

Niagara Region Vision Zero Road Safety Program

**Transportation Services Division
Carolyn Ryall, Director
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Niagara Regional TMP

- Daily Trip Generation
- Regional Roads (2016)



pedestrians



drivers or passengers

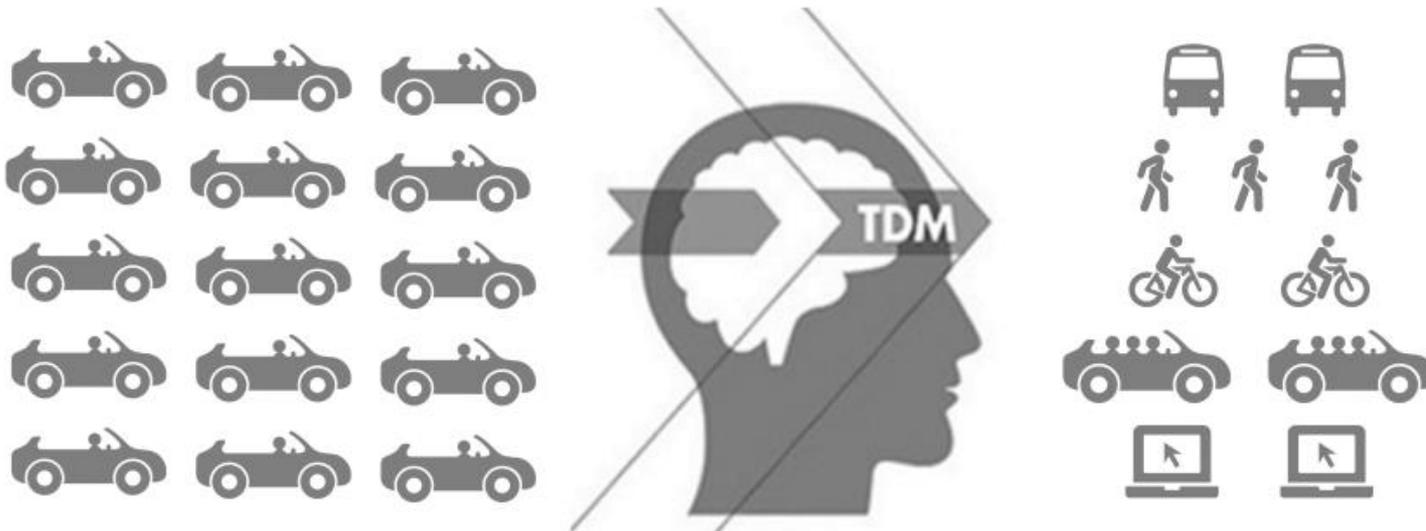


cyclists

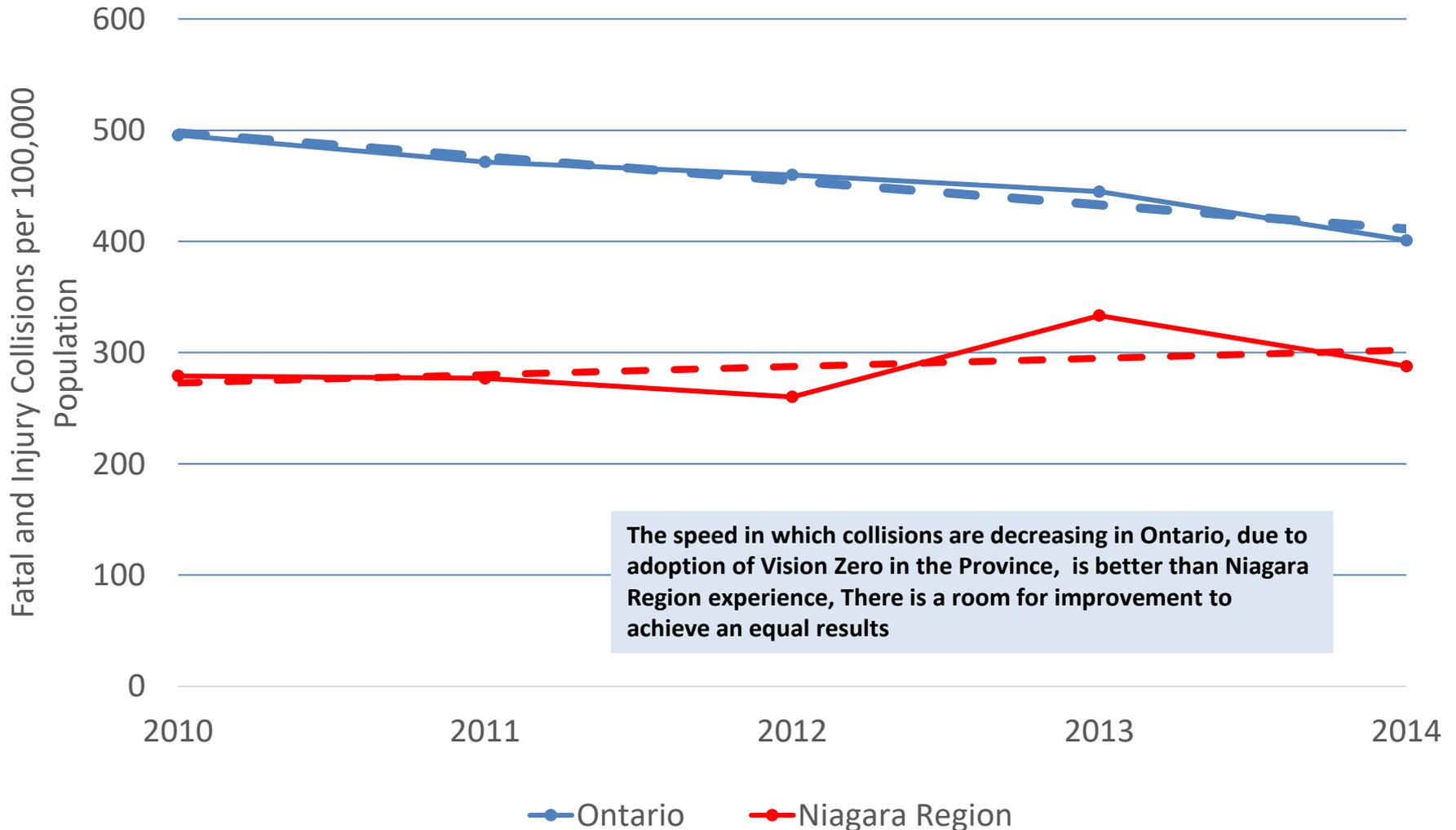
Type	Trips/day	%
Transit	16,524	1.80
Cycle	6,693	0.70
Auto Driver	711,759	75.70
Go Rail only	960	0.10
GO+ Local Transit	466	0.00
Motorcycle	1,318	0.10
Other	1,032	0.10
Auto Passenger	141,151	15.00
School Bus	28,919	3.10
Taxi Passenger	2,250	0.20
Paid Ridership	245	0.00
Walk	28,841	3.10
Total	940,158	100

Niagara Regional TMP

Transportation Demand and System Management



Ontario Fatal and Injury Rates

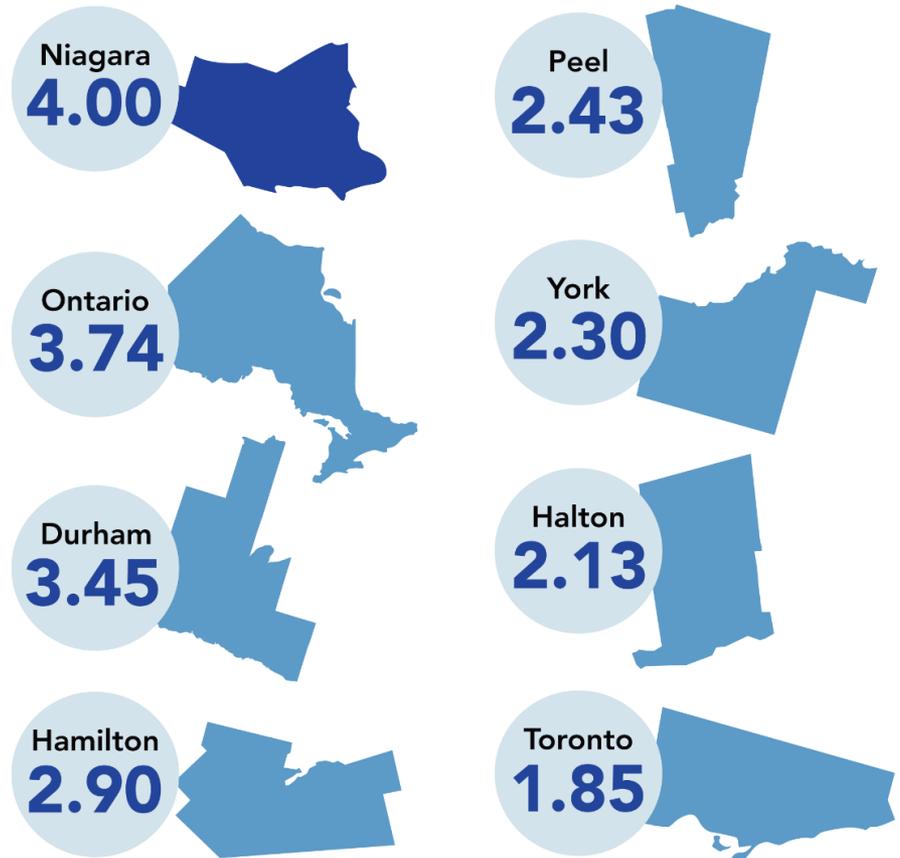


Niagara Region Among Others

Niagara Region's fatality collision
Rate is larger than that of Ontario

Based on 2010-2014 Average Fatal
Collisions per 100,000 Population

Motor Vehicle Fatalities per 100,000 population



VISION ZERO Overview

- Approved by parliament in Sweden in 1997 with one goal: ***Eliminate death and serious injury due to traffic collisions***
- No loss of life is acceptable

