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To: [REDACTED]
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Subject: Region of Peel Vision Zero Road Safety Strategic Plan Update
Date: Thursday, February 17, 2022 3:43:08 PM
Attachments: [image001.png](#)

Good Afternoon,

The Region of Peel adopted the principles of Vision Zero through the Road Safety Strategic Plan in 2018 to enhance road safety. Regional staff have taken a [2020 Vision Zero Road Safety Strategic Plan Update – Year Three](#) report to Regional Council on December 9, 2021. At this meeting, staff were directed to provide a copy of this update to the Municipal Cycling Advisory Committees and Mississauga Traffic Safety Council.

To further advocate for road safety at a provincial level, staff are currently working with the Minister of Transportation's office to secure a date for a Road Safety Round Table meeting.

Please let me know if you have any questions. Thank you and have a great day!

Best Regards,

Seema Ansari, C.E.T.

Technical Analyst, Traffic Safety
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For Information

REPORT TITLE: 2020 Vision Zero Road Safety Strategic Plan Update – Year Three

FROM: Kealy Dedman, Commissioner of Public Works

OBJECTIVE

To provide the 2020 Vision Zero Road Safety Strategic Plan update, representing the third year of program implementation. This report summarizes road safety trends for the Regional road network and highlights countermeasures implemented in 2020 to enhance road safety.

REPORT HIGHLIGHTS

- In September 2018, Regional Council approved the implementation of the Vision Zero Road Safety Strategic Plan aimed at reducing and ultimately eliminating fatal and injury motor vehicle collisions in Peel.
 - Over the past three years numerous action items have been implemented to advance safety within the six emphasis areas.
 - 2020 presented sudden and unforeseen challenges associated with the COVID-19 pandemic; while overall traffic volumes dropped significantly, goods movement increased, many residents shifted to walking and cycling, and open roads gave rise to an increase in speeding.
 - In 2020 there were a total of 267 reported collisions on Regional roads per 100,000 population, including fatal, non-fatal and property damage type collisions. This represents a 33 per cent reduction as compared to the baseline year of 2017.
 - While the total number of collisions decreased significantly in 2020, the number of fatal collisions increased for the first time in three years when compared to 2017 data. This trend was reported across Ontario.
 - Public Works staff, in collaboration with Public Health, have continued to implement safety measures to address speed and aggressive driving concerns by expanding the Red-Light Camera program, implementing traffic calming measures, installing radar feedback signs, building additional cycling infrastructure, and piloting an Automated Speed Enforcement system.
-

DISCUSSION

1. Background

Region of Peel Council is a strong advocate for road safety; a Vision Zero Framework was adopted in 2017 and subsequently a Vision Zero Road Safety Strategic Plan in 2018. The Plan envisions ‘zero fatal and injury collisions for all road users’ with a goal of 10 per cent reduction in fatal and injury collisions by 2022. This program supports the Term of Council Priority to ‘Advance Community Safety and Well-being’.

2020 Vision Zero Road Safety Strategic Plan Update – Year Three





The Plan contains action items that address the “4-Es” of road safety:

- Engineering changes to the physical roadway,
- Education and outreach to inform and modify safer road user behaviours,
- Enforcement of the rules of the road, and
- Empathy to help users of the roadway understand the consequences of their actions and the impact to others around them.

This report provides an overview of the third year of Vision Zero program implementation (2020) which brought unexpected challenges due to the onset of the COVID-19 pandemic. Daily life transformed when stay-at-home orders were issued, and many workplaces shifted to remote work. Traffic patterns changed quickly, resulting in a significant reduction in traffic volumes but an increase in goods movement and speeding in the absence of traffic on the roads. Travel modes also shifted, with an unprecedented increase in people walking and cycling. The continuing impact of the pandemic on traffic patterns and road safety is not fully clear yet, but we continue to engage with the Region’s stakeholders to monitor and plan for the ‘new normal’.

2. Safety Trends

A review of the collision data indicates that in 2020 there were a total of 267 reported collisions on Regional roads per 100,000 population, including fatal, non-fatal and property damage type collisions. This represents a 33 per cent decrease as compared to the baseline year of 2017, as shown in Table 1.

Table 1: Total Collisions, the Region of Peel Road Network (2017 - 2020)					
Collisions per 100,000 population	2017 Baseline	2018	2019	2020	Per cent (%) Change 2020 compared to 2017
Total Collisions on Regional Roads, fatal, injury and property damage	396	439	417	267	33 % 
Number of Fatal Collisions	0.7	0.8	0.5	0.9	29 % 
Number of Injury Collisions	60	57	51	32	47 % 
Number of Property Damage Collisions	335	381	366	234	30% 

While the total number of collisions on Regional roads decreased significantly in 2020, the number of fatal collisions increased for the first time in three years when compared to the baseline year of 2017. During the peak of the COVID-19 first wave lockdown, collision data analysis shows that the spring of 2020 had the lowest number of collisions, and yet the highest number of fatal collisions. This could be attributed to the sudden drop in traffic volume and a corresponding rise in excessive speeding. The majority of fatal collisions in 2020 occurred where the drivers failed to yield the right of way (15 per cent) or disobeyed






2020 Vision Zero Road Safety Strategic Plan Update – Year Three

traffic control (31 per cent). This same trend was observed across Ontario as reported by Ontario Provincial Police.

At the same time, the number of injury and property damage collisions are trending downwards, showing year over year improvements since the inception of the Vision Zero program in Peel.

Of all collisions in 2020, the top three causes are as follows: 27 per cent of collisions on Regional roads were speed related with the majority of the speeding during weekdays; 14 per cent of collisions involved drivers making an improper turn; and 10 per cent involved drivers failing to yield the right-of-way.

Table 2 below provides trending statistics for each of the six emphasis areas. These metrics are based on per 100,000 population for 2020 compared to the baseline year of 2017.

Table 2: Trending - Fatal & Injury Collisions, Region of Peel Road Network (2017-2020)					
Emphasis Areas	Fatal and Injury Collisions (per 100,000 population)				Per cent (%) Change 2020 compared to 2017
	2017 Baseline	2018	2019	2020	
Intersection Collisions	45	45	40	26	42 % 
Aggressive Driving	26	26	25	17	35 % 
Distracted Driving	23	19	20	12	48 % 
Pedestrian Collisions	7	6	6	4	43 % 
Cyclist Collisions	0.8	0.5	0.4	0.7	13 % 
Impaired Driving	2.2	2.6	3.2	2.2	0% (No Change)

- Data reflects reported collisions on roads under the jurisdiction of Region of Peel.
- Population data was obtained from Peel Data Centre and is as follows 2017 – 1,452,597, 2018 – 1,479,139, 2019 – 1,494,747 and 2020 – 1,501,578

In general, fatal and injury collision trends for impaired driving improved as compared to 2018 and 2019 but remained the same as compared to the baseline year of 2017. Peel Regional Police and Ontario Provincial Police-Caledon Detachment continue to take proactive measures like ride checks, increased visibility, enforcement, and public education to improve this trend.

Overall, fatal and injury collisions in 2020 showed improvement when compared to the baseline year of 2017. It is important to note that many factors contribute to these results, well beyond the Vision Zero program. While these trends are very encouraging, lasting behavioural change is required to achieve the goal of eliminating all fatal and injury collisions.

2020 Vision Zero Road Safety Strategic Plan Update – Year Three

3. Overview of Vision Zero Action Items Completed in 2020

Despite the challenges of responding to the COVID-19 pandemic as an organization, the Region continued to make progress by implementing a number of action items within the Road Safety Strategic Plan. The following provides an overview of key improvements throughout 2020. A full list of countermeasures implemented in 2020 can be found in Appendix I – ‘Region of Peel Vision Zero Annual Road Safety Report – 2020 Year Three’.

- **Intersection collisions**

Transportation infrastructure design supports road safety. The Plan focuses on building infrastructure that is safe for all modes of travel and prioritizes protection for vulnerable road users. This emphasis area aims to minimize intersection collisions, of which rear-end collisions are the most common.

Eight fully protected left turn signals were implemented in 2020, where vehicles can only turn left on a green arrow. This helps to prevent conflict between left turning vehicles and through vehicles, and separates turning movements from the pedestrian walk period. The Region also improved street lighting at five intersections to improve visibility on roadways and walkways, and installed seven new traffic signals and two all-way stops to provide clear traffic control. The Region continues to review and prioritize safety improvements in Regional intersections.

- **Aggressive Driving**

Aggressive driving is any unsafe driving behaviour that disregards the safety of other road users. Travel speeds have a direct impact on collision severity, even a small increase in speed can result in a higher probability of severe injury if a collision occurs.

The Region implemented eight right turn channel retrofits in 2020. The review of existing right turn channels and implementing smart channels supports the safety of vulnerable road users and reduces vehicular speeds. The Region also deployed radar speed feedback signs at three locations and the speed trailer at thirteen locations. Electronic speed signs remind motorists to slow down.

