



Community Road Safety Strategy (CRSS)

July 20, 2020
Council Meeting

What is the CRSS?

High-level road safety plan for Guelph



The goal of the CRSS is to provide strategies that will improve road safety to benefit all users, whether you are walking, cycling, riding transit, using a mobility device or driving

Developing a framework that relies on safe systems principles

- Although the City of Guelph has not formally adopted a Vision Zero approach, many of the safe systems principles and preferred strategies to address road safety are in line with Vision Zero principles. These include:
 - Vulnerable road user safety
 - Leveraging innovative technologies
 - Improving road infrastructure
 - Focusing on a data-driven approach
 - Implementing and evaluating proven countermeasures

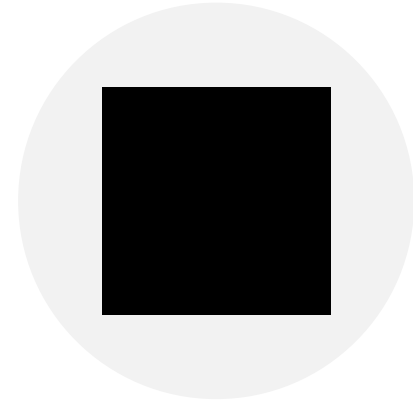
Development of the CRSS



REVIEWED BEST PRACTICES
IN OTHER MUNICIPALITIES



ENGAGED STAKEHOLDERS
TO UPDATE THE TRAFFIC
CALMING POLICY



ENGAGED THE COMMUNITY
TO DETERMINE EMPHASIS
AREAS AND STRATEGIES

Section 1



Strategies were developed through a best practices review



Staff consulted other municipalities with similar road safety programs



Staff reviewed published literature on effectiveness of road safety initiatives

Section 2

- Updated from 2006 Neighbourhood Traffic Management Review
- Consulted stakeholders through workshops
- The policy outlines procedures for initiating, reviewing, implementing, and evaluating traffic calming plans in residential neighbourhoods to address concerns about **speeding** and **high vehicle volumes**

Community Engagement



Evergreen
Seniors Centre



Immigrant
Services



University of
Guelph



Delta Hotel
Conference
Centre



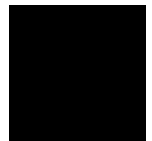
City Hall



Online Survey



Over 500
responses that
helped inform
road safety
priority areas
and the CRSS

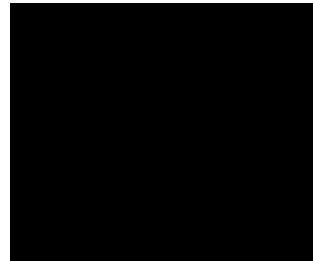


Number of
stakeholders
provided
feedback on the
updated policy
through
workshops

Section 3



Pedestrian
safety



Distracted
driving



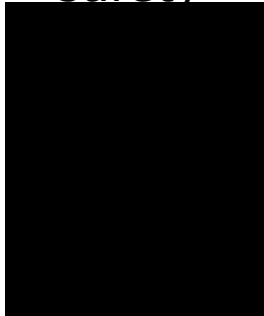
Aggressive
driving



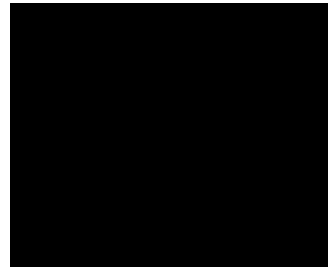
Cycling
safety



Speeding



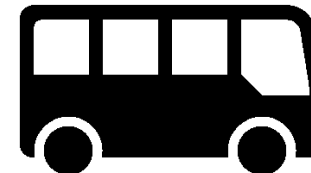
Impaired
driving



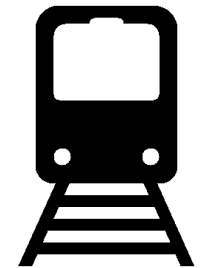
School
safety



Senior
Safety



Transit
Safety



Railway
Safety

Section 4

Pedestrian Safety

- Leading pedestrian intervals (LPIs)
- Pedestrian crossing improvements

Distracted Driving

- Distracted driving awareness campaign coordinated through the GRSC

Aggressive Driving

- Red light cameras
- Red light running awareness campaign coordinated through the GRSC

Section 4 Cont'd

Cycling Safety

- Educational campaigns coordinated through the GRSC
 - 1-metre passing rule (sharing the road)
 - Right hook awareness
 - Dooring

Speeding

- Automated speed enforcement cameras
- Flexible in road signs
- Slow Streets
- 'Please slow down' lawn signs
- Radar speed boards

Impaired Driving

- Safety awareness campaign coordinated through the GRSC

School Safety

- Permanent radar display boards

Senior Safety

- Creation of senior safety zones

Transit Safety

- Review midblock bus locations for safer pedestrian crossings

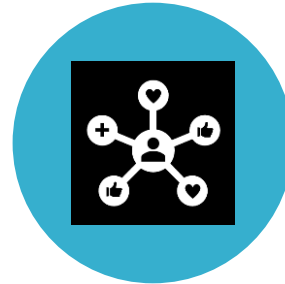
Railway Safety

- Review at level crossings

Section 5: Implementation



Residents who are ineligible under the Traffic Calming policy will be reviewed under the CRSS.



City staff will also annually run network screening to proactively identify locations that are eligible for CRSS measures.

Section 5: Evaluation

Some indicators that need to be measured over time include:

Operating
speeds

Volume data

Severe and fatal
injury collisions

Perceptions of
road safety

Several years of data need to be collected after a strategy has been implemented to accurately determine (statistically) if a change has occurred.

Staff will provide annual collision reports that will also outline evaluation metrics once appropriate data is available.

Alignment with Strategic Plan

The Community Road Safety Strategy aligns with the city's "**Navigating our future**" strategic priority by improving the safety, efficiency and connectivity of the transportation system.

Recommendations

1. That the Community Road Safety Strategy, included as Attachment 1, to the Infrastructure, Development & Enterprise Services Report 2020-80 dated July 20, 2020 be approved and in effect as of August 4, 2020
2. That the Traffic Calming Policy, included as Attachment 2, to the Infrastructure, Development & Enterprise Services Report 2020-80 dated July 20, 2020 be approved and in effect as of August 4, 2020.