# APPENDIX

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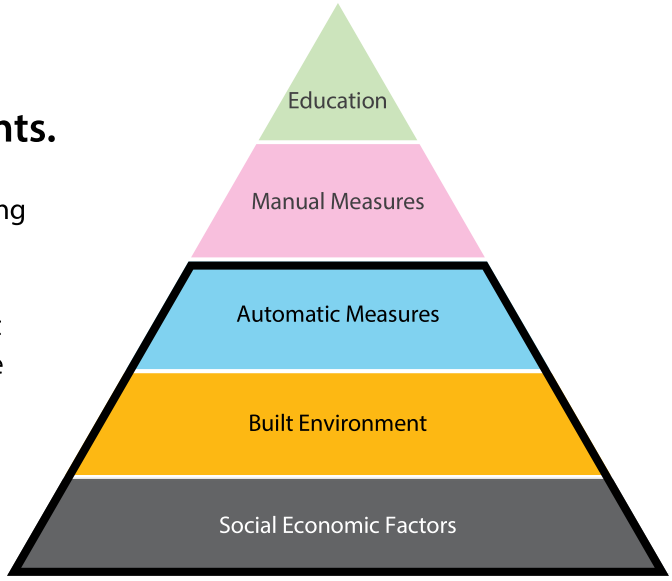
# Detailed actions

## The Action Plan is made up of 68 actions. Each action has a deliverable or activity, timeline, and responsible City departments.

These details are outlined in the table spread over the following pages.

Throughout the table, the pyramid symbol (Δ) notes the most effective actions according to the three base layers of the Safe System Pyramid. These actions prioritize automatic measures, the built environment and social economic factors.




**Three base layers of the Safe System Pyramid**

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| Action no. | Action | Focus area | Deliverable / Activities | Timeline | Departments responsible |
|---|---|---|---|---|---|
| 1 Δ | Implement the Downtown Revitalization Infrastructure Program, increasing buffers between pedestrian walkways and the road, and introducing mid-block crossings where appropriate. | Plan better ways to grow | Downtown Revitalization Infrastructure Program | Medium-term (3–5 years) | Transportation Planning; Traffic Engineering; Development and Construction |
| 2 Δ | Develop Green Development Standards to require all new development applications to support the achievement of complete streets, compact, transit-supportive, and complete communities, promote transit and active transportation, and align with other priorities identified in the Transportation Master Plan. | Plan better ways to grow | Criteria document | Short-term (1–2 years) | Transportation Planning; Transit; Planning |
| 3 Δ | Remove exclusionary zoning in Guelph's Comprehensive Zoning Bylaw to require residential zones to allow for more diverse housing options, beyond just single-dwelling units. | Plan better ways to grow | Comprehensive Zoning Bylaw adopted (2023) | Initiated | Traffic Engineering; Planning |
| 4 | Ensure safety through design is referenced in the City of Guelph's next Official Plan update. | Plan better ways to grow | Official Plan update | Long-term (5–10+ years) | Transportation Planning; Traffic Engineering; Planning |
| 5 | Complete and implement the Transportation Demand Management (TDM) Action Plan, a social marketing strategy, to shift single-occupancy vehicle trips to other modes and disperse travel away from peak demand times and routes. | Plan better ways to grow | TDM Action Plan | Initiated | Transportation Planning; Traffic Engineering |
| 6 Δ | Implement the Quality Transit Network, including the conversion of general traffic lanes to dedicated transit lanes. | Plan better ways to grow | Quality Transit Network Plan | Medium-term (3–5 years) | Transportation Planning; Traffic Engineering; Transit |
| 7 Δ | Require all development applications to address policies that support the establishment of complete communities and transit-supportive development in the Clair-Maltby Secondary Plan Area and the City's Strategic Growth Areas. | Plan better ways to grow | City of Guelph Official Plan; Clair-Maltby Secondary Plan | Medium-term (3–5 years) | Transportation Planning; Traffic Engineering; Transit; Planning |
| 8 | Develop a Connectivity Index to track how well the various transportation networks are complete and connected throughout the community. | Plan better ways to grow | Connectivity Report | Medium-term (3–5 years) | Transportation Planning; Traffic Engineering |
| 9 | Prepare a Goods Movement Strategy that aims to reduce the risk to vulnerable road users from heavy and large vehicles. | Plan better ways to grow | Goods Movement Strategy | Short-term (1–2 years) | Transportation Planning; Traffic Engineering |
| 10 | Reduce the parking requirements on affordable housing developments as part of Guelph's Housing Affordability Strategy. | Plan better ways to grow | Housing Affordability Strategy | Short-term (1–2 years) | Planning |

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|---|---|---|---|---|---|
| 11 Δ | Perform road safety audits in areas identified as priorities within the High-Risk Network or in advance of road design or reconstruction. | Identify risk | Road safety audit report | Short-term (1–2 years) | Traffic Engineering |
| 12 Δ | Incorporate the High-Risk Network into the City of Guelph's Capital Plan prioritization process. | Identify risk | Updated decision matrix tool | Short-term (1–2 years) | Traffic Engineering |
| 13 | Partner with Wellington-Dufferin-Guelph Public Health to evaluate local data and identify trends and risk factors for serious injuries and fatalities on Guelph's roads. | Identify risk | Meetings | Annual | Transportation Planning; Traffic Engineering |
| 14 | Host public engagement events with residents who live and work near the High-Risk Network to better understand and respond to road safety concerns and mobility needs. | Identify risk | Public engagement events | Annual | Traffic Engineering; Strategic Comms and Community Engagement |
| 15 | Perform an on-site fatal collision site analysis and recommendation report following every fatal collision in Guelph. | Identify risk | Fatal collision reports | Initiated | Traffic Engineering |
| 16 | Establish road safety audit process and criteria guided by a Safe System approach. | Identify risk | Road safety audit process and criteria | Short-term (1–2 years) | Traffic Engineering |
| 17 | Review and incorporate the High-Risk Network into priorities and plans identified within the Transportation Master Plan and Trails Master Plan. | Identify risk | Standard operating procedure | Short-term (1–2 years) | Transportation Planning; Traffic Engineering |
| 18 | Administer the school crossing guard program. | Protect vulnerable people | School crossing guards at 35 locations | Annual | Traffic Engineering |
| 19 Δ | Expand the installation of Leading Pedestrian Intervals (LPIs) and Leading Bike Intervals (LBIs). | Protect vulnerable people | LPI and LBI standard operating procedure update; LPI and LBI installation | Medium-term (3–5 years) | Traffic Engineering |
| 20 Δ | Expand Community Safety Zones designation beyond school zones to align with the High-Risk Network. | Protect vulnerable people | Policy | Initiated | Traffic Engineering |
| 21 Δ | Install safety measures that protect vulnerable road users based on the High-Risk Network, mobility needs and concerns of local residents. | Protect vulnerable people | Annual road safety project completion | Annual | Traffic Engineering |
| 22 | Study travel patterns and safety concerns of older residents who live near the High-Risk Network. | Protect vulnerable people | Public event | Short-term (1–2 years) | Traffic Engineering; Strategic Comms and Community Engagement; Recreation and Community Development |

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|---|---|---|---|---|---|
| 23 | Develop a list of locations where trails meet a road mid block, and enhanced pedestrian and cycling crossings could be prioritized for consideration. | Protect vulnerable people | List | Short-term (1–2 years) | Parks; Traffic Engineering |
| 24 | Review the City of Guelph's standard operating procedure for pedestrian crossing times at signalized intersections and strategize to incorporate equity considerations. | Protect vulnerable people | Updated standard operating procedure | Short-term (1–2 years) | Traffic Engineering |
| 25 Δ | Purchase Guelph Transit buses with collision avoidance systems. | Protect vulnerable people | New Guelph Transit buses | Initiated | Transit; Fleet Services |
| 26 Δ | Continue to implement the Sidewalk Infill Program. | Protect vulnerable people | New sidewalk infrastructure | Annual | Transportation Planning; Traffic Engineering |
| 27 Δ | Implement cycling facility improvements, particularly at intersections, as identified in the Cycling Spine Network and the Cycling Master Plan. | Protect vulnerable people | New cycling infrastructure | Medium-term (3–5 years) | Transportation Planning; Traffic Engineering |
| 28 | Develop a Pedestrian Master Plan that enhances pedestrian safety within the built environment, as identified in the Transportation Master Plan. | Protect vulnerable people | Pedestrian Master Plan | Medium-term (3–5 years) | Transportation Planning; Traffic Engineering |
| 29 | Review mid-block bus stop locations and evaluate the safety of pedestrian crossings. | Protect vulnerable people | List of mid-block bus stop locations; recommendation report | Short-term (1–2 years) | Traffic Engineering; Transit |
| 30 Δ | Upgrade temporary and seasonal traffic calming materials to permanent materials where effectiveness has been proven. | Design safe streets | Permanent traffic calming installation | Annual | Traffic Engineering |
| 31 | Pursue provincial and federal funding to support significant infrastructure improvements that enhance road safety. | Design safe streets | Intergovernmental scan | Annual | Traffic Engineering |
| 32 | Confirm that provincial street lighting standards are being met across entire road network. | Design safe streets | Street lighting review | Medium-term (3–5 years) | Traffic Engineering |
| 33 Δ | Implement Guelph's first neighbourhood bike boulevard, using modal filters to increase safety and enhance mobility for those who bike. | Design safe streets | New cycling infrastructure | Medium-term (3–5 years) | Transportation Planning |
| 34 | Advocate to Ontario's Ministry of Transportation for the long-term replacement of all at-grade intersections on the Hanlon Expressway with interchanges, overpasses or underpasses; and advocate for interim measures to improve conditions for people who walk and cycle across the Hanlon Expressway. | Design safe streets | Meetings; letters; technical drawing review; new infrastructure | Annual | Transportation Planning; Traffic Engineering |

