

## Action Plan - Vision Zero Road Safety Strategic Plan

### Category 1: Incorporate Road Safety in Capital Projects

Road safety audits (safety audits) are a formal and independent assessment of a planned or newly constructed capital project to identify potential safety issues and recommend improvements. The benefit of a safety audit is to identify potential safety hazards and opportunities for improvement before they result in future collisions.

The following projects will be subject to a safety audit in 2025:

**Table 1 - Safety Audit Program**

<b>2025 Safety Audits</b>
<b>RR20 Lundy's Lane</b> Starting at Montrose Road and ending at Highland Avenue
<b>RR42 Ontario Street</b> Starting at Linwell Road and ending at Welland Avenue
<b>RR48 Niagara Street</b> Starting at Carlton Street and ending at Scott Street
<b>RR72 Louth Street</b> Starting at St. Paul Avenue and ending at Crestcombe Road
<b>RR81 King Street</b> Starting at Nineteenth Street and ending at Twenty-Third Street
<b>RR81 Main Street</b> Starting at West Niagara Secondary School and ending at Park Road North

The 2026 Road Safety Audit program will be determined later in 2025 based on project progress and timelines for completion of design work.

**Category 2: Directly Target High-Collision Areas**

An in-service road safety review (safety review) is an assessment of an existing road to identify safety concerns and recommend countermeasures to reduce collisions and improve road user safety. Unlike a safety audit, which are conducted on planned or newly constructed roads, a safety review examines roads that are already in use.

Table 2 provides an overview of safety reviews that are in-progress or will be initiated in 2025 and 2026. Locations for safety reviews are based on network screening (potential for safety improvement factors).

Implementation of recommendations from safety reviews will take place the following year, subject to budget approvals. 2026 planned safety reviews are tentative and subject to change as annual collision data is reviewed.

**Table 2 - Safety Review Program**

<b>2024 / In-Progress Safety Reviews</b> <b>(2025 Implementation)</b>	<b>2025 Safety Reviews</b> <b>(2026 Implementation)</b>	<b>2026 Safety Reviews</b> <b>(2027 Implementation)</b>
<b>RR20 Lundy’s Lane</b> Starting at Kalar Road and ending at Montrose Road	<b>RR20 Lundy’s Lane</b> Starting at Stanley Avenue and ending at Highland Avenue	<b>RR20 Lundy’s Lane</b> Starting at Kalar Road and ending at Thorold Townline Road
<b>RR77 Welland Avenue</b> Lake Street/James Street Intersection	<b>RR20 Highway 20</b> Starting at Highway 58 and ending at Kottmeier Road	<b>RR20 Highway 20</b> Starting at Haist Street and ending at Merrittville Highway
<b>RR83 Carlton Street</b> Starting at Ontario Street and ending at Lake Street	<b>RR41 Woodlawn Road</b> Starting at Niagara Street and ending at South Pelham Road	<b>RR48 Niagara Street</b> Starting at Vine Street and ending at Carlton Street

2024 / In-Progress Safety Reviews (2025 Implementation)	2025 Safety Reviews (2026 Implementation)	2026 Safety Reviews (2027 Implementation)
	<b>RR89 Glendale Avenue</b> Starting at Highway 406 (west ramps) and ending at Glenridge Road	<b>RR57 Thorold Stone Road</b> Montrose Road Intersection
	<b>RR98 Montrose Road</b> Starting at McLeod Road and ending at the Hydro Corridor	<b>RR89 Glendale Avenue</b> Starting at Homer Road and ending at Taylor Road

An additional safety review of RR67 Beaverdams Road – Highway 406 Ramps to Ormond Street has been previously planned and will also commence in 2025.

### Category 3: Network-Wide Initiatives

Network-wide initiatives seek to implement countermeasures across the Regional road network. Each countermeasure initiative will be tied to quantitative criteria to determine the best locations for review or implementation. Funding is allocated to each emphasis area based on its proportional share of total collisions.

Table 3 highlights new or expanded initiatives that will be undertaken in 2025. In addition to the new or expanded programs specifically listed, several existing countermeasure programs will continue throughout 2025. Examples include the ladder crosswalk, pedestrian crossover, and the red-light camera programs.

**Table 3 - Network Wide Countermeasure Program**

Emphasis Area	Network-Wide Countermeasures in 2025
Intersections	<ul style="list-style-type: none"> <li>• Leading Pedestrian Intervals – determine criteria and expand to additional locations across region building on 2024 pilot installation at RR77 Welland Avenue / Court Street.</li> <li>• Sightline Review Study – initiate a consulting assignment to inventory and address sightline obstructions at Regional intersections.</li> </ul>
Aggressive and Distracted Driving	<ul style="list-style-type: none"> <li>• Speed Display Boards – expand the existing program to install approximately 25 additional locations based on speed and collision data.</li> <li>• Automated Speed Enforcement – expand from the four (4) to eight (8) camera program as previously approved by Council.</li> <li>• Traffic Calming – develop a traffic calming guideline focused on measures appropriate for Regional/arterial roads; expand the existing traffic calming bollard program to approximately 25 additional locations based on speed data.</li> <li>• Education Campaign – focused on dangers of distracted driving and use of handheld devices</li> </ul>
Vulnerable Road Users	<ul style="list-style-type: none"> <li>• Community Safety Zones – subject to Council approval, add two new Community Safety Zones on RR57 Thorold Stone Road and RR69 Pelham Road.</li> <li>• Updated Speed Limit Policy and Signs in School Zones – subject to Council approval, adopt and begin implementation of an updated speed limit policy and new signs in school zones.</li> <li>• Active Transportation Strategy - update the strategic active transportation plan as part of the Transportation Master Plan.</li> <li>• Education Campaigns – focused on use of roundabouts, pedestrian crossovers, and protection of motorcyclists.</li> </ul>

Emphasis Area	Network-Wide Countermeasures in 2025
Young Drivers	<ul style="list-style-type: none"> <li>• Road Safety Curriculum – leverage a successful federal funding application to work with academic and local partners to develop a road safety program for high-school aged drivers.</li> <li>• Young Driver Education Campaign – focused on addressing overrepresentation of young drivers in collision statistics.</li> </ul>
Rural Roads	<ul style="list-style-type: none"> <li>• Curve Warning Review – complete implementation program to ensure required signage is present at all curves on Regional roads.</li> <li>• Education Campaign – focused on safe driving habits near farm vehicles.</li> </ul>
Commercial Vehicles	<ul style="list-style-type: none"> <li>• Truck Regulation and By-Pass Enforcement – working with the Town of Lincoln, Ministry of Transportation, and other partners, join the existing enforcement program focused on illegal truck re-routing in west Niagara.</li> <li>• Education Campaign – focused on safe driving habits near and by commercial vehicles.</li> </ul>
Impaired Driving	<ul style="list-style-type: none"> <li>• Traffic Data – share additional traffic collision information with NRPS to support their ongoing R.I.D.E. program.</li> </ul>