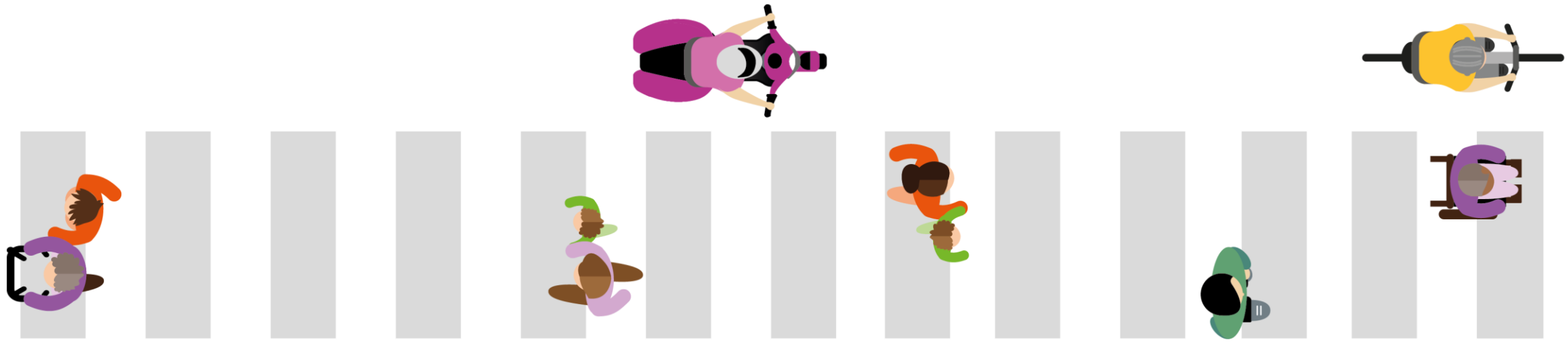


ZERO



TORONTO VISION ZERO

Improving Safety for Pedestrians and Cyclists

Roger Browne, Manager – Traffic Safety Unit

October 11, 2018

AGENDA

1. Pedestrian Safety Countermeasures
2. Cyclist Safety Countermeasures
3. Questions

1

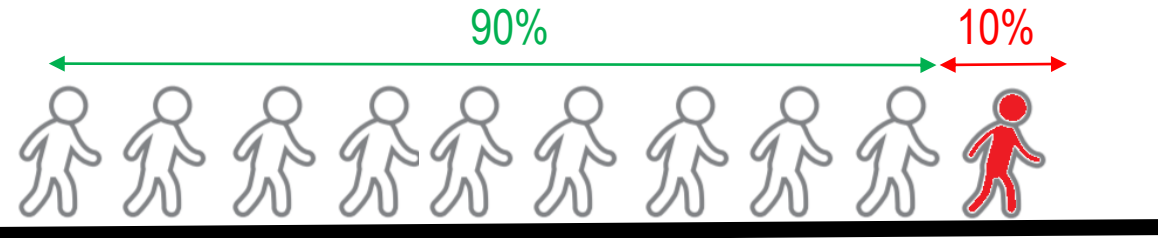
PEDESTRIAN SAFETY COUNTERMEASURES

VEHICLE SPEED AND RISK OF FATALITY

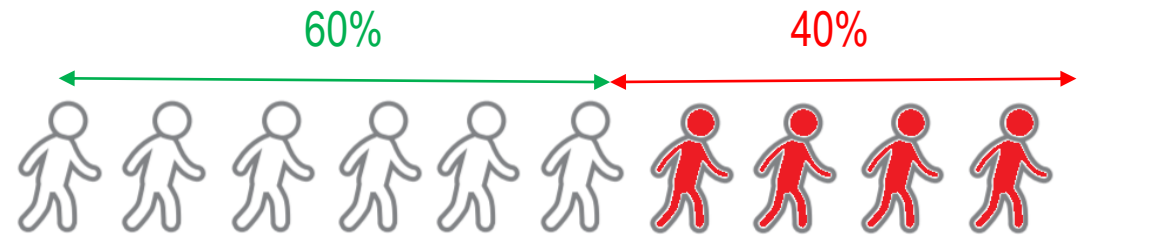


If hit by a person driving at:

