

Staff Report



Development Services Department

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REPORT TO: Community and Infrastructure Services Committee

DATE OF MEETING: May 13, 2024

SUBMITTED BY: Barry Cronkite, Director, Transportation Services, 519-741-2200 ext. 7738

PREPARED BY: Aaron McCrimmon-Jones, Manager, Transportation Safety & Policy, 519-741-2200 ext. 7038

WARD(S) INVOLVED: All Wards (1-10)

DATE OF REPORT: April 9, 2024

REPORT NO.: DSD-2024-073

SUBJECT: Vision Zero Annual Update - 2024

RECOMMENDATION:

That this report be received, which serves as a progress update on the Vision Zero action items completed in 2023; and,

That staff be directed to implement the proposed 2024 safety improvements as outlined in Attachment A (Vision Zero 2024 Safety Improvements) of report DSD-2024-020 to support implementation of the Vision Zero Strategy; and,

That a Pedestrian Crossover (PXO) Level 2, Type B be installed on Belmont Ave at the Henry Sturm Greenway; and,

That a Pedestrian Crossover (PXO) Level 2, Type C be installed on Kingsway Dr at Greenfield Ave, across the north leg of the intersection; and,

That a Pedestrian Crossover (PXO) Level 2, Type C be installed on Park St at Mt Hope St, across the west leg of the intersection; and,

That a Pedestrian Crossover (PXO) Level 2, Type D be installed on Lawrence Ave at the Henry Sturm Greenway; and,

That stopping be prohibited at any time 15 metres from each PXO crossing at each approach, and ten (10) metres immediately following each PXO crossing; and further,

That the Uniform Traffic Bylaw be amended accordingly

REPORT HIGHLIGHTS:

*** This information is available in accessible formats upon request. ***
Please call 519-741-2345 or TTY 1-866-969-9994 for assistance.

- The purpose of this report is to provide a comprehensive update on the progress of the City of Kitchener's Vision Zero Strategy. It includes an overview of 2023 accomplishments and recommended action items for 2024 as summarized in Attachment A to DSD-2024-073 - Vision Zero 2024 Safety Improvements.
- The key finding of this report is that in 2023, The City made progress towards the goal of eliminating serious injury and fatal collisions on Kitchener streets through the implementation of the planned 2023 action items in the five categories of Evaluation, Engineering, Education, Engagement and Enforcement. As approved by Council and described in staff report DSD-2021-210, the Vision Zero Strategy action items are funded through reallocation of two-thirds of existing Formal Traffic Calming budget from the 2022-2026 budget years.
- Community engagement and education included a high-risk driving media campaign that received almost 6 million impressions, a dedicated Vision Zero Engage page for ongoing feedback from Kitchener residents, project boards to update residents on upcoming street safety improvements, consultations with advisory committees, and a Vision Zero webpage and dashboard. The dashboard is an essential tool to track and communicate progress towards the goal of zero traffic fatalities and serious injuries.
- This report supports the delivery of the Strategic Plan action item "Building a Connected City Together" through implementing a "Localized Transportation Safety Improvement Program".

EXECUTIVE SUMMARY:

The City of Kitchener's Vision Zero Strategy is a four-year street safety plan with the long-term objective of eliminating all severe injuries and fatalities on City of Kitchener streets. This plan focuses on evaluating the street network and addressing the key contributing factors to serious injury and fatal collisions by focusing on three emphasis areas including vulnerable street users, high risk locations and high-risk driving. This report provides an update on the progress made towards achieving the goals in 2023 and planned actions for 2024.

Statistics indicate that there has been a declining trend in collisions that result in injuries or fatalities between 2018 and 2022. Zero (0) fatalities occurred on City of Kitchener streets in 2022 and 2023. However, analysis continues to show that pedestrians and cyclists are disproportionately represented in collisions that result in a serious injury or fatality, with aggressive and inattentive driving being a significant contributing factor to these collisions. To address these issues, initiatives are being implemented to prioritize vulnerable street user's safety, increase traffic calming measures, and educate drivers on safe driving practices. Progress toward these initiatives in 2023 are as follows:

- **Evaluation** – In partnership with Region of Waterloo Public Health a *Cost of Injury for Transport Incidents* was developed, which estimates the total cost of injury for Kitchener residents was \$25 million in 2018. In partnership with the University of Waterloo, The City adopted a proactive and systematic approach to identify high-risk locations. Through this approach, The City identified 15 high-risk locations including intersections and mid-blocks. Work completed under the evaluation category prioritizes the highest risk locations and demonstrates a shift towards a more proactive and data driven approach to street safety.
- **Engineering** - Staff conducted a comprehensive analysis on the hot spot locations that pose a higher risk for serious injury and fatal collisions and implemented physical measures to enhance safety. In 2023 this included 450 meters of sidewalk infill, two

pedestrian refuge islands, three raised crosswalks, two intersection improvement locations, and 22 speed humps / speed cushions. The implementation of 40km/h neighbourhoods was also completed in 2023, as was a review of existing pedestrian crossover policies and design guidelines.

