
Vision Zero

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That Vision Zero be adopted in principle committing Saskatoon to become a community with zero transportation-related deaths and severe injuries.

Topic and Purpose

The purpose of this report is to provide the framework for Vision Zero and to request adoption in principle for developing a Vision Zero strategy for Saskatoon.

Report Highlights

1. Vision Zero is a strategy to eliminate all transportation-related deaths and severe injuries, while increasing safe, healthy, and equitable mobility for all.
2. Vision Zero utilizes a collaborative and multi-disciplinary approach and several partner agencies are supportive of implementing a Vision Zero approach for Saskatoon.
3. Resource requirements to successfully implement Vision Zero are outlined in this report.

Strategic Goal

This report supports the Strategic Goal of Moving Around as it improves the safety of all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

Background

City Council at its 2018 Preliminary Business Plan and Budget meeting held on November 27 and 28, 2017 approved funding for Capital Project #0631 – Transportation Safety Improvements, which included \$40,000 for Vision Zero (i.e. launching the Vision Zero initiative and Vision Zero education campaign).

The Administration hosted a Planning Session for Vision Zero in May 2018, facilitated by the Vision Zero Advocate Institute. The workshop provided an overview of Vision Zero and explored potential strengths, weaknesses, opportunities, and threats for Vision Zero implementation in Saskatoon. The workshop attendees included Saskatchewan Health Authority, Saskatoon Police Service, Saskatoon Public Schools, Medavie Health Services West, Saskatoon and District Safety Council and Saskatoon Board of Education Driver Education. Other agencies that did not attend the session but have expressed interest in and support for Vision Zero include the Greater Saskatoon Catholic Schools, Saskatoon Fire Department, and Saskatchewan Government Insurance (SGI).

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At the planning session, the group developed the following draft Vision Statement:
“Saskatoon will become a community with zero transportation-related deaths or severe injuries.”

If Vision Zero is endorsed by City Council, the Vision Zero Steering Committee will refine and finalize the draft statement.

Report

Vision Zero Overview

Vision Zero is a strategy to eliminate all transportation-related deaths and severe injuries, while increasing safe, healthy, equitable mobility for all road users. It was first implemented in Sweden in 1997 and is gaining momentum worldwide. Vision Zero recognizes that traffic deaths are preventable. This is a fundamental change in the way people think about the transportation network and system. Vision Zero uses a safe systems approach for road design to reduce conflict points and the severity of collisions when they do occur. A brief explanation of Vision Zero is included in Attachment 1.

The safe systems approach recognizes that system designers (i.e. transportation engineers), road users (i.e. all modes) and system operators (i.e. roadways and operations, traffic signal specialists, police, transit operators) must work together. It is a shared responsibility with everyone focused on safety. At the core of the safe systems approach is the fact that the human body has limited capacity to tolerate the impact from collisions. According to the Vision Zero philosophy, “In every situation a person might fail. The road system should not.”

The safe systems approach also recognizes the need for safe roads, safe speeds, safe people, and safe vehicles.

- Safe roads – We are all human. It is expected that we will make mistakes. The transportation system must be forgiving so that mistakes do not result in tragedy.
- Safe speeds – The largest number of people killed on roads are vulnerable road users (i.e. pedestrians and cyclists). A graph showing the vulnerable road user risk of injury and fatality versus mean speed is shown in Attachment 2. The percentage risk varies according to age, physical fitness, etc. (children and seniors are more vulnerable than the average adult); however, despite the variation, there is a 90% chance of survivability for speeds at 30 kph or less.
- Safe people – All road users obey traffic laws and pay attention to their surroundings.
- Safe vehicles – Vehicle technology can save lives. (i.e. antilock braking system, air bags, crumple zones, and so on).

Approximately 15,000 people die or are severely injured each year on Canada’s roads. The Canadian Council of Motor Transport Administrators’ most recent [Road Safety Strategy 2025](#) retains the long-term vision of making Canada’s roads the safest in the world but combines this with the vision of Towards Zero.

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The Road Safety Strategy 2025 is intended to encourage road safety stakeholders from all levels of government as well as private sector and non-governmental stakeholders to collaborate in making Canada's roads the safest in the world, and to unite efforts to reach the long-term vision of zero fatalities and serious injuries on Canadian roads.

Between 2007 and 2016, 69 people have been killed and 12,666 people have been injured on Saskatoon roads. To address this significant level of injury and death, safety must become a priority over speed and convenience in both the design and operation of Saskatoon's roads, the configuration of work zones and all the ancillary civic functions that impact all road users.

Vision Zero is becoming a global movement that is gaining recognition. There are many resources, tools and best practices available in the Vision Zero realm. Undertaking a safety approach without Vision Zero could result in lost opportunities.

Collaborative and Multidisciplinary

To implement Vision Zero successfully, a collaborative and multidisciplinary approach is needed. All key agencies need to be involved in rolling out the initiative. Maximizing each agency's skill set for different components of the Vision Zero initiative will leverage success. Letters of support and commitment from interested partner agencies are included in Attachment 3.

A multidisciplinary approach to Vision Zero is required for success; many municipalities use the following "E's":

- Engineering
- Enforcement
- Education
- Engagement
- Evaluation
- Environment
- Equity
- Leadership

A jurisdictional review of Vision Zero communities across Canada is included in Attachment 4. Vision Zero implementation is uniquely tailored for each municipality. The Steering Committee will be responsible for identifying the appropriate implementation for Saskatoon. A draft project charter outlining next steps for Vision Zero is included in Attachment 5.

Resource Requirements

At its meeting held on June 18, 2018, the Governance and Priorities Committee received a report regarding the 2019 Business Plan and Budget Options. Provided in this report was \$7.78 million in options for the Governance and Priorities Committee to consider for implementation as part of the 2019 Business Plan and Budget process. An option provided was \$100,000 in funding that would be utilized for a Vision Zero Program Manager required to manage the program, coordinate various stakeholders and be the primary point of contact for this initiative. Subsequent funding requests would follow for future years.

Options to the Recommendation

The Transportation division could continue making recommendations for transportation investments based on the current priority lists and warrant criteria. This option is not recommended. Although collision rates are considered in the existing analyses, the primary focus is on optimizing flow and efficiency on the road network. The status quo does not distinguish between collision severity types (i.e. property damage, injury or fatality), instead focuses on aggregate numbers of all collisions, and effectively is focused on vehicle collisions.

The Transportation division could begin to make recommendations for transportation investments with a safety-oriented focus without using the Vision Zero approach. This option is not recommended. Approaching safety without specific goals or targets will not address the importance and societal costs associated with deaths and severe injuries.

Public and/or Stakeholder Involvement

Engagement is one of the E's of the Vision Zero approach. If Vision Zero is endorsed, an engagement plan will be developed. It is anticipated that several committees will be established to implement Vision Zero. The following partners will make up the Vision Zero Steering Committee:

- Saskatchewan Health Authority
- Saskatoon Police Service
- Saskatoon Public Schools and Greater Saskatoon Catholic Schools
- Transportation division

The following agencies will be involved as stakeholders and could make up subcommittees for specific implementation initiatives:

- Medavie Health Services West
- Saskatoon and District Safety Council
- Saskatoon Board of Education Driver Education
- Saskatoon Fire Department
- Saskatchewan Government Insurance

The Vision Zero Steering Committee will replace the Traffic Safety Committee that will be disbanded at the end of 2018.

Communication Plan

A communication plan for Vision Zero will be developed if the strategy is endorsed by City Council.

Policy Implications

A Vision Zero approach will require revisions to:

- Council Policy C07-023, Corridor Study Selection Process
- Council Policy C07-024, Intersection Improvement Project Selection Process

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Both policies would need to be revised to reflect new prioritization criteria to move away from crash rates (i.e. all collisions, traffic volumes) to fatality rates (i.e. fatal and severe injury collisions, population).

Financial Implications

A new capital program will be required to fund the Vision Zero initiative. The following funding estimates are required to initiate a Vision Zero strategy for Saskatoon. Funding will be requested as part of the 2019 budget. Long-term, operating program funding should be directed from the Traffic Safety Reserve.

Resource	Task	2019 Budget	2020 Budget
Program Manager (New FTE)	<ul style="list-style-type: none">Finalize project charter, coordinate and chair steering group meetings, oversee the program, etc.	\$100,000	\$100,000
Data Analyst (New FTE)	<ul style="list-style-type: none">Compile and analyze existing collision data (i.e. SGI, Health Authority)Identify data gapsIdentify hot spots/trends	--	\$ 80,000
Graphics	<ul style="list-style-type: none">Tailor Vision Zero graphics for Saskatoon (logo, brochure, graphs, etc.)	--	\$ 40,000
Communication	<ul style="list-style-type: none">Develop public education campaign strategy and media messaging	--	\$ 30,000
Total		\$100,000	\$250,000

If funding is not available in the 2019 budget, the Administration recommends deferring the formal implementation of Vision Zero until 2020.

Implementation costs of the Vision Zero initiative will be developed as the program progresses. Current budgets will be reallocated to support Vision Zero and new funding requirements will be identified.

Other Considerations/Implications

There are no privacy, environmental, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

A Vision Zero Action Plan report will follow in 2019.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. What is Vision Zero?
2. Vulnerable Road User Risk of Severe Injury or Death vs. Mean Speed
3. Letters of Support – Saskatoon Police Service; Greater Saskatoon Catholic Schools; Medavie Health Services West; Saskatchewan Health Authority
4. Vision Zero Jurisdictional Review
5. Vision Zero – Draft Project Charter

Report Approval

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