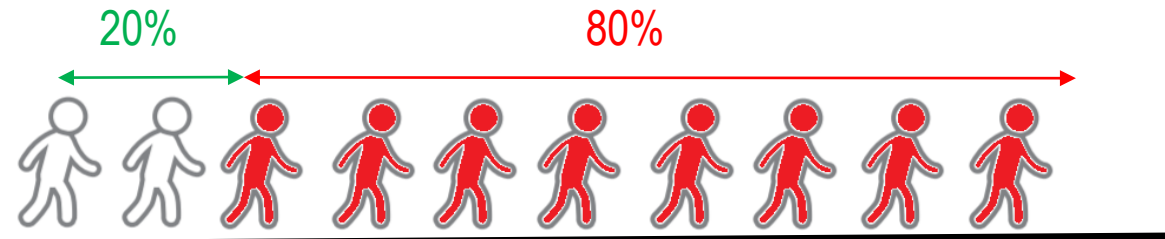
20 MPH
30 KPH



30 MPH
50 KPH



40 MPH
65 KPH



VISION ZERO SPEED REDUCTIONS

Toronto immediately implemented speed reductions:

- **387km or 240miles** of road where converted from 40kph to 30kph
- 4,450 signs had to be changed in the process
- Took 515 crew-days to complete
- Traffic signal timings were modified in parallel for coordination at the lower speed



REDUCING SPEEDS CITY WIDE

- Toronto does not have the legislative authority to reduce default speeds citywide
- Roads have to be designed to match the posted speed
 - Compliance by design rather than enforcement

