

VISION ZERO 2.0

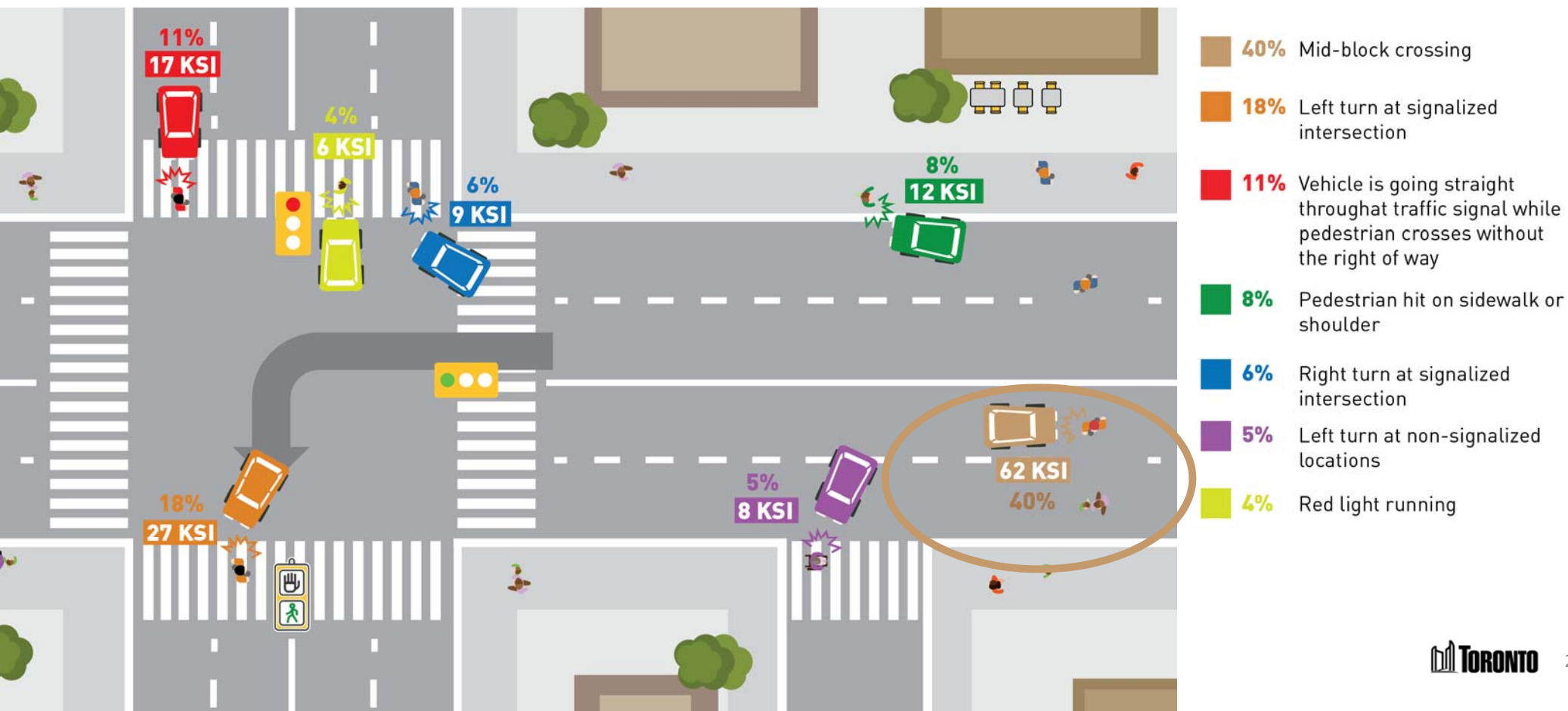
CITY OF TORONTO ROAD SAFETY PLAN

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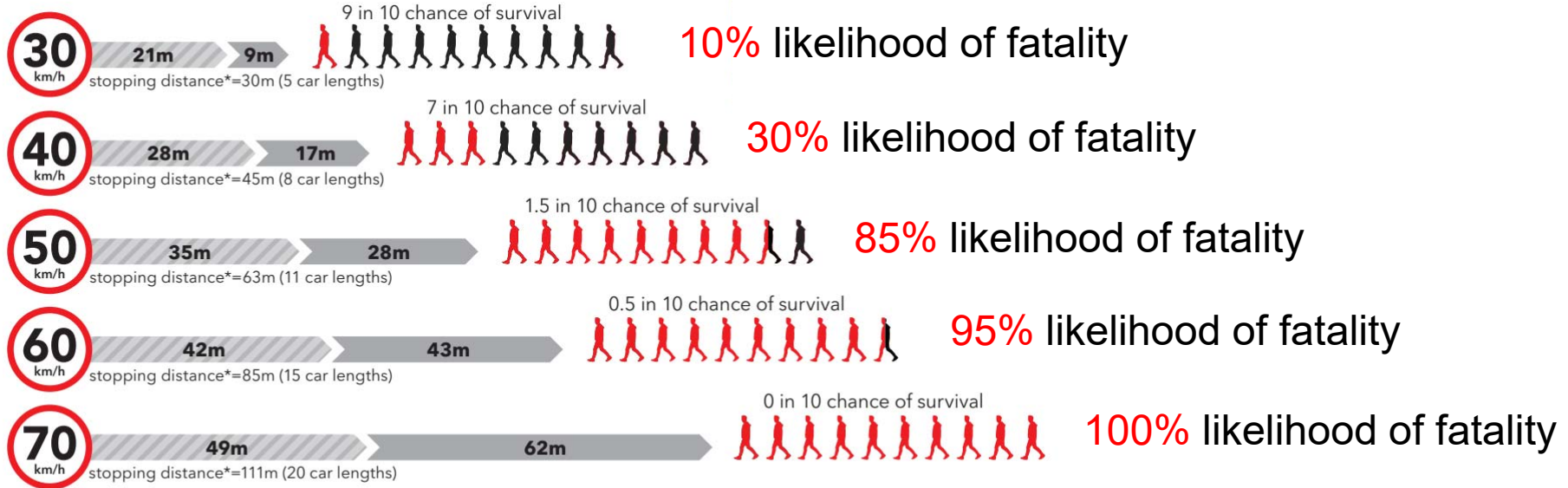
Ontario Road Safety Forum
