

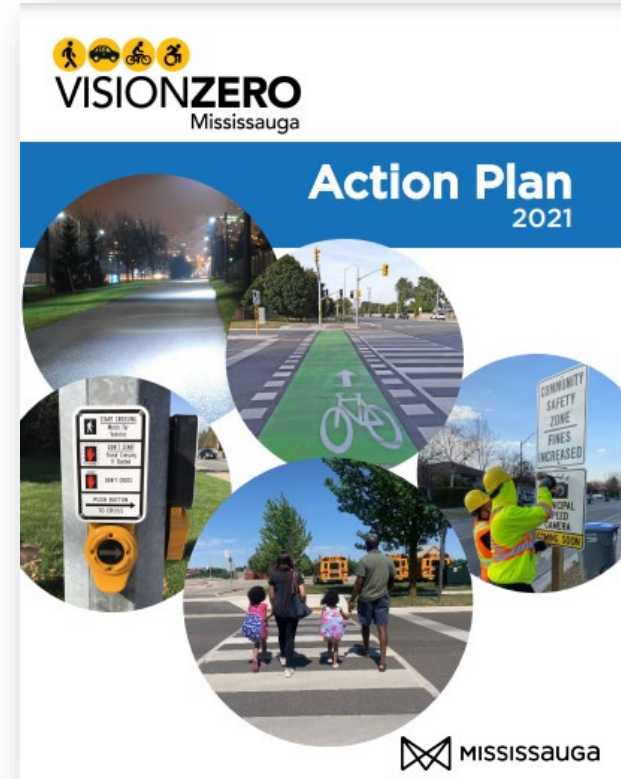
# Vision Zero: Progress Update

Presentation to Road Safety Committee  
September 26, 2023



## Background: Vision Zero

- In 2018 Mississauga adopted Vision Zero
- **Goal:** Zero serious injury or fatal collisions on our roads
- City Council approved 99 Actions to advance road safety
- Focus on needs of vulnerable road users and reducing speed



**10 Action Items**



### Evaluation

Tracking and monitoring incidents, learning from the past to improve conditions in the future.

**67 Action Items**



### Engineering

Prioritizing the safety of pedestrians, cyclists, and other vulnerable users when designing and operating streets.

**7 Action Items**



### Enforcement

Ensuring there are consequences for breaking rules or taking unnecessary risks while travelling.

**15 Action Items**



### Empathy

Fostering concern for community members who are at risk or have been harmed while travelling.



### Education

Enabling travellers to learn and follow best practices through road signs, social media, formal training, and other creative outreach and education tactics.

## Progress: At a Glance

- 92 of the 99 Vision Zero Action Plan items are In Progress, Ongoing or Complete.
- **A majority of the action items in the plan are safety improvements to the built environment, including:**



Speed reduction



Infrastructure for  
Vulnerable Road Users

## Lower speeds save lives



Speed is a contributing factor in **one third of fatal collisions**.



Lower speeds are proven to reduce the severity of injuries resulting from collisions.



There is a **9 in 10 chance of survival** if hit by a vehicle travelling 30 km/hr or lower.



At 50 km/hr, **the survival rate drops to 1.5 in 10**.



Lower speeds reduce the distance needed to stop to avoid a collision.

Find out more at [mississauga.ca/roadsafety](https://mississauga.ca/roadsafety)

## Lowering Speed Limits

- Speed limit reductions on neighbourhood streets (from 50km/h to 40km/h and 30km/h in front of schools)
- Speed limit reductions on major roadways (from 70km/h to 60km/h)
- Community Safety Zones established near schools





# Action Plan Highlights

## Increasing Awareness of Lower Speeds

- “Slow Down” lawn signs distributed annually
- “Watch Your Speed” boards rotated to locations Citywide





# Action Plan Highlights

## Improving Compliance with Lower Speed Limits

- Traffic Calming measures installed on roadways, including speed humps and raised crosswalks
- Automated Speed Enforcement cameras being rotated to locations Citywide





# Action Plan Highlights

- Certain road users are at higher risk of injury or death in a collision (i.e., “vulnerable” road users)
- This group includes:
  - Pedestrians, including transit users
  - Cyclists and people riding scooters
  - People travelling with mobility devices

