

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 Summerdyk

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