

**Subject: Vision Zero Policy Implementation**

**Reference:**

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**To:** Mayor and Members of City Council

**Recommendation:**

1. That the attached Vision Zero Policy, Vision Zero Procedure, and Vision Zero Stakeholder Group Terms of Reference **BE ADOPTED**.
2. That Council **APPOINT** a member of Council to represent Council on the Vision Zero Stakeholder Group.

**Executive Summary:**

N/A

**Background:**

At its meeting of April 15, 2019, City Council adopted CR174/2019, which reads:

*“That Administration BE DIRECTED to report back to the Environment Transportation & Public Safety Standing Committee with a Vision Zero Policy for consideration; and,*

*That Administration BE REQUESTED to provide information related to comparisons with other Vision Zero municipalities in Ontario including data and gaps or enhancements that would be required across the Corporation to move forward with a complete policy.”*

This report contains the proposed Vision Zero policy and the comparison information relevant to other Vision Zero municipalities for consideration by City Council.

**Discussion:**

The Vision Zero policy proposed for consideration was adapted from previously adopted policies throughout Canada, as well as published guidance from the Vision Zero Network and Parachute Vision Zero.

Through the proposed policy, City Council retains ultimate authority to approve the implementation and funding for road safety measures in its jurisdiction, for adopting the Vision Zero Action Plan, and for approving policy amendments. City Council would also support the appointment of a Vision Zero Stakeholder Group.

In addition, under the proposed policy, the existing Road Safety Committee would be appointed as the Vision Zero Task Force. Administration would appoint a Vision Zero Chair and would recommend the appointment of individuals to a Vision Zero Stakeholder Group to City Council. Policy development, research and data gathering, administration of the Vision Zero Task Force, adherence to Vision Zero principles and reporting to City Council would be undertaken by Administration.

The Vision Zero Task Force will consult and collaborate with the Vision Zero Stakeholder Group on an ongoing basis, including identifying targets, goals, and Action Plan initiatives to be incorporated while adjusting as needed.

The Vision Zero Stakeholder Group will be consulted to identify key concerns and desirable goals for the Vision Zero Action Plan. It will ultimately recommend to City Council implementation of the Vision Zero plan as considered appropriate.

The proposed policy and procedure documents are appended to this report. Details on how this policy achieves the objectives for a successful Vision Zero policy are provided below.

<b>Component</b> <i>(Source: 9 Components of a Strong Vision Zero Commitment, Vision Zero Network)</i>	<b>Approach in the Proposed Vision Zero Policy</b>
<b>POLITICAL COMMITMENT</b> The highest-ranking local officials (Mayor, City Council, City Manager) make an official and public commitment to a Vision Zero goal to achieve zero traffic fatalities and severe injuries among all road users (including people walking, biking, using transit, and driving) within a set timeframe.	The proposed policy clearly states the overall goal of zero traffic fatalities and severe injuries.  Identifying a specific timeline to achieve this goal is to be identified in the Vision Zero Action Plan.

<b>Component</b> <i>(Source: 9 Components of a Strong Vision Zero Commitment, Vision Zero Network)</i>	<b>Approach in the Proposed Vision Zero Policy</b>
<b>MULTI-DISCIPLINARY LEADERSHIP</b> An official city Vision Zero Taskforce (or Leadership Committee) is created and charged with leading the planning effort for Vision Zero.	A multi-disciplinary Vision Zero Task Force has been identified. The Task Force includes representatives on the existing Road Safety Committee (Transportation Planning, Engineering, Operations – Maintenance, Traffic Operations, and Windsor Police Service) as well as additional departments and agencies (Communications, Windsor Fire and Rescue Service, Essex Windsor EMS, and Transit Windsor).  A Vision Zero Chair will coordinate the activities of the Task Force.
<b>ACTION PLAN</b> Vision Zero Action Plan (or Strategy) is created within 1 year of initial commitment and is implemented with clear strategies, owners of each strategy, interim targets, timelines, & performance measures.	The proposed policy identifies that a Vision Zero Action Plan should be presented to Council for approval within 12 months of adopting the policy and appointing the Vision Zero Stakeholder Group.  The proposed policy identifies that strategies, initiatives, interim targets, and performance measures should be provided in the Action Plan.
<b>EQUITY</b> City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users in all parts of the city.	The proposed policy identifies that representatives of several neighbourhoods and a representative of a community group should be invited to take part in the Vision Zero Stakeholder Group.
<b>COOPERATION &amp; COLLABORATION</b> A commitment is made to encourage meaningful cooperation and collaboration among relevant governmental agencies & community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.	The proposed policy outlines specific key points in the process where consultation with the Stakeholder Group is required.
<b>SYSTEMS-BASED APPROACH</b> City leaders commit to and prioritize a systems-based approach to Vision Zero — focusing on the built environment, systems, and policies that influence behavior — as well as adopting messaging that emphasizes that these traffic losses are preventable.	The Vision Zero Chair will have primary responsibility for ensuring that the strategies and initiatives developed are in keeping with Vision Zero principles and a systems-based approach.
<b>DATA-DRIVEN</b> City stakeholders commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.	The data sources expected to inform the development of a Vision Zero Action Plan are already available.  The Vision Zero Chair will have primary responsibility for ensuring that reliable data is shared with the Task Force and the Stakeholder Group.