## Providing more midblock crossings

- Pedestrian Crossovers being installed to help people cross the road more safely and conveniently between intersections (Action 19)
- Signalized midblock crossings being implemented to connect trails on higher volume/higher speed roadways (Action 58)



## Updating Traffic Signals

- Programming Pedestrian Head Start Signals and Bike Head Start Signals to help establish right of way of vulnerable road users in the intersection (Action 50)
- Providing Accessible (Audible) Pedestrian Signals at intersections for people with visual impairment (Action 52)
- Adjusting timing at intersections to provide more crossing time for people walking (Action 54)

## Making Transit a Safer and More Comfortable Experience

- Enhanced bus shelters and new on-street standard bus shelters being installed Citywide (Action 39)
- Mixing Zone Standard established for bus stops (Action 43)



## **Supporting safety on the School Journey**

- Crossing Guard program continues to run Citywide (Action 23)
- Innovative pilots such as School Streets reimagine school drop-off and pick-up, prioritizing vulnerable road users over motor vehicles (Action 90)
- School Walking Routes Program runs annually to mark active travel routes for students and to promote skills and education around active and safe school travel (Action 91)

## Implementation of Master Plans that focus on vulnerable road users

- Cycling Master Plan (Action 17)
- Pedestrian Master Plan (Action 18)



## Progress: At a Glance

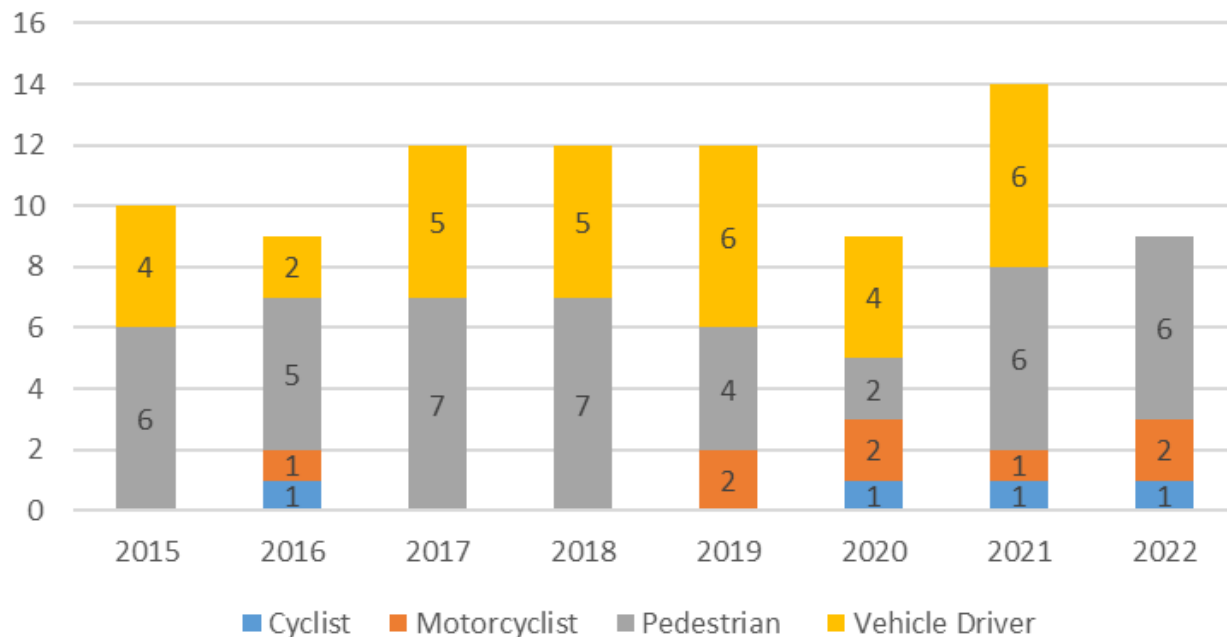
- Fatal collision rates in Mississauga have **remained stable** between 2015 and 2022 and **injury collisions have decreased\***.