October 2019



WHERE AND HOW PEDESTRIANS ARE BEING HIT



THE PROBLEM WITH SPEED



Thinking distance Braking distance

Arterial Roads



21%
of
roads

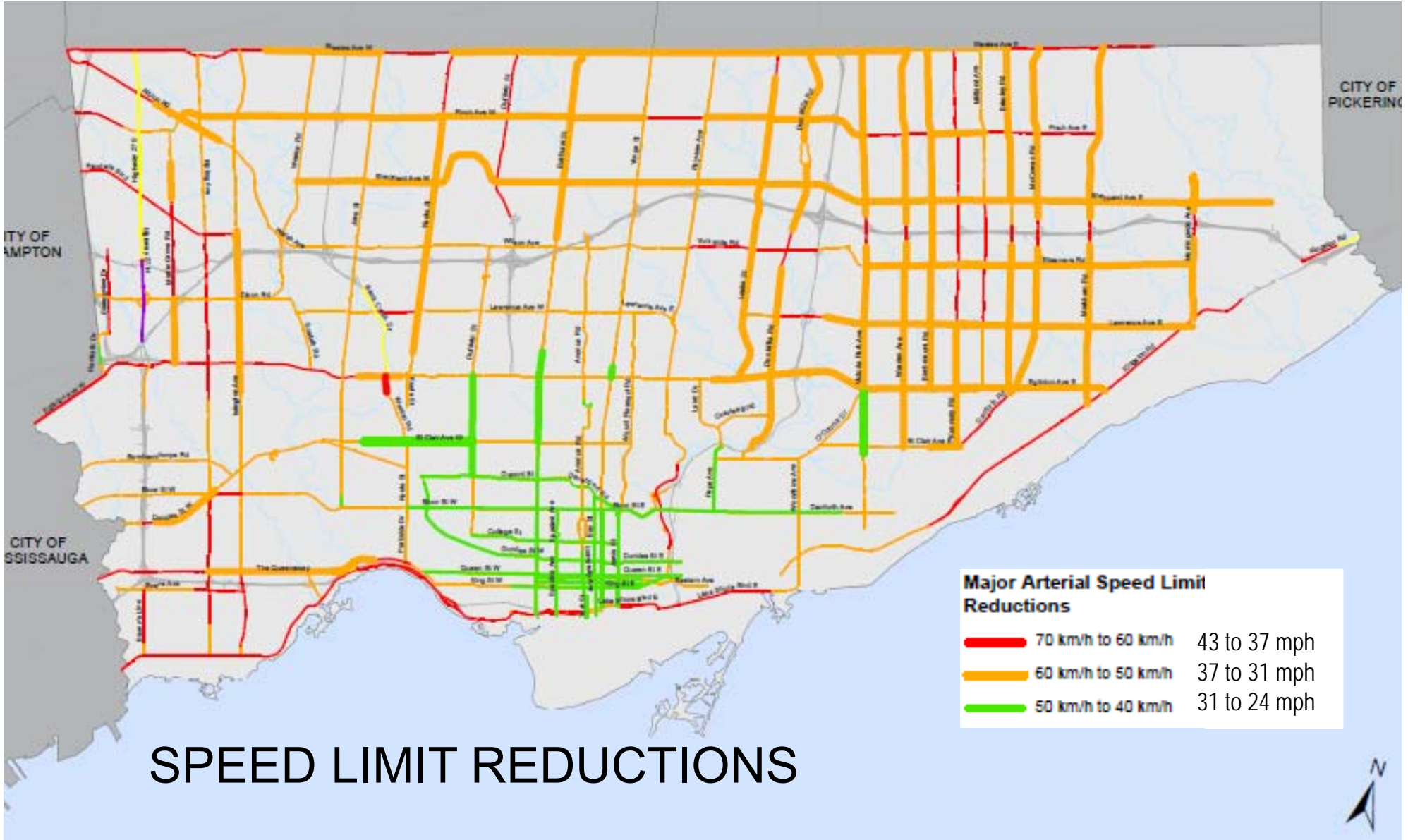
vs.

83%
of KSIs

SPEED MANAGEMENT STRATEGY

- 1) Revised speed limit setting practices
- 2) Road design improvements
- 3) Enhanced police enforcement
- 4) Proactive deployment of Watch Your Speed signs
- 5) Speed limit reductions
- 6) Public education
- 7) Automated speed enforcement





SPEED LIMIT REDUCTIONS

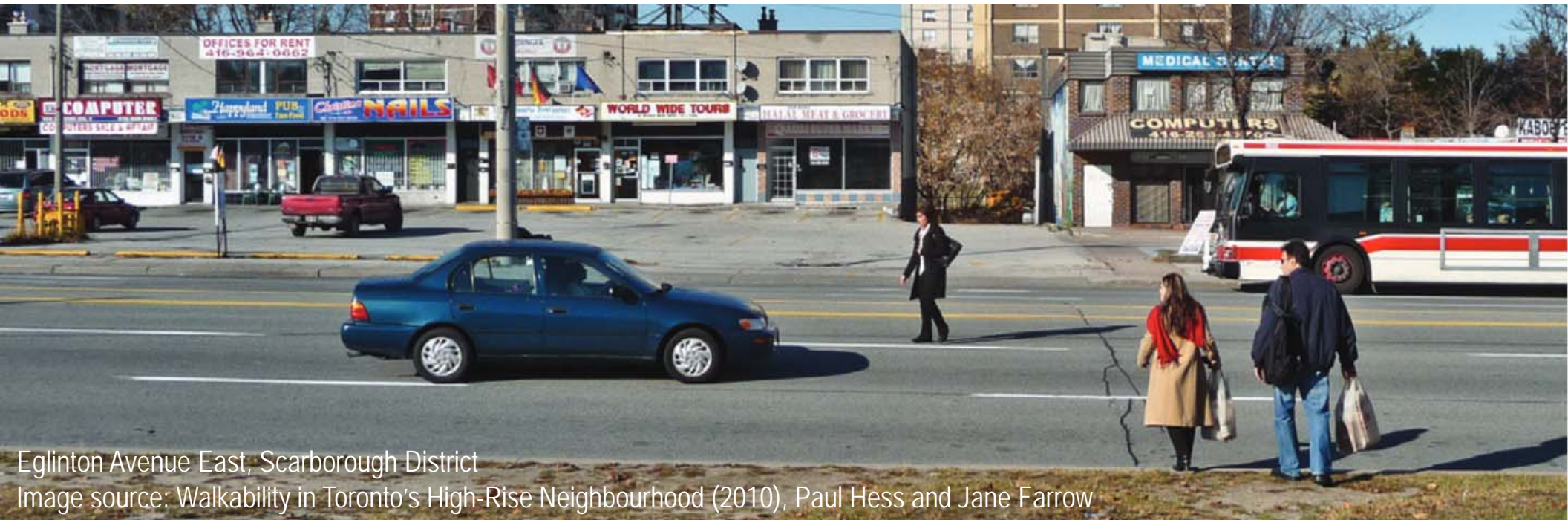


ADDRESSING HIGH-RISK MID-BLOCK CROSSINGS

- Updated traffic control warrants
- TTC stop consolidations
- Systematic review of high-risk mid-block segments

