

Vision Zero Stakeholder Group
Meeting held March 22, 2023

A meeting of the Vision Zero Stakeholder Group is held this day commencing at 2:00 o'clock p.m. via Zoom video conference, there being present the following members:

Councillor Gary Kaschak, Chair
Ken Acton
Diane Bradford
Julie Di Domenico
Nathanael Hope
Abdul Naboulsi
Jim Sommerdyk

Regrets received from:

Wes Hicks
Kevin Morse

Also present are the following resource personnel:

Jeff Hagan, Transportation Planning, Senior Engineer
Shawna Boakes, Executive Director Operations, Deputy City Engineer
Kathleen Quenneville, Active Transportation Coordinator
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 2:07 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved by Nathanael Hope, seconded by Ken Acton,
That the minutes of the Vision Zero Stakeholder Group of its meeting held June 29, 2022 **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Vision Zero Action Plan – Interim Goals & Implementation Plan

Jeff Hagan provides an overview of the Vision Action Plan – Interim Goals and Implementation Plan as follows:

The identified strategic priorities are grouped into four themes:

1. Driver behaviors
2. Road user types
3. Locations and infrastructure
4. Process improvements

The goals were divided into three categories – *Activity Goals*, (What action is the City taking?), *Impact Goals*, (What is the direct result of the City's action?) and the *Outcome* (How do the results of the City's action affect road safety?).

The overall goal for all Vision Zero programs is zero fatalities and major injuries due to road crashes, ideally within an identified timeline.

The recommended overall goal of the Vision Zero Action Plan is zero fatal and major injury collisions **within 15 years** of adopting the Vision Zero Action Plan.

Interim Goals – Road Safety Outcomes

- 5 years after Vision Zero Action Plan adoption: 33% reduction from 2015-2019 baseline levels
- 10 years after Vision Zero Action Plan adoption: 67% reduction from 2015-2019 baseline levels
- 15 years after Vision Zero Action Plan adoption: 100% reduction from 2015-2019 baseline levels.

Conclusion – The overall goal of the Vision Zero Action Plan has been identified as zero road crash fatalities or major injuries within 15 years of the adoption of the Plan. To support this plan, the following items have been provided:

- Interim goals, both overall and by strategic priority.
- An implementation plan addressing each recommended initiative, and
- Recommendations for ongoing monitoring, reporting and periodic review of the Action Plan.
- Some of the ***Recommended Initiatives*** outlined in the Vision Zero Action Plan – Implementation Plan are as follows:
 - Develop and Implement a Complete Streets Policy
 - Continue to implement the Transit Windsor Master Plan
 - Increase winter roadway maintenance
 - Conduct road safety Audits of identified high injury corridors
 - Establish a Fatal Collision Response Team
 - Implement speed limit reductions – Neighbourhoods
 - Implement speed limit reductions – Major Streets
 - Carry out education campaigns
 - Review Official Plan and Zoning By-laws for Vision Zero opportunities

- Implement a Parking Ticket Forgiveness Program to target Impaired Driving
- Support the development of a Safe Ride Home Service
- Install Pedestrian Countdown Signals
- Implement a Road Diet Program
- Develop a comprehensive GIS-based Collision Information System

Diane Bradford suggests that the recommendation for the establishment of a Fatal Collision Response Team be prioritized and refers to the City of Ottawa who have had groundbreaking results and tangible outcomes with their Fatal Collision Review Committee.

Ken Acton asks if there will be an opportunity to review the Plan midterm throughout the 5, 10 and 15 year timelines in terms of density growth patterns, and land use transportation patterns as these will change drastically over a 5 year timeline and it would be prudent to do a review every 2.5 years to 3 years.

Jeff Hagan responds there is a flexibility to bring forward additional updates if the need arises.

The Chair concurs with a midterm review over the timelines.

Abdul Naboulsi asks if the traffic calming initiatives that were done in parts of the city are based on surveys that are part of Vision Zero.

Jeff Hagan responds that the surveys are separate from Vision Zero.