Proactive speed limit reviews are conducted on Regional roads to continuously improve road safety. In 2020, the Region completed speed limit reviews on two corridors and four reviews within community safety zones. In 2020, Peel Regional Police and Ontario Provincial Police – Caledon detachment issued 23,627 speeding tickets and 1,153 stunt driving charges were laid.

- **Distracted driving**

Distracted driving often involves cell phone use but can also involve things like eating, drinking, or being tired. A total of 1,412 tickets were issued by Peel Regional Police and Ontario Provincial Police-Caledon detachment for violations related to distracted driving in 2020, and eight distracted driving initiatives and campaigns were conducted by Ontario Provincial Police-Caledon detachment.

- **Impaired driving**

While alcohol-related impaired driving is the most common form of impaired driving, medication or drug related impairment can also have an impact on safe driving. In 2020, 24,617 Reduce Impaired Driving Everywhere (RIDE) spot checks were conducted,

2020 Vision Zero Road Safety Strategic Plan Update – Year Three

resulting in 334 license suspensions and 1,886 charges pursuant to the Criminal Code of Canada in relation to impaired driving.

- **Pedestrians and Cyclists**

Collisions disproportionately impact vulnerable road users. These two categories aim to reduce collisions between vehicles and pedestrians, as well as collisions involving cyclists.

Enhanced pedestrian signage was installed at eight right turn channel retrofits to better inform the drivers about the presence of pedestrians. Fifty four pedestrian countdown signals were installed at seven Regional intersections (these provide a countdown display of the seconds remaining to cross), and approximately 15.5 km of cycling infrastructure including multi-use trails and bike lanes were installed. Cycling pavement markings including green paint and sharrows to delineate cyclists were added, and provisions were made for safe passage of cyclists through construction projects.

4. Focus Areas in 2020

Although 2020 was an unprecedented year given the impact of COVID-19, the Region continued work with partners and stakeholders to improve safety by focusing on several special projects, including:

- **Automated Speed Enforcement**

Automated Speed Enforcement (ASE) is a pilot electronic radar enforcement program that began in the fall of 2020. This program enhances traditional police enforcement by using a camera along with a speed measuring device to capture speeding infractions automatically. Currently ASE is being piloted in school areas and community safety zones consistent with Provincial requirements. A report to provide the results of the ASE pilot program and recommendations for program expansion will be brought to Regional Council in 2022.

- **Automated School Bus Stop Arm Camera**

This program proposes to use camera technology installed on school buses to capture images of vehicles illegally passing when the bus is stopped. Regional staff are working closely with Student Transportation of Peel Region (STOPR) and local municipal staff to establish an Automated School Bus Stop Arm Camera program in Peel Region. Regional Council has directed staff to continue negotiations with STOPR's selected vendor to establish a program that meets Council expectations for legal compliance, cost neutrality and court capacity.

- **Micro-mobility**

Staff have been engaging with local municipal staff to discuss their positions on participation in the MTO e-scooter pilot, and are working together to discuss the scope of necessary amendments to the Region's Traffic By-law. Staff intend to bring forward a report to amend the Region's Traffic By-law to permit e-scooters in early 2022. As part of this report, direction through Resolution Number 2021-1048 to report to Regional Council on facilitating the use of electric bicycles and creating a campaign to educate the community on safe transportation etiquette.

2020 Vision Zero Road Safety Strategic Plan Update – Year Three

5. Government Relations Advocacy

Throughout 2020, the Region leveraged opportunities to advocate for the advancement of priorities and funding related to a sustainable and integrated transportation system. In February of 2020, Regional Councillors met with Minister Mulroney from the Ministry of Transportation (MTO) to discuss the need for provincial funding for public transit projects and goods movement infrastructure in Peel. In May of 2020, Regional staff contributed to a letter from the Ontario Traffic Council to the MTO advocating for an Administrative Monetary Penalty System (AMPS) for automated school bus stop arm camera offences. In November of 2020, Regional Councillors attending the Federation of Canadian Municipalities Conference and focused on the need for investment in transit and active transportation infrastructure.

FINANCIAL IMPLICATIONS

The current five-year Vision Zero Road Safety Strategic Plan (2018-2022) will end in 2022. The Region is establishing plans to update Vision Zero strategies and actions. As part of this update, there is an opportunity to advance the objectives of Vision Zero through future corridor planning and capital programming activities. More information about the financial implications of the Vision Zero program will be presented to Council through the updated strategies.

CONCLUSION

In 2020, the COVID-19 pandemic presented unforeseen challenges across all aspects of life, resulting in a significant decrease in overall traffic volumes, and an increase in reckless driving. For the first time in the past three years there was an increase in fatal collisions. This is consistent with the collision trending in the province of Ontario as reported by the Ontario Provincial Police.

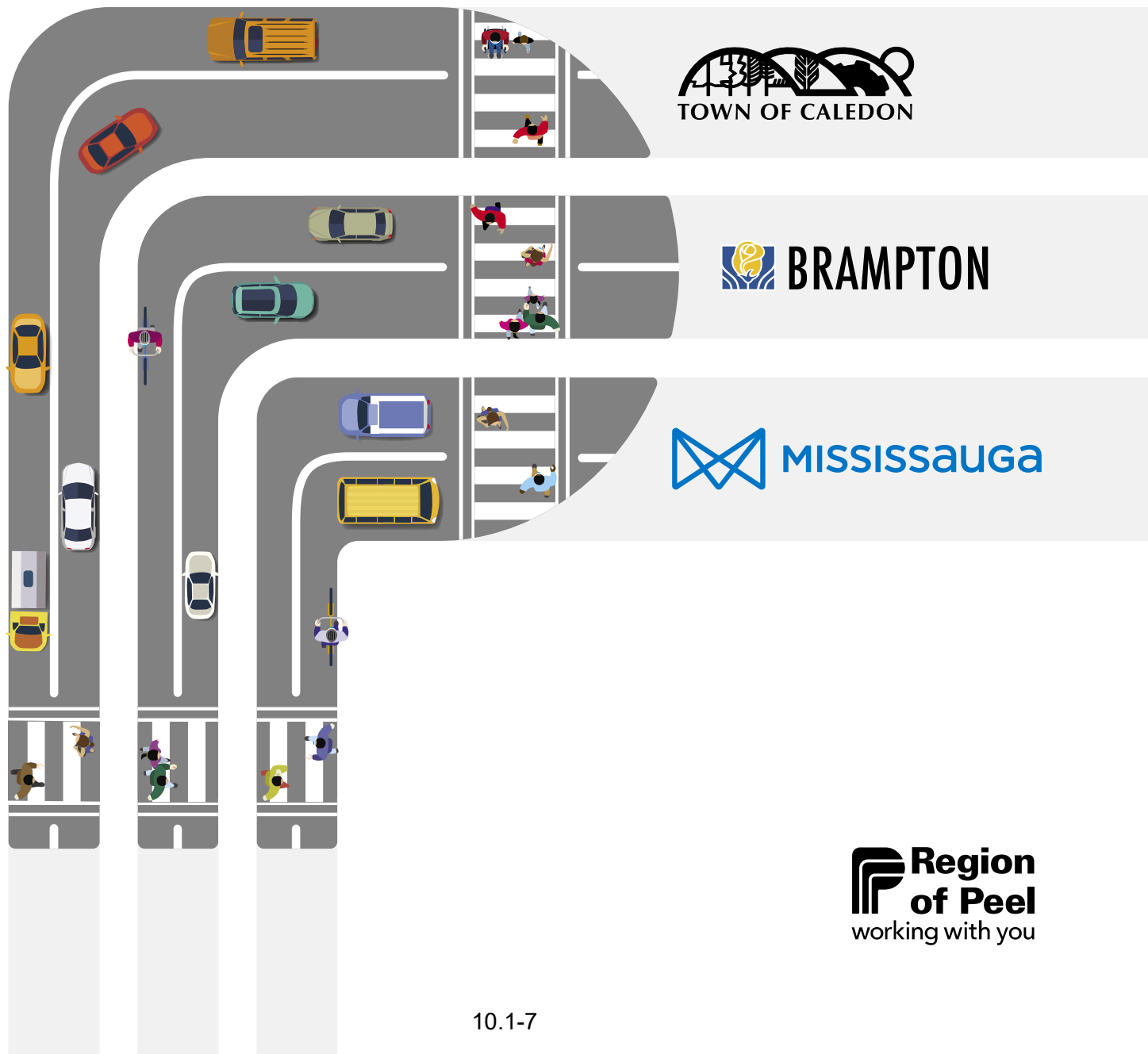
However, the total collision trend for the Region continues to decrease. Over the past three years, numerous actions items have been implemented to advance safety within the six emphasis areas, and the Region will continue to work and coordinate with partners and stakeholders to leverage and allocate resources as necessary for the implementation of the action plan to reach our Vision and Goal.