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| Action no. | Action | Focus area | Deliverable / Activities | Timeline | Departments responsible |
|---|---|---|---|---|---|
| 35 | Create a city-wide strategy for planning and designing roundabouts. | Design safe streets | Roundabout policy | Medium-term (3–5 years) | Transportation Planning |
| 36 | Investigate implementing a No Right Turn on Red policy along the High-Risk Network and throughout Guelph. | Design safe streets | Policy scan | Medium-term (3–5 years) | Transportation Planning; Traffic Engineering |
| 37 | Reference the Complete Streets Design Guide and Multi-Modal Level of Service Guidelines to inform all future street design and road reconstructions. | Design safe streets | Complete Streets Design Guide | Short-term (1–2 years) | Transportation Planning; Traffic Engineering; Development Engineering; Design and Construction |
| 38 Δ | Administer, evaluate, and expand permanent and mobile speed boards based on their proven effectiveness. | Reduce speeds | Summary report | Short-term (1–2 years) | Traffic Engineering |
| 39 Δ | Administer, evaluate and expand the Automatic Speed Enforcement (ASE) camera program based on proven effectiveness. | Reduce speeds | Annual evaluation of ASE program; purchase of new ASE cameras | Short-term (1–2 years) | Traffic Engineering |
| 40 Δ | Administer, evaluate, and expand the red light camera program, building on its proven effectiveness. | Reduce speeds | Annual evaluation of red light camera program; purchase of new red light cameras; standard operating procedure | Short-term (1–2 years) | Traffic Engineering |
| 41 | Review and update the City's Traffic Calming Policy every five years. | Reduce speeds | Updated Traffic Calming Policy (in 2025) | Short-term (1–2 years) | Traffic Engineering |
| 42 Δ | Review and adjust signal progression timing in ways that guide drivers to comply with speed limits, especially along the High-Risk Network. | Reduce speeds | Signal timing review | Medium-term (3–5 years) | Traffic Engineering |
| 43 | Establish speed limit reduction criteria for an annual review of arterial roads. | Reduce speeds | Criteria for speed limit reduction | Short-term (1–2 years) | Traffic Engineering |
| 44 | Perform speed limit reviews for arterial roads and submit recommendations to City Council for speed limit changes. | Reduce speeds | Report | Annual | Traffic Engineering |
| 45 | Integrate the use of conflict-based road safety analysis to capture near-miss collisions. | Be data-driven | Standard operating procedure | Short-term (1–2 years) | Traffic Engineering |
| 46 | Collect and analyze traffic volume data, including crowd-sourced data sets on walking and cycling. | Be data-driven | Data set | Annual | Traffic Engineering |

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|---|---|---|---|---|---|
| 47 | Enhance the High-Risk Network with new and updated data sets. | Be data-driven | Data-sharing agreements; updated High-Risk Network map | Initiated | Traffic Engineering |
| 48 | Review pedestrian, cyclist, e-scooter, and motorcycle injury data records from the local emergency department to inform design and maintenance of off-road trails and on-road infrastructure that can prevent future injuries. | Be data-driven | Recommendation report | Initiated | Parks; Traffic Engineering; Transportation Planning |
| 49 | Create streamlined process for collaborating with road safety research partners. | Be data-driven | Standard operating procedure | Initiated | Traffic Engineering |
| 50 | Investigate the installation of telematics systems within the City's fleet in order to record, evaluate and adjust driver behaviour. | Be data-driven | Telematics pilot program | Short-term (1–2 years) | Fleet Services |
| 51 | Advocate to the Ministry of Transportation to enhance minimum maintenance standards in ways that maximize the mobility and safety for people who walk and cycle in the winter. | Work together | Meetings | Annual | Transportation Planning; Operations |
| 52 | Advocate to Transport Canada to advance driver assistance systems, intelligent speed assistance systems, and autonomous vehicle safety standards in Canada. | Work together | Meetings; research partnership | Medium-term (3–5 years) | Transportation Planning |
| 53 | Partner with Guelph Police Service to support enforcement initiatives, identify unsafe travel behaviours, and collaborate on road safety awareness campaigns. | Work together | Meetings | Annual | Traffic Engineering |
| 54 | Review and support enhanced driver education and training initiatives with the Ministry of Transportation. | Work together | Meetings | Annual | Traffic Engineering |
| 55 | Participate in national and provincial road safety communities of practice and knowledge-sharing events including the Road Safety Coalition of Ontario, National Injury Prevention Day, and Canadian Association for Road Safety Professional conference. | Work together | Event attendance | Annual | Traffic Engineering |
| 56 | Advise and support the Wellington-Dufferin-Guelph Active and Safe Routes to School Committee. | Work together | Meetings | Annual | Transportation Planning |
| 57 | Collaborate with Vision Zero Steering Committee to support knowledge sharing, event coordination, and the achievement of Guelph's Action Plan for Safe Streets and other road safety efforts. | Work together | Meetings | Annual | Transportation Planning |

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|---|---|---|---|---|---|
| 58 | Partner with Guelph General Hospital to investigate trends in serious injuries and fatalities on Guelph roads, and explore solutions to enhance post-collision care. | Work together | Meetings | Annual | Traffic Engineering |
| 59 | Create a comprehensive communication and marketing strategy to promote road safety projects, programs, and initiatives that support Vision Zero objectives on City of Guelph channels. | Learn together | Strategy | Short-term (1–2 years) | Strategic Comms and Community Engagement; Traffic Engineering; |
| 60 | Host a child and youth competition to complement a Vision Zero awareness campaign. | Learn together | Designs created; signs and other campaign materials ordered | Short-term (1–2 years) | Strategic Comms and Community Engagement; Traffic Engineering; |
| 61 | Create and present sustainable transportation and road safety topics in schools. | Learn together | Workshop content; presentation | Short-term (1–2 years) | Transportation Planning; Traffic Engineering |
| 62 | Monitor and report on Vision Zero Key Performance Indicators (KPIs). | Learn together | Activity report | Annual | Traffic Engineering |
| 63 | Outline the process on City website for residents to organize temporary block parties. | Learn together | Updated website | Short-term (1–2 years) | Traffic Engineering; Operations |
| 64 | Integrate Vision Zero content and language into City of Guelph municipal driving training materials. | Learn together | Training material | Short-term (1–2 years) | Traffic Engineering; Fleet Services |
| 65 | Create a micromobility strategy directed by a Safe System approach. | Learn together | Recommendation report | Short-term (1–2 years) | Transportation Planning; Traffic Engineering |
| 66 | Update City of Guelph's Vision Zero Dashboard with latest collision data and add new micromobility data. | Learn together | Vision Zero Dashboard web page update | Annual | Traffic Engineering |
| 67 | Establish an Open Streets pilot program. | Learn together | Event | Short-term (1–2 years) | Transportation Planning; Traffic Engineering; Recreation and Community Development |
| 68 | Explore the use of road murals and placemaking features as tools to enhance the safety of vulnerable road users. | Design safe streets | Study best practices; identify funding sources | Short-term (1–2 years) | Traffic Engineering; Arts and Culture |

Note: Actions to be re-ordered within their respective focus area groupings – both in this table and the corresponding 'Action Plan' section of the document.