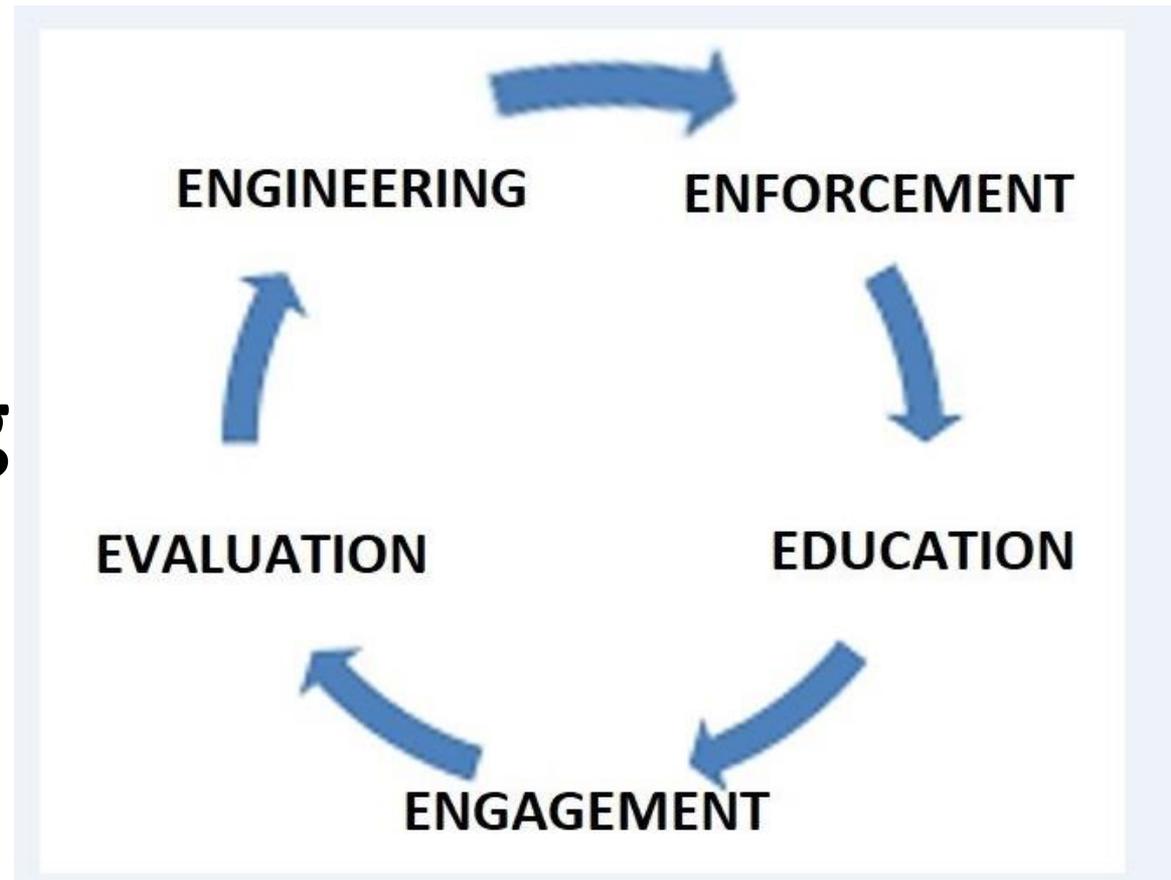


Why Implement Vision Zero Road Safety Program

- ***SAFETY is a PARAMOUNT***
- Focus on reducing traffic-related fatalities and serious injuries on our road network

Vision Zero Road Safety Program

5E's of Engineering



Community Safety Zones CSZs

- To modify driver behaviour and improve safety on certain sections of road, particularly vulnerable road users like children and seniors
- Implemented at two locations in Niagara Region in September 2019, under Bill 26 - An Act to promote public safety



A section of the Niagara Region Road in front of your school has been designated as a **Community Safety Zone**. The purpose of a **Community Safety Zone** is to modify driver behaviour and improve safety on certain sections of road, where public safety is of special concern.

Community Safety Zones let motorists know they are within a zone where fines are doubled through a special designation under the Highway Traffic Act for offences.

Community Safety Zone signs are posted at the limits of the zone with "Begins" and "Ends" tabs, clearly defining the legal limits of the zone.

The rules of the road do not change within the zone, only the penalties for offences are doubled.

Site selection for **Community Safety Zones** includes locations which have safety concerns, or complaints have been received, and are typically near sensitive areas such as schools, retirement homes and daycares.

For more info:
niagararegion.ca/living/roads/community-safety-zones



Niagara Region

Automated Speed Enforcement ASE

- Speeding is a primary crash factor and a leading road safety problem, often contributing to one-third of fatal crashes and serving as an aggravating factor in most crashes.
- Bill 65 amendments to the HTA will permit Municipalities to utilize ASE in school zones and in community safety zones.
- The Region is participating in the ASE Working Groups (established in 2017) to allow all municipalities, together with the province; facilitated by the Ontario Traffic Council and supported by technical experts to use a technology based solution as a tool to address vehicle speed concerns and collision patterns involving speeding



Automated
Speed Enforcement

Red Light Camera

- Introduced in the Province in 2000, since then the cameras are proven to reduce right angle collisions by 25%
- The cameras are proven to be an effective means to reduce the incidences of red light infractions making streets safer for all users



Next Steps

- **Vision Zero Road Safety Program Initiatives & Implementation:**
 - Enhanced Signage, Pavement Markings, Road Geometrics / Design
 - Policy Framework Updates
 - Automated Speed Enforcement (ASE)
 - Red Light Cameras (RLCs)
 - Community Safety Zones

- **Success from a financial lens of the Vision Zero Road Safety Program is dependant upon:**
 - The ability of Niagara Region to recover its costs
 - An amendment to the Niagara Region Courts Intermunicipal Agreement net revenue sharing formula

- **The intent is to reinvest in the expansion of the program and/or investment in infrastructure deficit subject to annual budget decision of council**

TOGETHER WE CAN
MAKE A DIFFERENCE