APPENDICES

Appendix I - Region of Peel Vision Zero Annual Road Safety Report – 2020 Year Three

Authored By: Seema Ansari, Technical Analyst, Traffic Safety, Traffic Engineering

2020 | Year Three



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Message from the Regional Chair



The Region's Vision Zero Road Safety Strategic Plan is well underway and Regional staff, with the support of our stakeholders, have completed three years of implementing actions and enhancements aimed at creating safe roadways for pedestrians, cyclists and drivers.

Aligning with the Vision Zero philosophy that "no loss of life is acceptable as a result of a motor vehicle collision", Regional staff, local municipalities, Peel Regional Police, the Ontario Provincial Police, as well as community partners continue to collaborate to increase public awareness, educate, and encourage positive behaviours.

Residents of Peel can count on our commitment to creating a healthy and connected community where we all feel safe traveling our roads, in any way we choose – by foot, on a bike or in a vehicle. On behalf of Regional Council, I thank staff and all stakeholders for their relentless work and efforts to implement changes that support road safety.

We all have a role to play and together we can move closer to the vision of zero fatalities on our roadways.

A handwritten signature in black ink, reading "Nando Iannicca". The signature is fluid and cursive, with a large initial "N".

Nando Iannicca

Regional Chair, Region of Peel

Table of Contents

Message from the CAO 3

Regional Messages 4

Message from the Commissioner of Public Works 7

Message from the Director of Transportation 8

Message from Peel Public Health 9

Region of Peel • Vision Zero 10

Peel at a Glance 13

Peel Collision Statistics at a Glance 14

Emphasis Areas 17

 Intersection 18

 Aggressive Driving 21

 Distracted Driving 24

 Impaired Driving 26

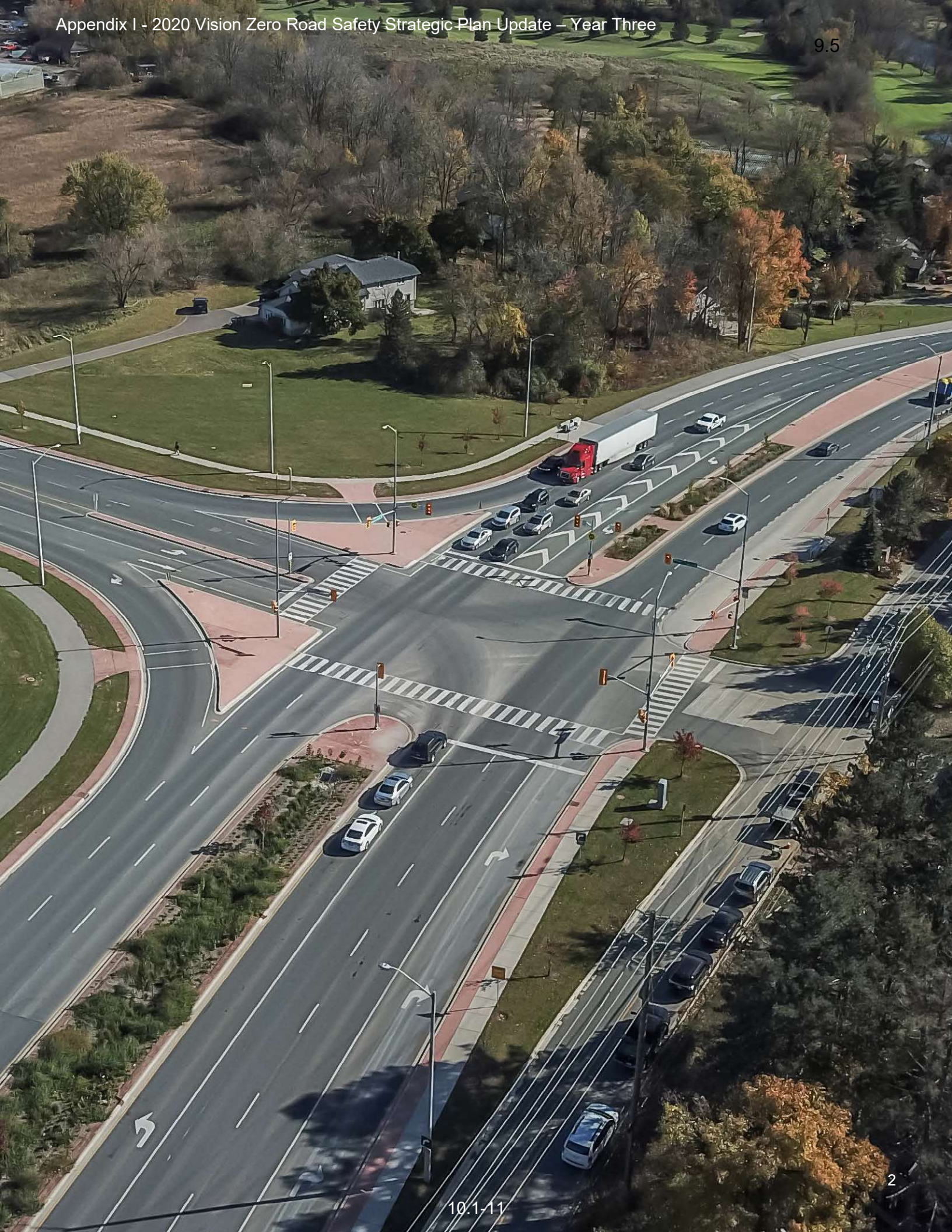
 Pedestrians 29

 Cyclist 32

Education and Outreach Programs 35

Enforcement and Education Campaigns 37

Vision Zero Partners 42



Message from the CAO



I am pleased to see that over the past three years, the Region along with our many partners has made meaningful progress in implementing the Vision Zero Road Safety Strategic Plan. The plan directly supports our Term of Council Priority to 'Advance Community Safety and Well-being' as well as our mission is to create a healthy, safe and connected community where residents experience a greater sense of belonging and safety.

Our Vision Zero principles encourage an expanded community mobility, no matter what mode of travel is chosen. These principles are used as important planning tools throughout our transportation programs – so when paired with enhancements made to our road network, and creating awareness of safe road user behaviours, we are fostering an environment that promotes healthy living and continues to build on our vision of a Community for Life.

Thank you to staff and all our partners for their ongoing commitment to working together to implement the changes we need for today and for future generations. Safe travels!

A handwritten signature in black ink, appearing to read 'Janice Baker'.

Janice Baker, FCPA FCA
Chief Administrative Officer
Region of Peel

Message from the Mayor of Caledon



The Town of Caledon is committed to working to achieve the Vision Zero goal of “no loss of life due to a motor vehicle collision”. Safety on our streets, in our communities and the well-being of all road users is a top priority for the Town of Caledon. In collaboration with the Region of Peel and the Province of Ontario, we have taken the following steps forward:

- The implementation of Automated Speed Enforcement on Town roads;
- The installation of traffic calming measures across the Town, including radar speed signs, speed humps and vertical centreline treatment; and
- The expansion of our cycling network from 80km to 200km.

Town Council has also designated several Community Safety Zones in villages and hamlets across Caledon as a reminder to visitors, commuters and residents of our commitment to road and pedestrian safety. These zones strengthen our alignment with the Vision Zero principles.

We continue to work closely with the Caledon OPP to support enforcement efforts and community outreach in hopes it will help to change behaviours and move us closer to the Vision Zero goal.

A handwritten signature in black ink, appearing to read 'Allan Thompson'.

Allan Thompson
Mayor of Caledon

Message from the Mayor of Brampton



The City of Brampton strongly supports the Region of Peel's Vision Zero Road Safety Strategic Plan and fully shares in the desire to enhance road safety. No loss of life is acceptable due to a motor vehicle collision and we all play an important part in keeping our residents, families and loved ones safe.

The City of Brampton takes the safety of residents very seriously which is why we were one of the first municipalities in Ontario to implement Automated Speed Enforcement (ASE), in 2020. These ASE cameras are now in 200 locations, to reduce speeding and traffic-related incidents and enhance road safety for pedestrians, cyclists and drivers in Brampton.

ASE works in tandem with other road safety measures, such as traffic calming, community safety zones, speed display boards, education initiatives, and police enforcement, to help improve safety for people of all ages.

In addition to ASE, Brampton Council approved the Active Transportation Master Plan in 2019, to build a comprehensive and connected network allowing residents to travel safely around the City. A key element of this network is on-road bike lanes, which not only make getting around by bicycle safer and easier, but also help calm traffic.

Brampton Council is also participating in Peel Regional Police's #TakeThePledge campaign to build awareness and encourage drivers to slow down on the streets.

Although much has been done to enhance road safety, our work is not finished and the City of Brampton will continue working alongside our partners to advance the Vision Zero Road Safety Strategic Plan.



Patrick Brown
Mayor of Brampton

Message from the Mayor of Mississauga



Achieving Vision Zero continues to be a top priority in Mississauga and the Region of Peel. We firmly believe that no loss of life on our roadways is an achievable goal and we are working hard at preventing fatalities and serious injuries on our transportation network. As we continue to promote more active ways of transportation, and people increasingly explore their own neighbourhoods due to the ongoing COVID-19 pandemic, we want them to feel safe using their preferred mode.