In response to a question asked by Jim Sommerdyk regarding what are the next steps, Jeff Hagan responds that once the Committee has provided feedback, the Action Plan will be updated, finalized and will proceed to the Environment, Transportation and Public Safety Standing Committee and then on to City Council for adoption of the Plan.

Diane Bradford refers to the traffic calming measures put in place and asks that any future measures be partnered with the Vision Zero concepts.

The Chair asks Administration if there are any current vision zero projects in North America and asks to share best practices.

Jeff Hagan responds that there are a wide range of municipalities that have a Vision Zero plan underway and they have been monitoring their best practices,

Diane Bradford suggests by “painting a picture” of what Vision Zero is for the community, it would provide tangible understandings when this initiative is launched for the public. She refers to New York City and indicates that a very busy intersection was restructured to add numerous traffic calming measures which included delaying the car traffic lights 30 seconds after the pedestrian walk sign which resulted in decreased fatalities. She adds that the City of Toronto adopted this as well.

The Chair advises that in 2019, he proposed the reduction of all residential speed limits in Windsor to 40 km/h which was defeated by the Council of the day. The caveat was the formation of a Vision Zero Committee to review various aspects to see if reducing residential speeds would be part of the plan.

Ken Acton states in terms of public education and consultation, he indicates that he sits on the Windsor Region of Society Architects as an Executive and on the Michigan State Board for Congress for the New Urbanism. He offers to facilitate that connection (if there is interest from the City of Windsor) and to provide links to studies to help create safer streets.

Jeff Hagan responds that they will start with an update to the Official Plan and once approved by the Ministry, a Zoning Bylaw update will be undertaken.

Abdul Naboulsi expresses concern that public input was not solicited for most of the items in Vision Zero. He asks is there anything that we can do with respect to Vision Zero where public input is not required, i.e. high traffic zones, new subdivision builds. He advises in a recent work assignment in California, new homes were being built, and rumble strips shaped like cobblestones were being placed at the ends of intersections for four-way stops. He adds motorists would stop due to the sound of the rumble strips under the car.

Diane Bradford asks as it relates to the Fatal Response Team if the Coroner's Office could be added to the membership list.

Shawna Boakes advises in response to the remarks made by Abdul Naboulsi regarding implementation, she indicates that the more the standards can be developed and updated, the easier it will be to implement those standards.

Diane Bradford adds that if there are any education plans to target schooling or road safety initiatives in the community, to bring in the Windsor Essex County Health Unit.

The Chair invites the Vision Zero Committee to attend the Environment, Transportation & Public Safety Standing Committee meeting to be available to answer questions.

Julie Di Domenico indicates she is willing to share any communication or education to the school community.

Nathanael Hope expresses concern with the lack of public consultation with the neighbourhoods.

J. Hagan responds for a local road speed hump, two rounds of notices (traffic calming survey) are sent to the properties. The first round goes out to every household and the second round goes out halfway through the process where they have not received a reply. Also, signs are posted in the survey area along with social media posts.

Ken Acton suggests that the AODA be factored into the Plan to assist those who are vision impaired, or mobility impaired and if there is an opportunity when those consultations take place, to reach out to organizations such as the CNIB and special user groups.

Shawna Boakes adds Administration is working with the Windsor Accessibility Advisory Committee with respect to finalizing the standards for the accessible pedestrian signals.

Diane Bradford reports that the OPP had a 130% increase in fatalities related to speed over the past year and last fiscal year. Our region is also struggling with huge rates of serious speeding. It is important to adapt these initiatives and their priorities according to what kind of injuries and related incidents that we are seeing on our roads. As the traffic patterns and injury and fatalities are changing, she requests that these be incorporated into the Plan.

The Chair asks for 2022 collision data (which currently is not available) as there is an epidemic with speeding.

Jeff Hagan thanks the Committee members for their feedback and work involved in this process.

Moved by Ken Acton, seconded by Julie Di Domenico,
That the Vision Zero Action Plan – Interim Goals and Implementation Plan **BE APPROVED.**
Carried.

5. Adjournment

There being no further business, the meeting is adjourned at 3:05 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR