Priority 1A: Vehicle Speeds

For 2015-2019, the driver actions “exceeding speed limit,” “speed too fast for conditions,” or “lost control” were identified in 29% of fatal and major injury collisions. Additionally, impact speed plays a major role in collision severity regardless of the driver action(s) that contributed to the collision. For these reasons, vehicle speed is identified as a key strategic priority for the Vision Zero Action Plan.

Priority 1B: Impaired Driving

For 2015-2019, alcohol-related driver conditions (had been drinking, ability impaired – alcohol, ability impaired – alcohol over 0.08) were identified in 12% of fatal and major injury collisions. They are also markedly over-represented in fatal and major injury collisions: alcohol-related driver conditions were present in only 1.8% of collisions overall.

Priority 1C: Inattentive Driving

For 2015-2019, the driver condition “inattentive” was identified in 10% of fatal and major injury collisions. Alcohol-related driver conditions were the most common non-normal driver condition in fatal and major injury collisions.

Priority 1D: Failing to Yield at Intersections

Motor vehicles failing to properly yield right-of-way at intersections or disobeying traffic controls (especially red light running) was identified as an issue of concern in both the overall review of fatal and major injury trends as well as the systematic collision reviews for all three vulnerable road user groups (pedestrians, motorcyclists, and cyclists).

For 2015-2019, “improper turn,” “failed to yield right-of-way,” and “disobeyed traffic control” were identified in 35% of fatal and major injury collisions.

Theme 2: Road User Types

Priority 2A: Vulnerable Road Users (Pedestrians, Cyclist, and Motorcyclists)

Typically, pedestrians, cyclists and motorcyclists are identified as vulnerable road users. For 2015-2019, these groups are involved in 5% of collisions, but represent 51% of fatalities and major injuries. As a strategic priority, focusing on these vulnerable road users is recommended.

Table 1: Fatalities, Major Injuries and Total Collisions by Road User Category (2015-2019)

Road User Category	Fatalities and Major Injuries		Collisions (All Severities)		Collisions per Fatality or Major Injury <i>On average, how many collisions would we have to prevent to prevent 1 fatality or major injury?</i>
	Number	Percentage	Number	Percentage	Ratio
Pedestrians	42	24%	495	2%	11.8
Motorcyclists	30	17%	213	1%	7.1
Cyclists	16	9%	376	2%	23.5
Hangers-On	2	1%	4	0%	2.0
All Other Categories	85	49%	20,997	95%	247.0
Total	175		22,085		126.2

Priority 2B: Data Gaps – People

To ensure compliance with applicable privacy laws, personally identifying information is redacted from the MVA reports used for the analysis to date. Because of this, there is limited information currently available to help understand key questions related to road safety in Windsor:

- Are there patterns or trends based on where people involved in fatal and major injury collisions work or live (as opposed to where the collision occurred) that should inform the Vision Zero Action Plan?
- How are social determinants of health related to road safety outcomes in Windsor?
- How much of a role do repeat high-risk offenders play in Windsor’s fatal and major injury collisions?
 - Certain other jurisdictions have found that a small number of high-risk drivers are disproportionately involved in high-risk driving behaviour (e.g. impaired driving or driving under suspension) and severe collisions.
- What proportion of the people involved in fatal and major injury collisions had previous interactions with police, social services, or the health care system?
 - Certain other jurisdictions have identified these interactions as opportunities for interventions to address ongoing behaviours that may lead to severe collisions (e.g. impaired driving).

Addressing these data gaps is identified as a priority. However, further dialogue with other agencies and departments, including WPS, Social Services, and Windsor Regional Hospital, will be needed to determine how these data gaps can be addressed while still complying with applicable law.

Theme 3: Locations and Infrastructure

Priority 3A: High Injury Corridors

The following locations were identified as high injury corridors and should be considered higher priority when implementing the Vision Zero Action Plan:

- Motor vehicle collisions:
 - E.C. Row Expressway (Howard to Banwell)
 - Wyandotte Street (Pelissier to Gladstone)
- Pedestrian collisions:
 - Tecumseh Road East (Jefferson to Forest Glade Drive)
 - Wyandotte Street (Ouellette to Chilver)
- Cyclist collisions:
 - Wyandotte Street (Pelissier to Parent)

Priority 3B: Signalized Intersections

For 2015-2019, signalized intersections were the location type with the largest proportion of fatal and major injury collisions for all road user groups except motorcyclists:

- Motor vehicles (excluding motorcycles): 38%
- Pedestrians: 33%
- Cyclists: 29%
- Motorcyclists: 28%
 - Note: for motorcyclists, the location type with the largest proportion of fatal and major injury collisions was unsignalized intersections (34%)

For this reason, signalized intersections are recommended to be priority locations for implementing the Vision Zero Action Plan.

Priority 3C: Pedestrians Crossing Mid-block

For 2015-2019, 28% of pedestrian fatalities and major injuries occurred at midblock locations where the pedestrian was crossing the roadway. This represents the largest group of pedestrian collisions apart from signalized intersections (addressed with Priority 3A, above).

Theme 4: Process Improvements

Priority 4A: Improved Data Sources and Information Sharing

Improving and speeding up the exchange of road safety data between departments and agencies is identified as a strategic priority, particularly with regard to two initiatives that have already been discussed or have recently been launched:

- **Fatal collision review team:** initial discussions have occurred about creating a fatal collision review team that would be activated in the event of a fatal collision. This multi-disciplinary team would review available information quickly after a fatal collision with the aim of identifying improvements that could be made in response.
- **Ford Safety Insights:** this tool maps out anonymized safety-related data from Ford connected vehicles (e.g. harsh braking events, lane departure warnings, ABS activations) to identify hot spots. This system has the potential to provide rapid feedback on the effectiveness of road safety countermeasures. As of the date of this memo, setup of the full system for Windsor is underway.

Priority 4B: Design Standards and Best Practices

To ensure that future infrastructure is aligned with Vision Zero goals, reviewing and updating design standards and best practices is recommended as a strategic priority.

One action related to this priority – development of a Complete Streets Policy – was identified and committed to through *Walk Wheel Windsor*, Windsor’s Active Transportation Master Plan. Further to this, it will be important to provide a process that allows the City’s standards to be updated to reflect road safety “lessons learned” on an ongoing basis.

Conclusion

Draft strategic priorities have been identified, grouped into four themes. Feedback on these draft strategic priorities will be used to update the priorities before presenting them to the Environment, Transportation & Public Safety Standing Committee in Progress Report #1; the final version of the strategic priorities will be used as the framework to develop recommended initiatives for the Vision Zero Action Plan.