

Vision Zero Stakeholder Group

Meeting held June 29, 2022

A meeting of the Vision Zero Stakeholder Group is held this day commencing at 10:00 o'clock a.m. via Zoom video conference, there being present the following members:

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

Also present are the following resource personnel:

Jeff Hagan, Transportation Planning, Senior Engineer
Rania Toufeili, Policy Analyst
Constable Colin Wemyss, Windsor Police Services
Karen Kadour, Committee Coordinator

3. Adoption of the Minutes

Moved by K. Acton, seconded by D. Bradford,
That the minutes of the Vision Zero Stakeholder Group of its meeting held July 2,
2021 **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Vision Zero Action Plan – Existing Initiatives

J. Hagan provides an overview of the Vision Zero Action Plan existing initiatives as follows:

- Their approach with developing the initiatives was to take an inventory of all of the existing programs and initiatives that touch on the strategic goals that were identified at the July 2, 2021 meeting.
- The existing initiatives memo covers all of the Vision Zero related programs that they are aware of that are active in the city now regardless of who is doing them.

- They are looking for feedback from the group regarding whether the list is complete and accurate; and if there are measures or programs that should be added to this list.
- As you look through the table, there are a few weak points in terms of translating the overall city's approach from road safety to a vision zero approach.
- There is quite a bit on the enforcement side but looking at other measures there is not a lot except in very niche situations like the Traffic Calming Policy which is only for residential streets. We have a Community Safety Zone Policy but the criteria for a Community Safety Zone is heavily controlled and the city as a fleet operator has control over how city staff behave on our roads as well.
- One of the priorities identified was that there are gaps in data, as data tends to be in silos so as the infrastructure operators, we do not necessarily have all of the information on the factors leading to a collision that could influence different approaches we take to addressing the collision pattern.
- Another area for improvement is how can we change the status quo as our inventory is focused on the status quo.

D. Bradford states that it is difficult when you are looking at data and the whole different silos to get a true picture of injury. She suggests doing a research study to get some agreements for data sharing because we are looking at long term sustainability.

J. Hagan responds that there may be ways to share useful information while still maintaining privacy. If they had aggregated data about where people drink who get involved in impaired driving collisions, i.e. restaurants, home alone, parties, those sorts of measures would be useful in fine tuning an education plan and different outreach measures with no private information changing hands from one agency to another.

Moved by D. Bradford, seconded by J. Sommerdyk,
That the memo from the Transportation Planning Senior Engineer dated June 7, 2022 entitled "Vision Zero Action Plan – Existing Initiatives" **BE RECEIVED.**
Carried.

4.2 Vision Zero Action Plan – Potential New Initiatives

J. Hagan provides the following as it relates to the Vision Zero Action Plan and the potential new initiatives:

- They started with an inventory of the existing road safety programs to identify where to build upon.
- Along with that, there are different road safety initiatives that are already planned that are coming forward.
- Looked at two categories of additional measures that could be taken –core new initiatives which are central to a vision zero approach and that speak directly to the strategic priorities that have been identified and there is a number afterwards that identifies "for Discussion" and these are ones where there likely is a safety

benefit to them but there are issues that need to be resolved, i.e. a significant cost to the city or a significant cost to the third party stakeholder or it is not identified who would be responsible for implementing them.

- Asks that the Stakeholder Group provide feedback on what is important that we should be providing or if there are any ways to make the implementation easier, i.e. if your agency can partner with the city on some of these programs.

J. Sommerdyk refers to pavement edged rumble strips and notes that they are not effective, i.e. the multi-use trail at the end of South National which is used by service vehicles. He adds that when the service vehicles have it blocked, the rumble strips make it more difficult for bikes to get around.

J. Hagan responds as it relates to rumble strips, they are used to divide a multi-use trail for a road when the two are paved integrally. The revisions that they would be looking at would entail implementing them at locations where typically they have run-off road collisions, so the purpose would be slightly different. On South National it is to highlight to the motorists that they are leaving the multi-use trail and as a vision zero measure would be about addressing locations where a drowsy driver does not realize that the road is curving or has run off the road and it warns them to get back on. In terms of difficulty for cyclists, the Bikeways Development book does provide guidance on approaches for rumble strips so rather than having a continuous rumble strip, it is like a dashed white line so there are gaps so the cyclist does not have to ride over the rumble strip.

The Chair asks if the responsibilities and funding for the core new initiatives have been dedicated to a department to do this work and what are the next steps.

J. Hagan responds that the next immediate step would be to take the input from the Stakeholder Group and to develop Progress Report #2 which would go the Environment, Transportation and Public Safety Standing Committee and then onto Council with recommendations. For the whole Vision Zero Action Plan, it will be approved by Council when the entire document is completed which would be after the interim goals as a next step. Council would adopt the entire Action Plan as a unit and at that point it would come with recommendations and a budget. Some of the measures under the recommended initiatives have a cost associated with them but others do not.

In response to a question asked by the Chair regarding if they should reach out to other organizations for input on this, J Hagan responds that there is value in getting more feedback into the process but it would delay bringing the action plan forward for approval.

K. Acton asks if they will be reaching out to the school boards.

J. Hagan responds that they have a School Neighbourhood Policy to address parking and traffic issues around schools and encouraging students to walk and bike or to ride the school bus. Along with that, the schools are key in providing education and messaging and they have worked with school boards with both respects; to facilitate travel

to and from school in a safe way and then partnering with them to provide road safety education messaging which would also tie into the Safety Village as well.

D. Bradford asks if there is any plan for the fatality review committee.

J. responds that is identified as one of the coordinated initiatives.

K. Morse remarks that the Health Unit over the last two years has been doing the Ontario Active School Travel fund and received funding in the City of Windsor. The three school boards are involved along with Windsor Police Services, the City of Windsor, the Health Unit, and Bike Windsor Essex to work on increasing active school travel opportunities

D. Bradford asks if there is ongoing discussion with Parachute Canada which is a (National Injury Prevention Organization) as this organization is a great resource.

J. Hagan responds that there are no ongoing discussions with Parachute Canada.

J. Hagan refers to the items in the “for discussion list” and states that anything on that list will either be included or removed. He requests that committee members review the list and contact him with any changes.

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 10:31 o'clock a.m.

CHAIR

COMMITTEE COORDINATOR