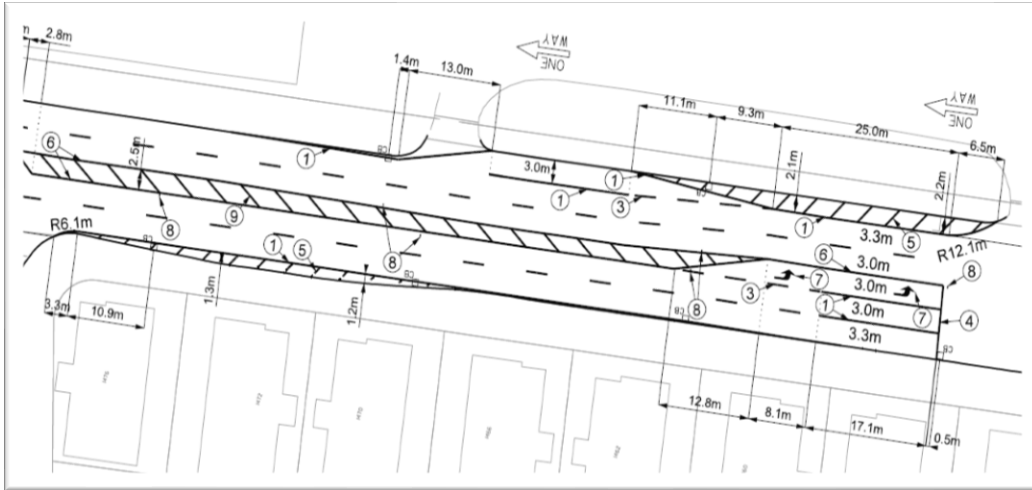


**Eglinton Avenue Toronto
(Now)**

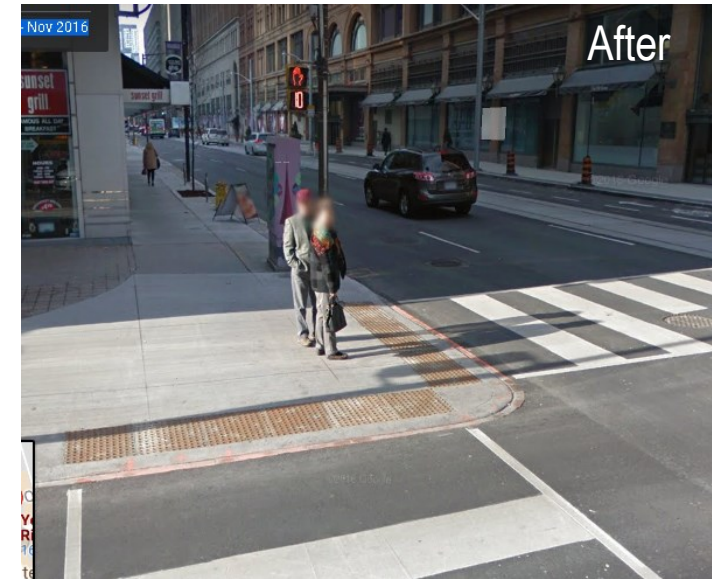
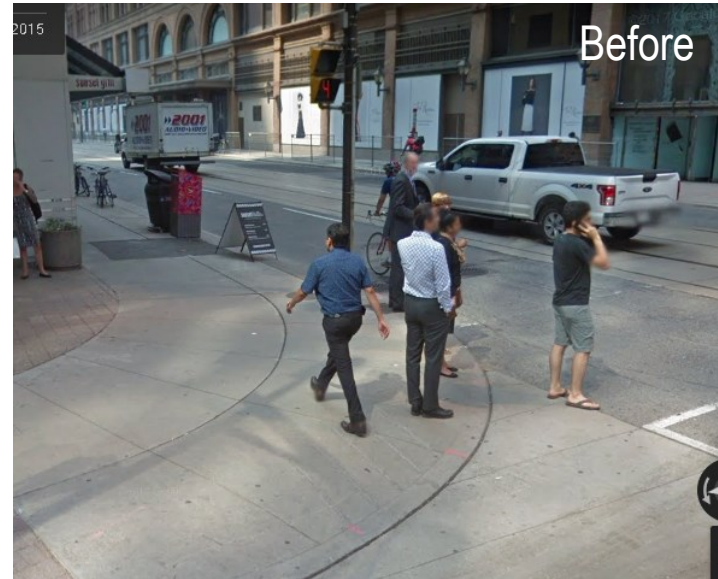


**Eglinton Avenue Toronto
(What it could look like)**

RECORD NUMBER OF VISION ZERO ENGINEERING PROJECTS IN 2018



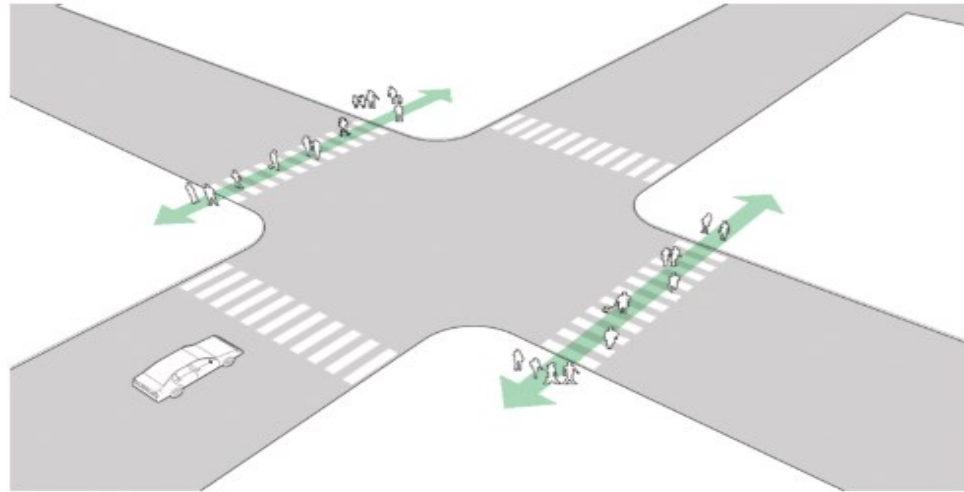
Avenue Road Pedestrian Safety Corridor Design



Pedestrian Safety Corridor Along Richmond Street

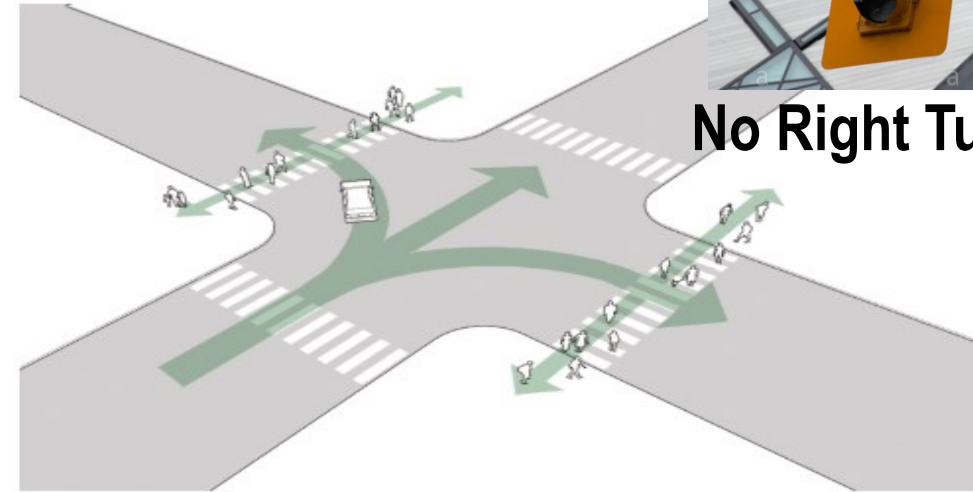
- From 8 projects in 2016, 17 projects in 2017, over **30 projects ongoing 2018**
- Corridors identified as **Pedestrian Safety Corridors**
 - Speed reductions, lane narrowing to 3.0m, curb radius reductions, leading pedestrian intervals

ADVANCED GREEN FOR PEDESTRIANS



Phase 1: Pedestrians only

Pedestrians are given a minimum 3–7 second head start entering the intersection.



Phase 2: Pedestrians and cars

Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.



No Right Turn on Red

- There were 80 LPIs installed in 2018
- Many of the intersections selected are within Senior Safety Zones or along key walking and biking routes near schools

NO RIGHT TURN ON RED IN TORONTO

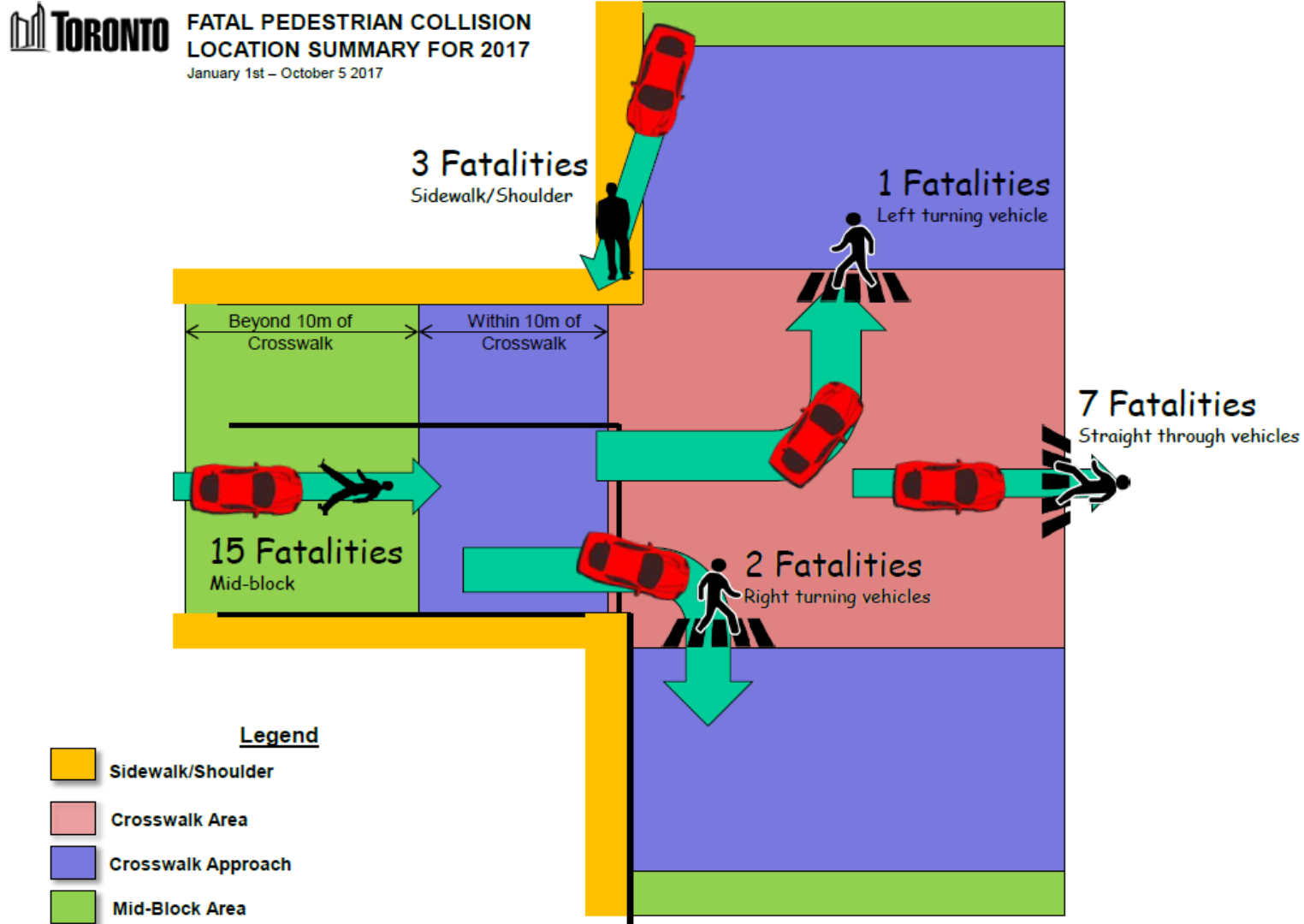
- Vision Zero Toronto Strategy supports City-Wide No Right Turn on Red prohibitions however, the City does not have legislative authority to implement this
- Currently, implementation must be done intersection-by-intersection
- Feasibility being undertaken to determine:
 - Is it possible legally for the City to declare via by-law all intersections being no right turn on red with exceptions
 - Assuming City legal can find way to do this, Transportation Services investigating costs and timeline for implementation as part of Vision Zero 2.0

RED LIGHT CAMERAS TO SUPPORT PROGRAM

- Implementation of No Right Turn on Red prohibitions without enforcement may exhibit low compliance
- Red Light Cameras would have to be implemented to further support the implementation of no right turn on reds
- City Council approved the expansion of the program to 300 cameras in total so an opportunity exists
- Special consideration would be given to locations where there are higher numbers of people with visual impairments



WHERE AND HOW PEDESTRIANS ARE BEING HIT - 2017



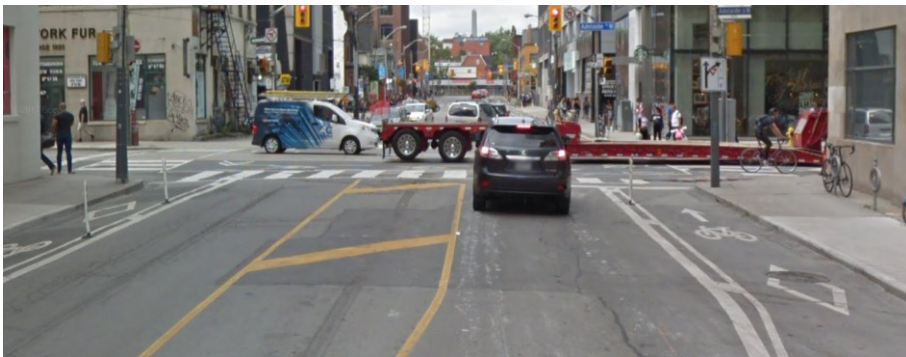
2

CYCLIST SAFETY COUNTERMEASURES

CYCLING INFRASTRUCTURE



- In 2017, completed cycle projects at 11 locations including 3 cycle tracks totalling 7.24 km, 6 bike lanes, totalling 6.2 km and sharrows on 2 cycle routes, totalling 10.0 km of cycling infrastructure



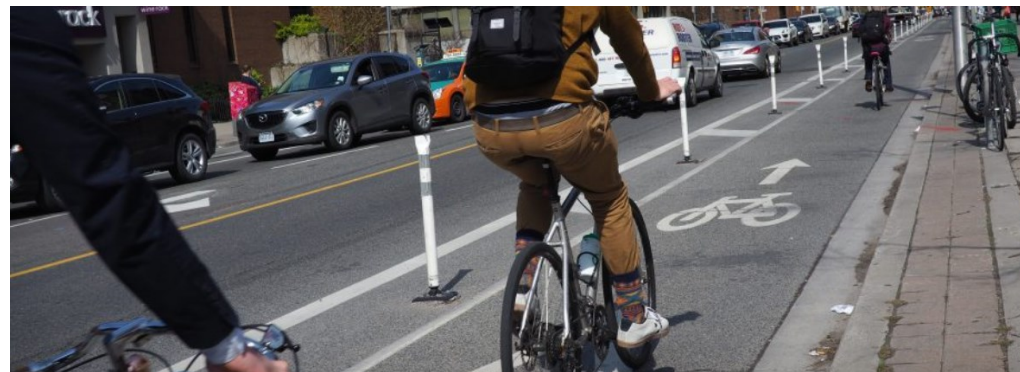
Peter Street Bike Lanes



Richmond Street
Adelaide Street
Bike Lanes



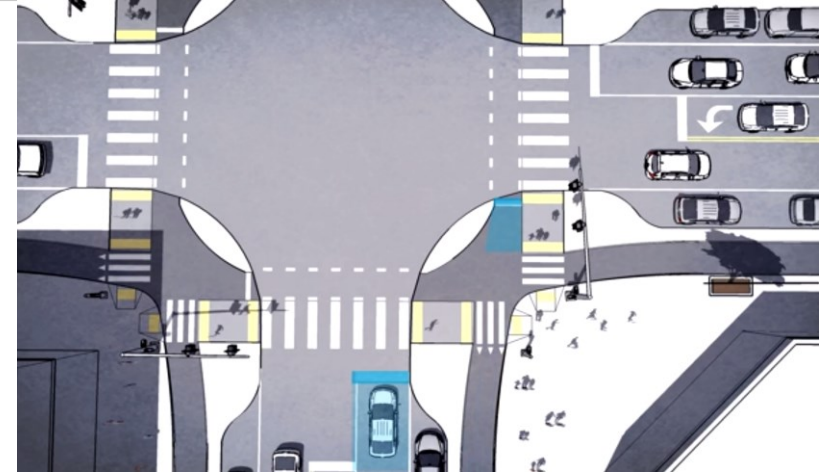
Lakeshore Blvd Cycle Tracks



Bloor Street Bike Lanes

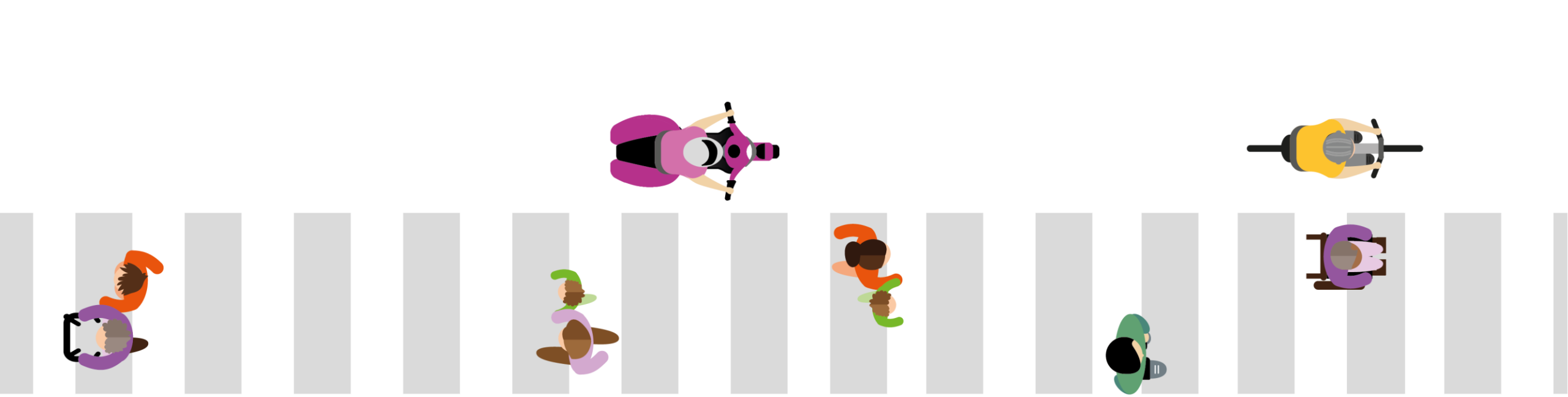
PROTECTED INTERSECTIONS WORKSHOP

- City making arrangements for a workshop on protected intersections in October
 - Goal is to work out a 'Made for Toronto' solution that caters to the needs of all stakeholders including those with accessibility needs
- Intention to implement a pilot in the spring of 2019 as part of Vision Zero 2.0



3

QUESTIONS



ZERO