In the past year, we have dedicated significant resources to improving road safety and keeping our residents safe on our streets. We have approved 13 new traffic calming projects, and we are in the final stages of our Neighbourhood Speeds project, which is reducing posted speeds in our neighbourhoods by 10 km/h. In addition, the first Automated Speed Enforcement Cameras are now actively enforcing the speed limit in Mississauga Community Safety Zones. By the end of 2021, 22 cameras will be rotating throughout the City.

We have also collaborated with Peel Regional Police and staff at the Region of Peel on many road safety education campaigns this past year. The reality is that speeding, impaired driving and unsafe choices are still made on our transportation network every day, and to us, this is simply unacceptable. We all need to understand that it is our collective responsibility to keep each other safe.

I am very proud of what we have been able to accomplish this past year and look forward to a continued commitment to Vision Zero in Mississauga and across Peel.



Bonnie Crombie
Mayor of Mississauga

Message from the Commissioner of Public Works



In Peel, we have a mission to create a healthy, safe and connected community. Improving road safety is an important way of building a future where people can live, work and play safely.

Our Vision Zero Road Safety Strategic Plan guides our actions and helps bring our community partners together so we are collectively working toward building a safer road network in Peel.

This report highlights the achievements made in year three of our plan. It is a testament to our ongoing efforts to ensure every pedestrian, cyclist and driver can move through our neighbourhoods without fear of injury.

By working together, we can create a safe environment for future generations, no matter how they choose to travel.

A handwritten signature in black ink, appearing to read 'Kealy Deadman'.

Kealy Deadman

Commissioner of Public Works, Region of Peel

Message from the Director of Transportation



Road safety is a top priority and the Region is committed to implementing Vision Zero principles as we create new infrastructure and develop road improvement programs aimed at reducing and ultimately, eliminating road fatalities and injuries.

Over the past three years, in partnership with our stakeholders, we have taken many positive steps towards enhancing our road network so that all road users can travel safely. 2020 was particularly challenging as the COVID-19 pandemic changed how we lived and worked. Road construction projects deemed essential carried on. Crews on the ground and staff behind the scenes showed their resiliency and commitment by adapting and following protocols in order to move projects ahead to deliver on our Vision Zero goals.

A number of Regional road design measures were implemented including speed limit reviews, expanding the red light camera program, increasing our active transportation network to benefit both cyclists and pedestrians, and piloting an automated speed enforcement program. This is just a snapshot of the ongoing accomplishments our team, together with our local municipalities and partners achieved last year.

I am extremely proud of how far we've come in fulfilling the actions outlined in the Region's Vision Zero Road Safety Strategic Plan and am confident that together we will continue to build a community where everyone, no matter how they choose to travel, can do so safely and with peace of mind.

A stylized, handwritten signature in black ink that reads "Terry Ricketts".

Terry Ricketts, P.Eng

Director of Transportation Public Works, Region of Peel

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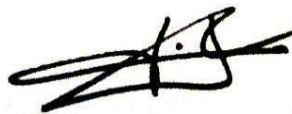
Message from Peel Public Health



Road safety is a critical public health concern, as we know that how our transportation system is designed influences the travel choices our residents make, and in turn impacts their health. Building our communities with safety and walkability in mind increases physical activity, reduces the burden of chronic disease and noise, improves air quality, and reduces death and disability from motor vehicle collisions. This is particularly true among our most vulnerable residents of Peel.

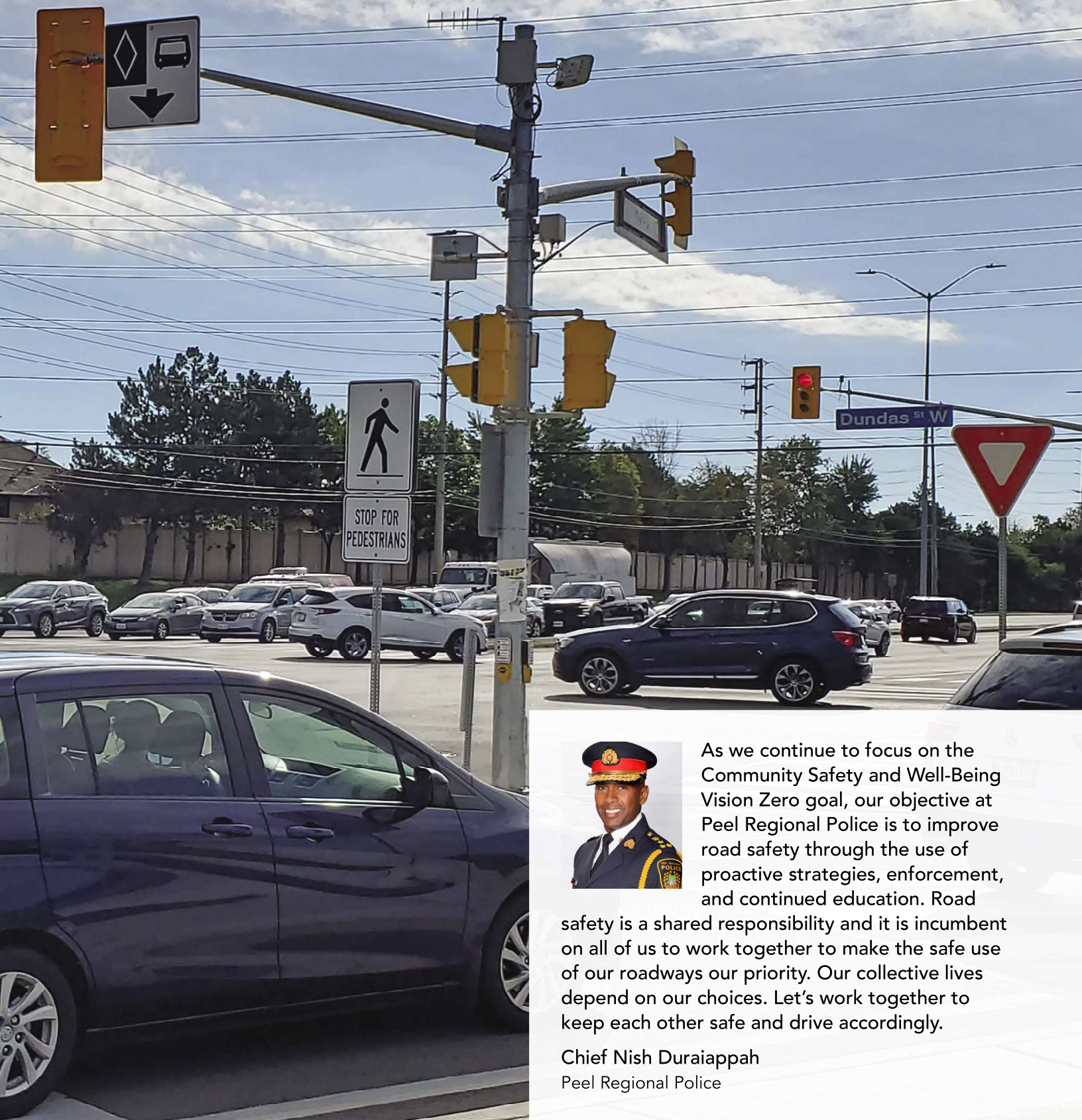
Despite the unprecedented times we are living in, the Region continues to make progress towards the overall future vision of zero fatal and injury-causing collisions for all road users in Peel and the near-term goal of a 10% reduction in fatal and injury-causing collisions by 2022. Peel Public Health is appreciative of the hard work and accomplishments our colleagues, key stakeholders and partners have made in implementing the Region's Vision Zero Road Safety Strategic Plan during 2020 to improve the safety of the transportation system for all users and ultimately, decrease the burden of preventable injury and death from motor vehicle collisions in Peel Region.

Together, with our community stakeholders, we will continue to work towards a common goal of creating a healthy, safe and connected Peel.



Lawrence Loh, MD, MPH, CCFP, FRCPC, FACPM
Medical Officer of Health
Public Health, Region of Peel

Region of Peel • Vision Zero



As we continue to focus on the Community Safety and Well-Being Vision Zero goal, our objective at Peel Regional Police is to improve road safety through the use of proactive strategies, enforcement, and continued education. Road

safety is a shared responsibility and it is incumbent on all of us to work together to make the safe use of our roadways our priority. Our collective lives depend on our choices. Let's work together to keep each other safe and drive accordingly.

Chief Nish Duraipah
Peel Regional Police

What is Vision Zero?

Vision Zero is a framework that holds that no loss of life or injury as a result of a motor vehicle roadway collision is acceptable. The Region of Peel's Road Safety Strategic Plan (RSSP) 2018 – 2022 was put in motion in September 2018 as an implementation plan and a holistic approach towards road safety.

The Vision Zero framework recognizes that:



Human beings make mistakes so the road system is designed to be forgiving



Life and health cannot be exchanged for other societal benefits



Safety is prioritized over other factors such as cost, speed, travel time, level of service, and convenience



Benefit - cost analysis not necessarily applicable

Vision Zero is an approach to road safety that aims to eliminate all traffic related injuries, while increasing safe, healthy, and equitable mobility for all road users. This report summarizes road safety trends for the Regional road networks and outlines countermeasures implemented in 2020.



Vision and Goal



Vision

Zero fatal and injury collisions for all Peel road users.



Goal

10% reduction in fatal and injury collisions by 2022 from the base year of 2017.

The Six Emphasis Areas of the Road Safety Strategic Plan

The RSSP contains six emphasis areas that represent the primary road safety concerns in Peel for which countermeasures are implemented to specifically address those areas of concern. These include:



Intersection

All collisions occurring within an intersection.



Distracted Driving

Inattentive operation of a motor vehicle, including texting, eating, etc.



Pedestrians

Any collision involving a pedestrian.



Aggressive Driving

Any unsafe driving behaviour that endangers other persons or property.



Impaired Driving

All collisions involving at-fault drivers under the influence of drugs and/or alcohol.



Cyclists

Any collision involving a cyclist.

The Four E's of Road Safety

The four E's of road safety are action items used for countermeasure development and to enhance safety.



Engineering

Countermeasures were developed to address physical roadway characteristics such as traffic calming measures, traffic signal timing, pavement markings, and more.



Education

Countermeasures were developed to educate road users on a variety of topics with the foundation being the importance of road safety.



Enforcement

Countermeasures include both police services and electronic enforcement.



Empathy

These action items are implemented in the education and outreach programs, with the goal of creating better understanding of other road users challenges through patience and consideration.

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Peel at a Glance



Peel Statistics at a Glance (2017–2020)

2020 was the third year of implementation for the Vision Zero program and represented a unique challenge due to the onset of the COVID-19 pandemic. Daily routines and traffic patterns changed drastically, impacting road safety in unexpected ways. 2020 saw a sharp decrease in the number of vehicles on the road, which was reflected in a reduced number of collisions. However, reduced traffic volumes and open roads created an opportunity for a small subset of drivers to engage in speeding and reckless driving. This increased the number of fatal collisions in 2020 as compared to previous years.

As vehicle volumes returned to near pre-pandemic levels, the total combined fatal and injury collisions in 2020 decreased by 47% when compared to the baseline year of 2017. Based on the events of 2020, the Region will continue to refine strategies and develop countermeasures to reduce fatal injuries with an emphasis on aggressive driving, distracted driving, impaired driving, and intersection collisions to provide further protection for vulnerable road users. It should be noted that even with the sudden increase in active transportation such as cycling and walking, pedestrian collisions decreased while cycling stayed the same in 2020 when compared to the baseline year of 2017.

The table below shows the summary of total collisions including property damage type, fatal and injury collisions, that occurred on Regional roads between 2017 and 2020.

Total Collisions Statistics, the Region of Peel Road Network (2017–2020)¹

Statistic	2017	2018	2019	2020
Number of Collisions	5756	6488	6228	4013
Number of Collisions (per 100,000 population)	396	439	417	267
Number of Fatal Collisions (per 100,000 population)	0.7	0.8	0.5	0.9
Number of Injury Collisions (per 100,000 population)	60	57	51	32
Number of Collisions involving Pedestrians (per 100,000 population)	8	7	6	5
Number of Collisions involving Cyclists (per 100,000 population)	2	1	2	2
Percentage of Collisions involving Trucks	6%	6%	6%	7%
Percentage of Collisions Occurring at Intersections	71%	71%	75%	77%
Day with Highest Number of Collisions	Friday	Friday	Friday	Friday
Month with Highest Number of Collisions	October & December	November	January	January
Time of Day with Highest Number of Collisions	15:00	15:00	18:00	16:00
Most Common Collision Type	Rear End	Rear End	Rear End	Rear End
Most Frequently Recorded Improper Driving Action	Following too Close	Following too Close	Following too Close	Following too Close
Percentage of Alcohol-Related Collisions	2%	2%	2%	3%

¹ The data only reflects reported collisions on roads under the jurisdiction of Region of Peel. Collisions on municipal roads, private property, unreported collisions are not included.

* Collisions reported might have emphasis area overlap. For example, one collision might have involved an impaired, aggressive driver at an intersection striking a pedestrian

² The population was obtained using PDC data and are as follows 2017 – 1,452,597, 2018 – 1,479,139, 2019 – 1,494,747 and 2020-1,501,578.

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The table below provides the trending statistics of the total number of fatal and injury collisions, for each of the Six Emphasis Areas, along with the metrics based on per 100,000 population that occurred on Regional Roads.

Trending Statistics - Fatal & Injury Collisions, Region of Peel Road Network (2017–2020)¹

Emphasis Areas (Per Capita 100,000)	Fatal and Injury Collisions*				Per cent (%) Change (2020 compared to 2017)	
	2017 ²	2018 ²	2019 ²	2020 ²		
Intersection Collisions	45	45	40	26	42%	↓
Aggressive Driving	26	26	25	17	35%	↓
Distracted Driving	23	19	20	12	48%	↓
Pedestrian Collisions	7	6	6	4	43%	↓
Cyclist Collisions	0.8	0.5	0.4	0.7	13%	↓
Impaired Driving	2.2	2.6	3.2	2.2	0%	

* Collisions reported might have emphasis area overlap. For example, one collision might have involved an impaired, aggressive driver at an intersection striking a pedestrian.

¹ the data only reflects reported collisions on roads under the jurisdiction of Region of Peel. Collisions on municipal roads, private property, unreported collisions are not included. *Collisions reported might have emphasis area overlap. For example, one collision might have involved an impaired, aggressive driver at an intersection striking a pedestrian

² the population was obtained using PDC data and are as follows 2017 – 1,452,597, 2018 – 1,479,139, 2019 – 1,494,747 and 2020 – 1,501,578



Emphasis Areas





Intersection

A majority of intersection collisions occur where two or more roads intersect each other while having vehicles moving in multiple directions.



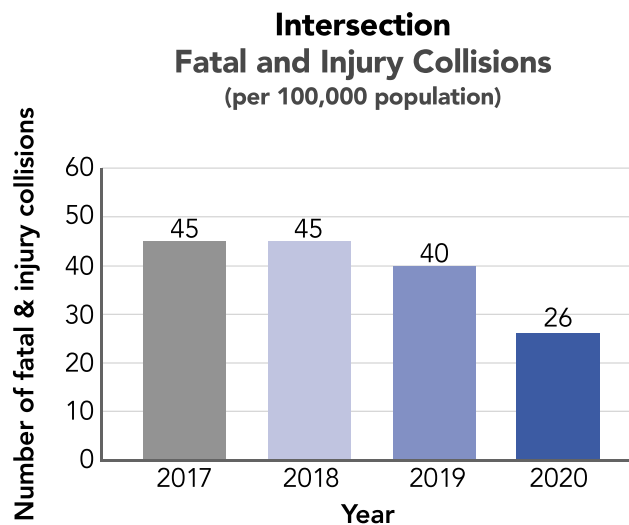
In partnership with our stakeholders, we've made significant progress over the past three years implementing the actions outlined in our Vision Zero Road Safety Strategic Plan. The enhancements to our road network include some of the most current and effective road system technologies, aimed at improving how we travel and making our roads safer. For example, our pilot Automated Speed Enforcement (ASE) program helps increase driver awareness of posted speed limits in school zones and community safety zones to protect our most vulnerable residents and help them feel comfortable while out enjoying their community. ASE supports our goal of Vision Zero and is designed to work with other traffic safety programs, including road improvements, educational programs and police enforcement to increase road safety awareness and help change road user behaviours.

Sean Carrick, C.E.T.
Manager, Traffic Engineering, Region of Peel

Intersection

By the Numbers

The number of fatal and injury collisions at intersections **decreased by 42%** in 2020 when compared to the base year of 2017.



* Statistics reflect data from Regional roads

The following section provides a summary of some of the key action items implemented for intersections in 2020.

Intersection Countermeasures Implemented in 2020

Signage Enhancement

In 2020, the Region of Peel implemented enhanced signage for over 14 projects. Examples of these enhanced signs include deer warning signs, traffic signals ahead signage and many more.



Street Lighting Improvements

Street lighting enhancements aids in improving illumination on our roadways and walkways. In 2020, the Region implemented street lighting improvements at five intersections.



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Intersection

At-Grade Railway Crossing Audits

In 2020, the Region continued to implement road safety enhancements at the 14 at-grade railway crossing locations to ensure they meet the Grade Crossing Regulations and Grade Crossing Standards as per the Railway Safety Act.



Implement Traffic Control

The Region continues to review and prioritize how we safely control traffic at Regional intersections. In 2020, the Region installed seven new traffic signals and two all-way-stops.



Protected Left Turn Signals

The Region installed eight protected left turn signals in 2020. The implementation of protected left turn signals at intersections helps in the prevention of conflicts between left turning vehicles and opposing through vehicles as well as improving pedestrian safety.



Advanced Signals Signage

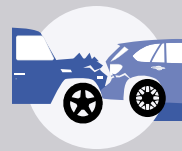
“Traffic signals ahead” signs advise motorists of an upcoming signal to reduce last minute lane changes. These are at all our existing intersections and the Region continues to install these signs at all our new intersections.



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Aggressive Driving

Aggressive driving is classified as any unsafe driving behaviour, with disregard for another road users safety. Examples of aggressive driving include speeding, tailgating, running a red light, weaving in and out of traffic and failing to yield right-of-way.



Road Operations and Maintenance plays an integral part in keeping our roadways running efficiently and safe for the travelling public. By providing services like maintenance of road signage and pavement markings, pothole repair, snow removal and the ongoing monitoring of road conditions, we help support the Vision Zero goal of eliminating traffic fatalities and injuries while increasing mobility and safety for all road users.

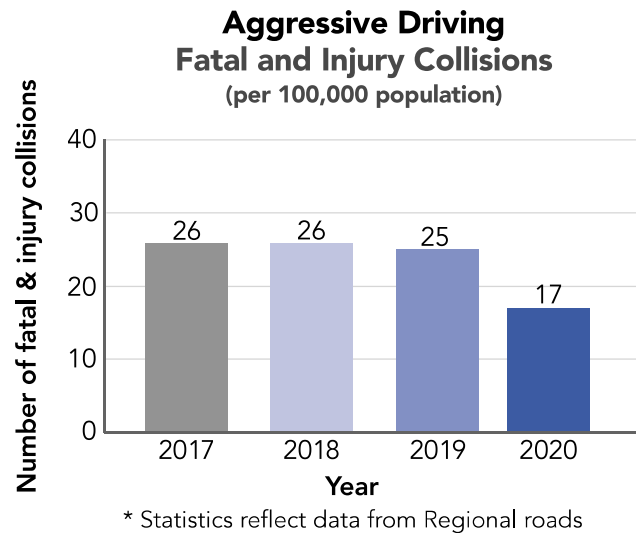
Mark Crawford

Manager, Roads Operations and Maintenance, Region of Peel

Aggressive Driving

By the Numbers

Comparing 2020 to the base year of 2017, the overall injury and fatal collisions **decreased by 35%**, with a significant decrease in injury collisions.



The following section provides a summary of some of the key action items implemented for aggressive driving in 2020.

Aggressive Driving Countermeasures Implemented in 2020

Speed Limit Reviews

The Region's speed limit policy calls for proactive speed reviews to be conducted on Regional roads. Staff are continuing to conduct these reviews on a scheduled and request basis to enhance road safety for all road users. In 2020, the Region completed speed limit reviews on two corridors and an additional four reviews were completed in community safety zones for our Police Services.



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Aggressive Driving

Right Turn Channel Retrofit

The Region implemented eight right turn channel retrofits in 2020. The installation of smart channels is a strategic countermeasure in support of vulnerable road users, such as pedestrians and cyclists by slowing vehicular speeds.



Electronic Radar Speed Signs

In 2020, the Region deployed radar speed feedback signs at three locations and a speed trailer at 13 locations. Electronic speed feedback signs are used as an engineering countermeasure to remind motorists to slow down.



Automated Speed Enforcement

Automated Speed Enforcement (ASE) is a system that uses a camera along with a speed measurement device to enforce speed compliance. Installing these devices helps to enforce speed compliance, change driver behavior and increase public awareness to slow down. ASE is highly effective at lowering speeds and is a popular tool to be used in hamlets. The Region installed its first Automated Speed Enforcement camera in 2020, in the Town of Caledon.





Distracted Driving

To drive safely, a driver needs to have their full attention on driving. Distracted driving pertains to any activity that diverts a driver's attention. Examples of distracted driving can include but not limited to texting, eating, and talking on the phone.

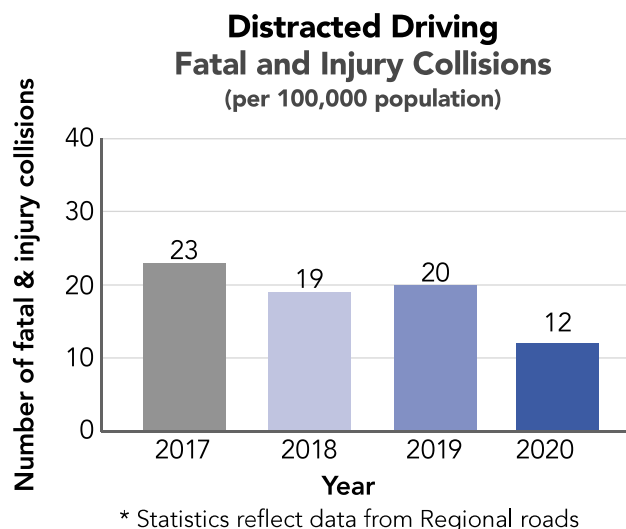




Distracted Driving

By the Numbers

The number of fatal and injury collisions for distracted driving have **decreased by 48%** in 2020 when compared to the base year of 2017.



The following section provides a summary of some of the key action items implemented for distracted driving in 2020.

Distracted Driving Countermeasures Implemented in 2020

Operation Impact

Operation Impact is a collaborative effort by Peel Regional Police and Ontario Provincial Police with the aim of preventing fatal and injury collisions through the use of police checkpoints. This awareness campaign aids in improving road safety awareness and compliance with traffic laws.



Enforcement of HTA – Distracted Driving

The enforcement of the Highway Traffic Act relating to distracted driving violations by Peel Regional Police and Ontario Provincial Police - Caledon detachment combined for 451 tickets issued in 2020.



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Impaired Driving

Impaired driving is operating a vehicle while your ability has been compromised to any degree by the consumption of alcohol and/or use of drugs. Impaired driving can impact vision and reaction time. Throughout Canada, the maximum legal blood alcohol concentration (BAC) for fully licensed drivers is to be under 80 milligrams of alcohol in 100 millilitres of blood, or 0.08.



Through analytics, Caledon OPP recognizes that impaired and aggressive driving behaviours are serious road safety issues in Peel Region. Impaired and aggressive driving have been key factors in an increasing number of preventable serious and fatal collisions in 2020. Through increased directed patrols, enforcement and community outreach education, Caledon OPP are taking a pro-active approach to address this safety concern. The OPP remains committed to saving lives on roads. We continue to encourage residents to do their part in keeping our roadways safe from impaired and aggressive drivers by choosing to drive responsibly and report suspected impaired drivers to police.

M. Sanderson

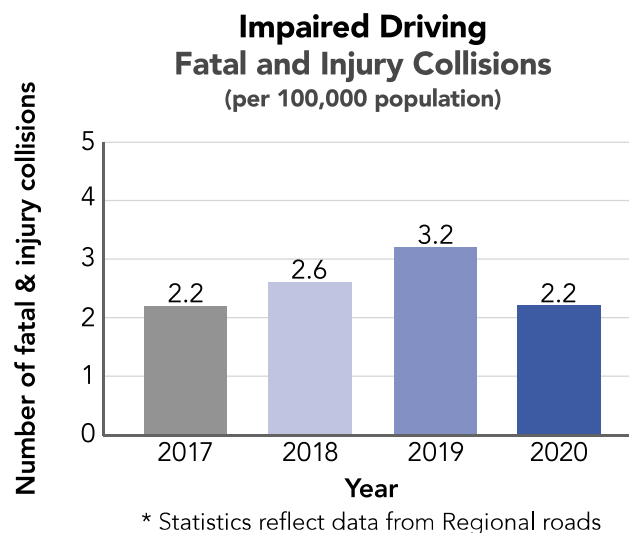
Staff Sergeant
Operations Manager
Caledon Detachment - Ontario Provincial Police



Impaired Driving

By the Numbers

The number of fatal and injury collisions for impaired driving has **remained consistent** for 2020 when compared to the base year of 2017.



The following section provides a summary of some of the key action items implemented for impaired driving in 2020.

Impaired Driving Countermeasures Implemented in 2020

Regular and Festive Enforcement/ R.I.D.E. Spot Checks

Peel Regional Police and Ontario Provincial Police - Caledon Detachment participate in the Reduced Impaired Driving Everywhere (R.I.D.E.) yearly program. Additionally, both police forces participate in the annual Festive Season R.I.D.E. program which operates from the end of November to early January.



Enforcement of HTA – Impaired Driving

Peel Regional Police and Ontario Provincial Police - Caledon detachment operate annual education and enforcement campaigns targeting impaired driving messaging. Charges are laid for impaired driving by the police pursuant to the criminal code of Canada.



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Impaired Driving

Labour Day Long Weekend Traffic Safety Initiatives

During the Labour Day long weekend an increase of police enforcement is visible targeting impaired and aggressive driving infractions.



Image courtesy of Peel Regional Police

MADD Campaign 911

Campaign 911 encourages and empowers Canadian citizens to report suspected impaired driving by calling 911.