40%
of Ped
KSIs

Top 2
Ped
KSI



Eglinton Avenue East, Scarborough District

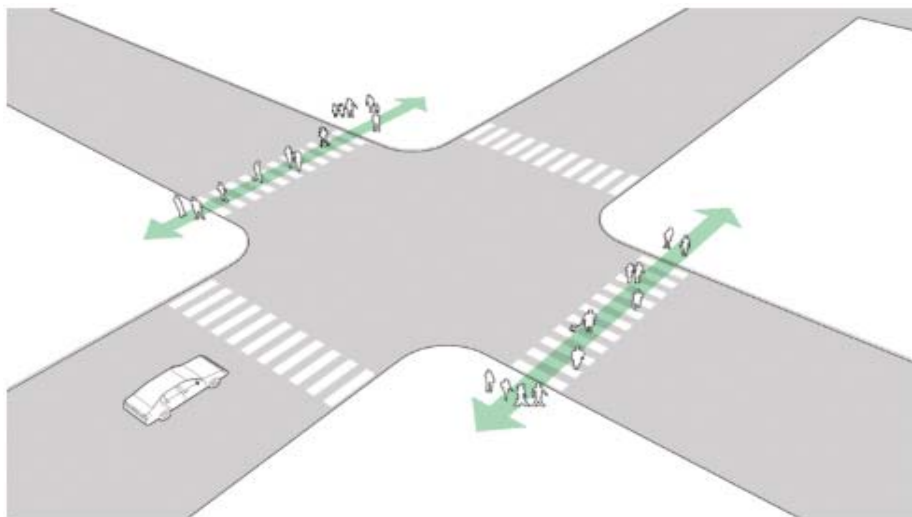
Image source: Walkability in Toronto's High-Rise Neighbourhood (2010), Paul Hess and Jane Farrow

ADDRESSING LEFT-TURN COLLISIONS AT SIGNALS

- Leading Pedestrian Intervals – A Network Wide Application

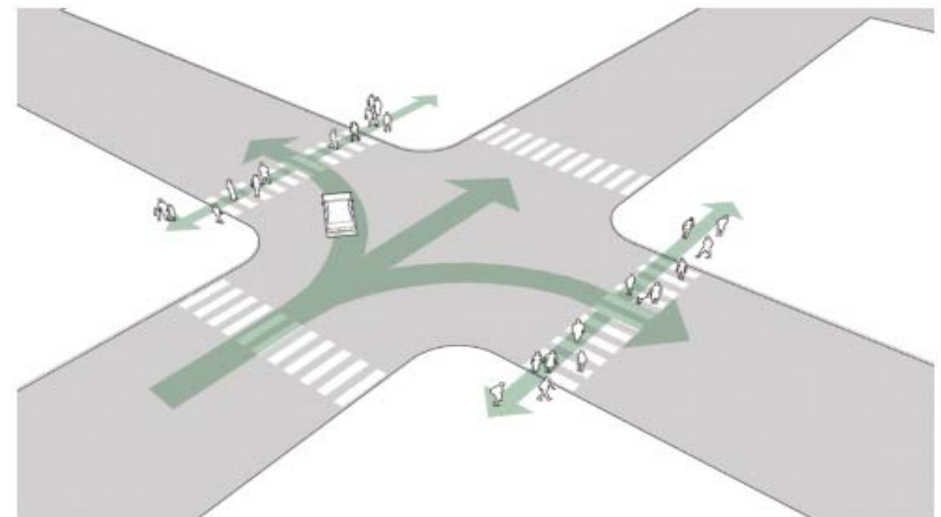
18%
of Ped
KSIs

Top 2
Pedestrian
KSI



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.

Data Driven Decision Making and Prioritization Strategy

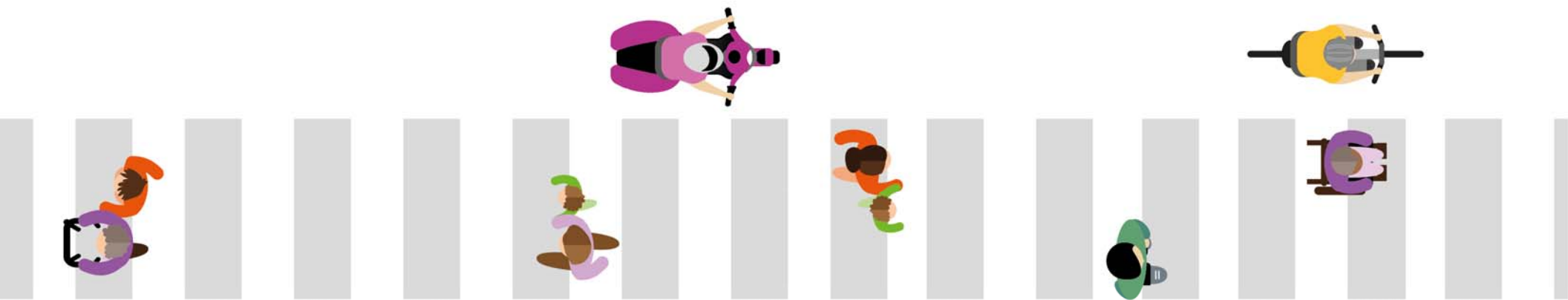
Near-miss analysis

Frequency of near-miss conflicts between pedestrians and right-turning vehicles before and after geometric safety modifications



Before: 58

After: 11



VISIONZERO

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