\*Based on data from Collision Reports from Peel Regional Police.

Data source:  
Collision Reports  
from Peel Regional  
Police.

Statistics include  
collisions on City-  
owned roadways  
only.

Fatal Collisions, City of Mississauga  
2015 - 2022

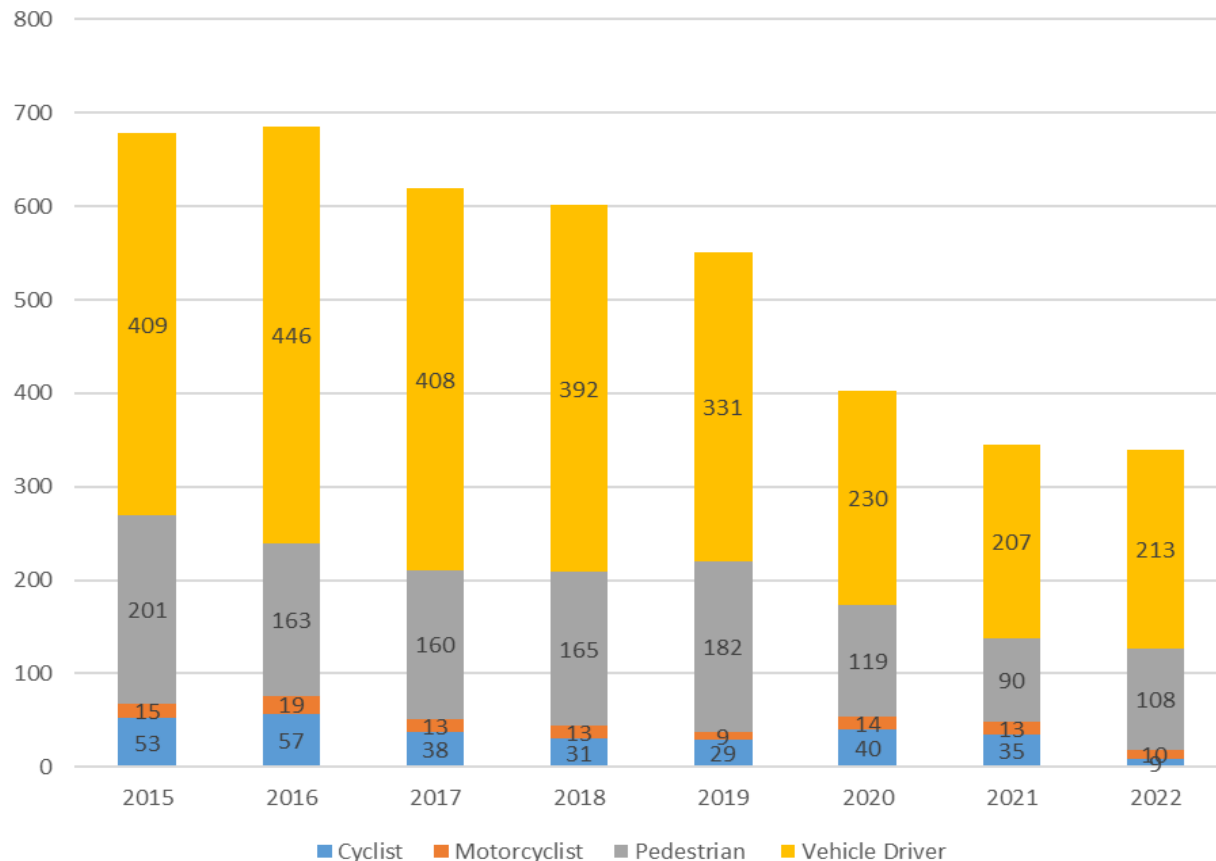


# Injury Collisions, City of Mississauga 2015 - 2022

7.2

Data source:  
Collision Reports  
from Peel Regional  
Police.

Statistics include  
collisions on City-  
owned roadways  
only.



## Progress: Next Steps

- Using the data:
  - Conducting Citywide analysis of collisions by road characteristics
  - Development of an internal collision review process
  - Development of an online dashboard

# Thank you!

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