Image courtesy of MADD Canada

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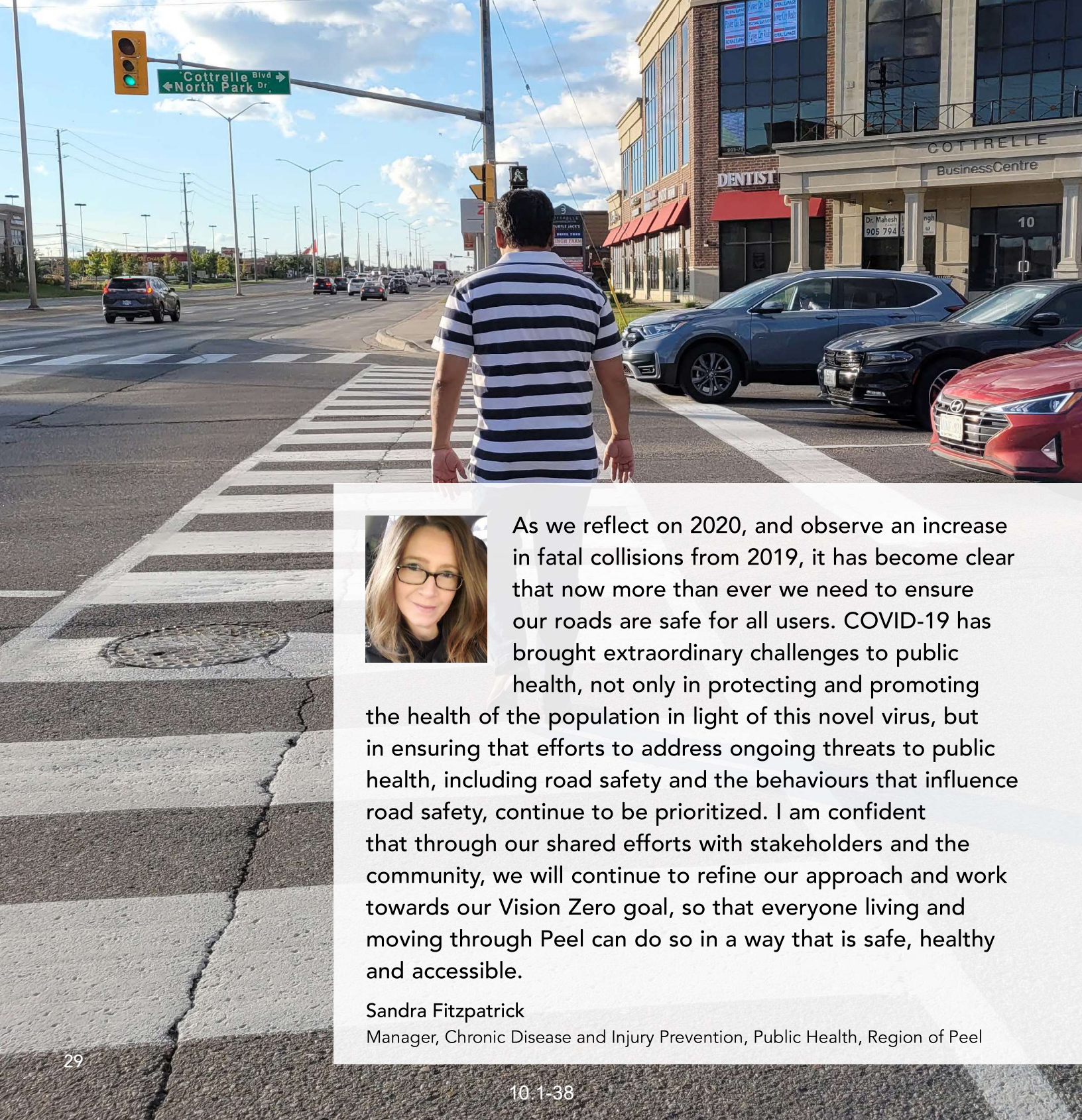
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Pedestrians

A pedestrian collision is classified as a collision between a vehicle and a vulnerable road user on foot. Pedestrian collisions are an increasing safety challenge as our population grows within the Region and motor vehicle volumes and active transportation increase.



As we reflect on 2020, and observe an increase in fatal collisions from 2019, it has become clear that now more than ever we need to ensure our roads are safe for all users. COVID-19 has brought extraordinary challenges to public health, not only in protecting and promoting the health of the population in light of this novel virus, but in ensuring that efforts to address ongoing threats to public health, including road safety and the behaviours that influence road safety, continue to be prioritized. I am confident that through our shared efforts with stakeholders and the community, we will continue to refine our approach and work towards our Vision Zero goal, so that everyone living and moving through Peel can do so in a way that is safe, healthy and accessible.

Sandra Fitzpatrick

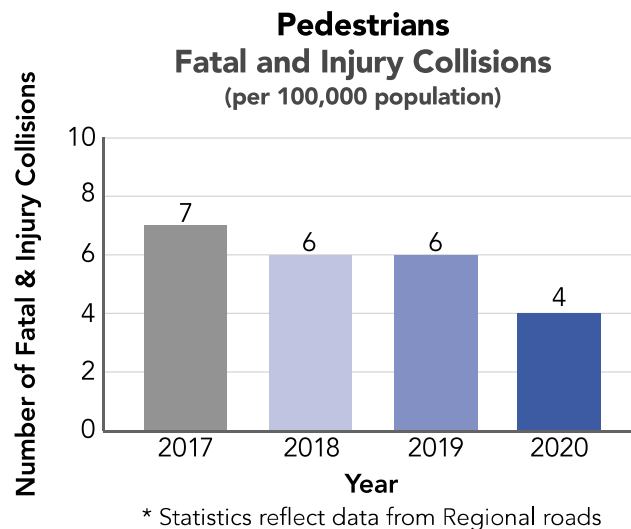
Manager, Chronic Disease and Injury Prevention, Public Health, Region of Peel



Pedestrians

By the Numbers

The number of fatal and injury pedestrian collisions have **decreased by 43%** in 2020 when compared to the base year of 2017. The challenge ahead is to maintain this progress, as pedestrian safety cannot be taken for granted.



The following section provides a summary of some of the key action items implemented for pedestrians in 2020.

Pedestrian Countermeasures Implemented in 2020

Enhanced Pedestrian Signage

The Region installed enhanced pedestrian signage at eight right turn channel retrofits in 2020. These signs are installed to advise motorists of the potential for pedestrians crossing the roadway and to stop for them when present.



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Pedestrians

Pedestrian Countdown Signals and Pedestrian Signal Infrastructure

To safely assist pedestrians crossing the road, a pedestrian countdown signal is used to provide a numerical countdown display of the time remaining to complete the road crossing. In 2020, eight pedestrian countdown signals were installed at Regional intersections.



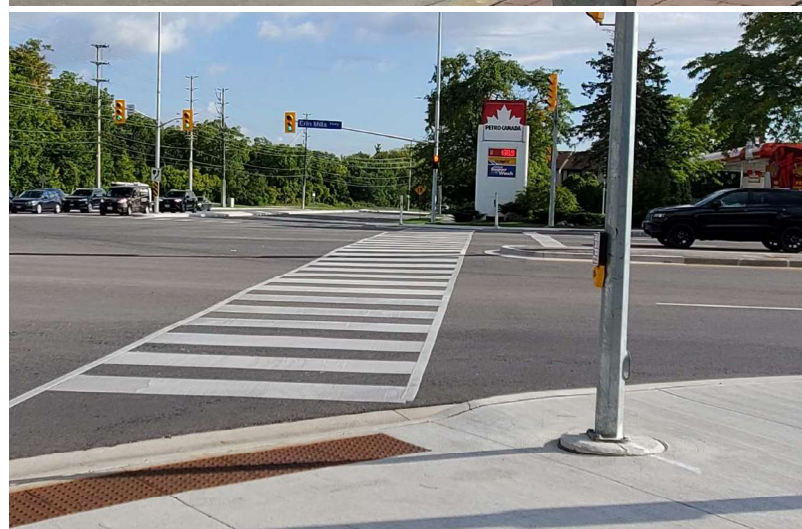
Accessibility for Ontarians with Disability Act (AODA)

The installation of various enhancements such as tactile plates, audible pedestrian signals and pedestrian count down signals are used to reduce barriers for people living with disabilities. In 2020, these countermeasures were installed at various locations across the Region of Peel.



Pedestrian Infrastructure

In 2020, various pedestrian infrastructure was installed throughout the Region, such as multi-use trails. All pedestrian infrastructure aids in pedestrian walkability and safety.





Cyclist

The Region of Peel continues to address safety through the increased implementation of cycling infrastructure on our roads.



The City of Mississauga is committed to working in partnership with the Region of Peel to achieve our collective goal of zero fatal and serious injury causing collisions on

our roads. Every day people in Mississauga rely on the regional and local transportation network to get them where they need to be. It is our job to ensure they can do so safely, using whichever mode they choose.