<b>Component</b> <i>(Source: 9 Components of a Strong Vision Zero Commitment, Vision Zero Network)</i>	<b>Approach in the Proposed Vision Zero Policy</b>
<b>COMMUNITY ENGAGEMENT</b> Opportunities are created to invite meaningful community engagement, such as select community representation on the Taskforce, broader community input through public meetings or workshops, online surveys, and other feedback opportunities.	The proposed policy identifies that representatives of several neighbourhoods and a representative of a community group should be invited to take part in the Vision Zero Stakeholder Group  The proposed policy does not preclude public workshops, online surveys, or other feedback opportunities if the need for these is identified during the process.
<b>TRANSPARENCY</b> The city's process is transparent to city stakeholders and the community, including regular updates on the progress on the Action Plan and performance measures, and a yearly report (at minimum) to the local governing board (e.g., City Council).	The proposed policy identifies that progress updates should be provided at key points during the development of the Action Plan.

## Reporting

During development of the Action Plan, reports will be provided to the Environment, Transportation and Public Safety Standing Committee with the following key components of the Action Plan as they are developed:

- Strategic priorities (progress report);
- Recommended initiatives (progress report); and
- Vision Zero Action Plan including interim goals (final report for approval).

After approval of the Action Plan, the proposed policy and procedure identify that Administration should provide an annual update report. This annual report will include:

- Vision Zero collision statistics and trends,
- A summary of Vision Zero initiatives that have occurred since the last progress report,
- Information on overall progress on the Vision Zero Action Plan, and
- Current values for all performance measures identified in the Vision Zero Action Plan.

## Comparison with Other Ontario Vision Zero Municipalities

A number of other municipalities in Ontario have adopted Vision Zero programs or policies. A core principle of Vision Zero is that each jurisdiction's Action Plan should be customized to reflect its specific needs based on analysis of road safety data and consultation with the community. Because of this, there is significant variation in Vision

Zero Action plans between jurisdictions; however, certain overall themes are common to most Vision Zero Action Plans:

- **Prioritizing fatal and major injury collisions**

Since Vision Zero is focused specifically on fatal and major injury collisions, severe collisions – rather than total collisions – tend to be the basis for prioritizing road safety decisions, such as which locations or collision types should be prioritized when evaluating safety improvement options.

- **An emphasis on vulnerable road user collisions**

Collisions involving vulnerable road users (e.g. cyclists, pedestrians, and motorcyclists) tend to have a high likelihood of injury. Because of this, most Vision Zero Action Plans place a significant emphasis on reducing vulnerable road user collisions.

- **An emphasis on speed control**

The Vision Zero approach acknowledges that the injury potential of a collision increases as vehicle speed increases, so most Vision Zero Action Plans emphasize reducing vehicle speeds in order to reduce collision severity.

The details of how these issues will be addressed in a Windsor Vision Zero Action Plan have not yet been addressed. The Action Plan will be presented to Council for approval before implementation.

### **Anticipated Data Needs**

Compared to other municipalities that have implemented Vision Zero, Windsor is well positioned with respect to the data that will be required to develop a Vision Zero Action Plan. Along with the City of Windsor collision database, Administration has collected extensive speed and traffic volume information for many streets, as well as additional GIS and other spatial information on the City's road network. No data gaps have been identified that would prevent the implementation of a Vision Zero Policy.

### **Risk Analysis:**

The recommendation to approve adoption of the Vision Zero Policy carries no immediate general risk. It carries out City Council's previous direction to adopt a policy and to assemble the appropriate stakeholders and participants.

There is some degree of resourcing risk for participation in the Vision Zero program as stakeholders may not be able to prioritize resourcing for this project over their day-to-day responsibilities.

### **Financial Matters:**

At this time, there are no financial considerations. However, implementation of recommended Vision Zero projects in the Vision Zero Action Plan would be likely to require funding allocations of City Council.

In most other jurisdictions that have adopted Vision Zero, implementation of Vision Zero has focused mainly on reprioritizing how existing road safety budgets are spent, rather than allocating significant additional funds.

The budget to implement Vision Zero can vary, but as an indication of potential budget impacts for a future Vision Zero Action Plan: the City of London recently approved a budget of \$150,000 per year to implement their Vision Zero program.

**Consultations:**

Becky Murray, Council Services  
 Fahd Mikhael, Engineering  
 Dwayne Dawson, Operations  
 Phong Nguy, Operations – Maintenance  
 Shawna Boakes, Traffic Operations  
 Jason Moore & Blake Roberts, Communications  
 Andrea DeJong & John Lee, Windsor Fire and Rescue Service  
 Barry Horrobin, Sgt. Craig Judson & Sgt. Morgan Evans, Windsor Police Service  
 Bruce Krauter & Ryan Lemay, Essex-Windsor EMS  
 Jason Scott, Transit Windsor

**Conclusion:**

Adoption of the Vision Zero Policy by City Council is the next required step towards implementation of Vision Zero for the City of Windsor.

**Planning Act Matters:**

N/A

**Approvals:**

Name	Title
Mark Winterton	City Engineer
Shelby Askin Hager	City Solicitor
Onorio Colucci	Chief Administrative Officer

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Windsor Bicycling Committee		

### Appendices:

- 1 Proposed Vision Zero Policy
- 2 Proposed Vision Zero Procedure
- 3 Proposed Vision Zero Stakeholder Group Terms of Reference