Along with staff at the Region of Peel, we are collaborating on safe infrastructure, safety programs and continue to educate residents on the role they play on keeping each other safe on our streets. Through traffic calming, school travel, automated enforcement, education campaigns, protected cycling and pedestrian infrastructure, and more, we are working to improve safety on our transportation network every day.

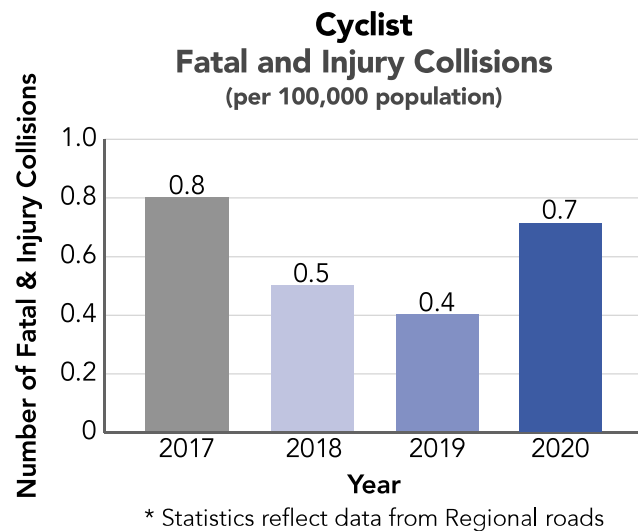
Erica Warsh

Vision Zero Program Lead, City of Mississauga



By the Numbers

The number of fatal and injury collisions involving cyclists have **decreased by 13%** in 2020 when compared to the base year of 2017 though it has increased when compared to the previous two years.



The following section provides a summary of some of the key action items implemented for cyclists in 2020.

Cyclist Countermeasures Implemented in 2020

Cycling Infrastructure

In 2020, 15.5km of cycling infrastructure including multi-use trails and bike lanes were installed throughout the Region. This allows for enhanced safety through delineating cyclist areas from other roadway uses.

Enhanced Cyclist Pavement Markings

Cycling pavement markings provide road users with visual cues, delineation and notifies drivers that cyclists share this area as well. This aids in reducing a potential conflict between cyclists and other vehicles from occurring. In 2020, The Region of Peel continued this trend through the installation of cycling pavement markings, including the use of green paint and installing sharrows.





Bicycle Signals and Crossrides

Crossrides allow cyclists to legally ride their bicycle across an intersection without dismounting. In 2020, the Region built six crossrides which includes the installation of bicycle signals.



Cyclist Targeted Media Messaging

The Region of Peel's Education and Outreach Program continued in 2020 by providing cyclist and pedestrian safety messaging through the use of various social media platforms. Additionally, a series of safe cycling webinars were organized for public education and awareness.



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Education and Outreach Programs



Education and outreach tactics support awareness of road safety and promote safe road behaviours within the community. The Vision Zero Education and Awareness Working Group was created to bring together the Region of Peel, local municipalities, along with the Peel Regional Police, OPP-Caledon and our community partners to collaborate on collective initiatives. With a focus on pedestrian and cycling safety, we have launched social media campaigns, attended virtual events, and engaged schools across Peel to take part in initiatives aimed at highlighting the importance of safety on our roads.

Laura Lane

Acting Supervisor, Environmental Education and Operations Support,
Public Works, Region of Peel



Education

2020 Education and Outreach - Programs & Committees

Through the use of education and outreach programs, the Region of Peel aims to increase road safety awareness and encourage all road users to make safer choices. Additionally, Peel uses an empathy approach in driving positive behavioral change on our roadways. Through the use of social media campaigns, committee participation, and virtual road safety events, Regional Staff and Police have worked together to advance road safety.

Programs:

- Bike Brampton
- Bike Month
- Bike Rack Program
- Peel Community Cycling Program
- Peel EcoSchools
- Peel Safe and Active Routes to School
- Peel School Travel Planning
- Walk and Roll Peel

Committees:

- Brampton Cycling Advisory Committee
- Mississauga Cycling Advisory Committee
- Mississauga Road Safety Committee
- Region of Peel Vision Zero Task Force
- Road Safety Committee of Ontario





Enforcement and Education Campaigns



Caledon OPP and its traffic safety partners remain committed to saving lives on our roads. A well-rounded approach is utilized by our members that encompasses impaired and aggressive driving enforcement, commercial motor vehicle inspections, municipal, provincial and national campaign participation, as well as strong communication using media releases and social media. Our officers continue to use high visibility, public education and enforcement to eliminate serious injuries and road fatalities in our community. We are proud to collaborate with various community partners in an effort to improve road safety.

Inspector Mike Garant

Ontario Provincial Police - Caledon Detachment

Image courtesy of Ontario Provincial Police



Enforcement and Education Campaigns

2020 Police Services Education Awareness Programs

Peel Regional Police and Ontario Provincial Police - Caledon Detachment promote and deliver various road safety education programs to help increase road safety awareness and to reduce fatal and injury collisions in the Region of Peel. The Police Services have partnered and participated with the Region of Peel and local municipalities in:

- Annual Pedestrian Safety Month
- Annual Walk to School Week programming as well as Bike to School Week programming
- Bicycle Rodeo Community program at Children's Safety Village
- School Travel Planning (STP)
- Motorcycle Safety Awareness Month
- National Police Week
- National Teen Driver Safety Week
- Peel Safe and Active Routes to School (PSARTS) committee work and school route planning activities
- Town of Caledon Active Transportation Task Force
- Tow Truck Campaign



Image Courtesy of Peel Regional Police



Enforcement and Education Campaigns

2020 Peel Regional Police and Ontario Provincial Police - Caledon Detachment Enforcement

Police enforcement aids in traffic safety as it encourages road users to comply with traffic laws and regulations, as well as supporting the safe movement of vehicles, pedestrians, and cyclists. In 2020, Police were active with virtual engagement through social media and other traditional media channels.



General Traffic Enforcement Activity 2020

- Reduce Impaired Driving Everywhere (R.I.D.E.) spot checks
- Traffic stops of motor vehicles
- Provincial offence notices (tickets) to vehicle drivers or passengers for failing to properly utilize a seatbelt
- Provincial offence notices (tickets) to vehicle drivers who were speeding
- Provincial offence notices (tickets) to vehicle drivers who were driving while distracted using hand held communication device
- Criminal code charges to drivers for impaired operation of a motor vehicle



Commercial Motor Vehicle Enforcement Activity 2020

- Traffic stops of commercial motor vehicles
- Unsafe commercial motor vehicles out of service and removed from roadway





Enforcement and Education Campaigns

2020 Peel Regional Police and Ontario Provincial Police Caledon Detachment Road Safety Initiatives

The objective of education and outreach programs organized by the police is to reduce collisions and provide empathetic and road safety awareness, all through the use of enforcement. In 2020, the Police Services participated in the following road safety campaigns:



Distracted Driving Campaign



Operation Corridor



Operation Impact
(Improve Safe Driving Practices)



Seat Belt Campaigns



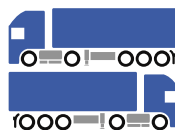
Canada Day Long Weekend Road Safety Campaigns

R.I.D.E.

Festive Reduce Impaired Driving Everywhere (R.I.D.E) Campaigns



Road Safety Week



Operation Safe Trucking



Impaired Driving Campaigns



ERASE
(Eliminate Racing Activities on Streets Everywhere)



Civic Day Long Weekend Road Safety Initiatives



Speed and Aggressive Driving Campaigns



Victoria Day Long Weekend Road Safety Campaign



Labour Day Long Weekend Road Safety Campaigns



Back to School Safety Blitz

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As a member of the Region of Peel's Vision Zero Task Force, the Town of Caledon is committed to creating safer roads for pedestrians, cyclists, and vehicles. Together with other stakeholders and community partners, and by implementing traffic calming measures, we have taken many steps towards making our roads safer for all users.

Arash Olia

Manager, Transportation Engineering, Town of Caledon

Vision Zero Partners

Vision Zero Task Force

Road safety must be integrated into decision making processes. As part of the Road Safety Strategic Plan, the Region created a Vision Zero Task force consisting of members from local municipalities, the Region, elected officials, police, and other stakeholders. The Task Force supports ongoing efforts to

achieve the Plan's vision and goal by ensuring that all opportunities to improve road safety are identified, prioritized, supported, and implemented as appropriate. We would like to thank the following partners that continue to work with us to achieve our road safety vision and goals:



Peel Regional Police



Ontario
Provincial Police



Region of Peel



Town of Caledon



City of Brampton



City of Mississauga



Peel Regional
Paramedic Services



Canadian Automobile
Association



Mothers Against
Drunk Driving



Bike Brampton



Brampton Cycling
Awareness Committee



Mississauga Cycling
Advisory Committee



Mississauga Road
Safety Committee

Road Safety
Committee



Teens Learn to Drive



Ministry of Transportation
of Ontario

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