- **Education** - Kitchener launched a high-risk driving education campaign through a collaborative effort with WRPS, Region of Waterloo Public Health, and City of Waterloo. The campaign targets high-risk driving behaviours that contribute to traffic-related serious injuries and fatalities. The campaign received almost 6 million impressions across a range of platforms including television, digital promotions, social media campaigns, YouTube and Google. Staff also (in collaboration with Student Transportation Services of Waterloo Region) delivered the Sidewalk Smarts Program to seven (7) Kitchener schools in January and February 2024.
- **Engagement** – Staff continue to manage and promote the Vision Zero webpage and Engage page to provide up-to-date information and opportunities for ongoing public engagement. Staff continue to meet with the Vision Zero sub-committee to provide community perspective and feedback on street safety policies, programs, and strategies. In April 2024 staff presented Attachment A of this report to the Active Transportation & Trails Advisory Committee who unanimously approved and stated that the committee is “*pleased and supportive of the safety improvements being proposed by staff in the Vision Zero update report*”. Project boards were installed throughout The City to update residents where hot spot safety improvements are planned and provide opportunity for feedback.
- **Enforcement** - The Selective Traffic Enforcement Program (STEP) was re-established through a collaborative effort with WRPS. This program identifies new areas of concern for targeted enforcement through a more data driven approach. Through the STEP partnership, and utilizing City of Kitchener traffic data, WRPS issued 32 Highway Traffic Act charges in Q1 2024. Additionally, five (5) new Automated Speed Enforcement locations have been identified to be installed in 2024 within City of Kitchener school zones.

BACKGROUND:

Vision Zero is a safety strategy with the objective of eliminating all severe injuries and fatalities on City of Kitchener streets, premised on the belief that these incidents are preventable, and that safety must be the foremost priority. It emphasizes the need for a sustained, multifaceted approach to reduce collision-contributing factors and calls for continuous improvement in the city's approach to street safety, highlighting the collective responsibility of all users.

In December 2021, Kitchener Council adopted the City of Kitchener's Vision Zero Strategy, a four-year plan focused on analyzing the street network to address the root causes of serious injuries and fatalities through the five categories of evaluation, engineering, education, engagement, and enforcement. While the strategy is set through 2025, achieving the goals of Vision Zero is recognized as a long-term endeavor that requires ongoing commitment and resources. The strategy involves detailed data analysis to identify trends, main causes of serious injuries, and fatal collisions, focusing on protecting vulnerable users, high-risk locations, and dangerous driving behaviors. Action items are identified based on data, community feedback, and best practices. For an in-depth look at the City of Kitchener's Vision Zero Strategy, refer to staff report DSD-2021-210 and City of Kitchener Vision Zero Strategy 2022-2025 (Kitchener.ca/VisionZero).

In April 2023, staff presented a comprehensive update to the Council, detailing the progress in 2022, and planned activities for the Vision Zero Strategy in 2023. The update included

advancements across five key areas of Evaluation, Engineering, Education, Engagement and Enforcement. For an in-depth look at the actions completed in 2022, refer to staff report DSD-2023-152.

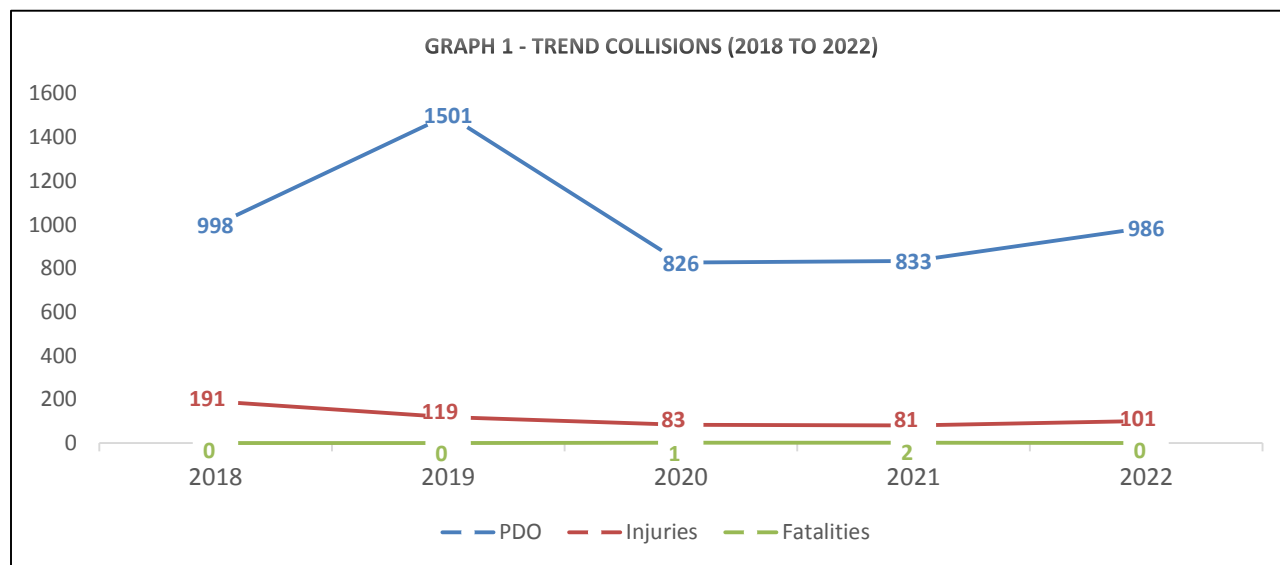
REPORT:

This report provides an update on the progress of the City of Kitchener’s Vision Zero Strategy. This includes an overview of the collisions on Kitchener streets over a five-year period (2018 to 2022) as well as a summary of the progress made in 2023. This report also summarizes the planned action items for 2024.

Collision Analysis Overview

An analysis of historical collision data from 2018-2022 was conducted to identify trends in collisions resulting in injuries and fatalities. 2023 collision data analysis has not been included as the complete 2023 data set will not be available until end of Q2, 2024. Collision data analysis was focused on collisions that have occurred on the streets under the jurisdiction of the City of Kitchener. Of the 2,217 lane-km of roads and streets within the City of Kitchener boundary, 1,569 lane-km are under the jurisdiction of the City of Kitchener, 499 lane-km are under the jurisdiction of the Region of Waterloo, and 149 lane-km are under the jurisdiction of the Ontario Ministry of Transportation. For this review, roads under the jurisdiction of the Region of Waterloo and the Ministry of Transportation have not been included.

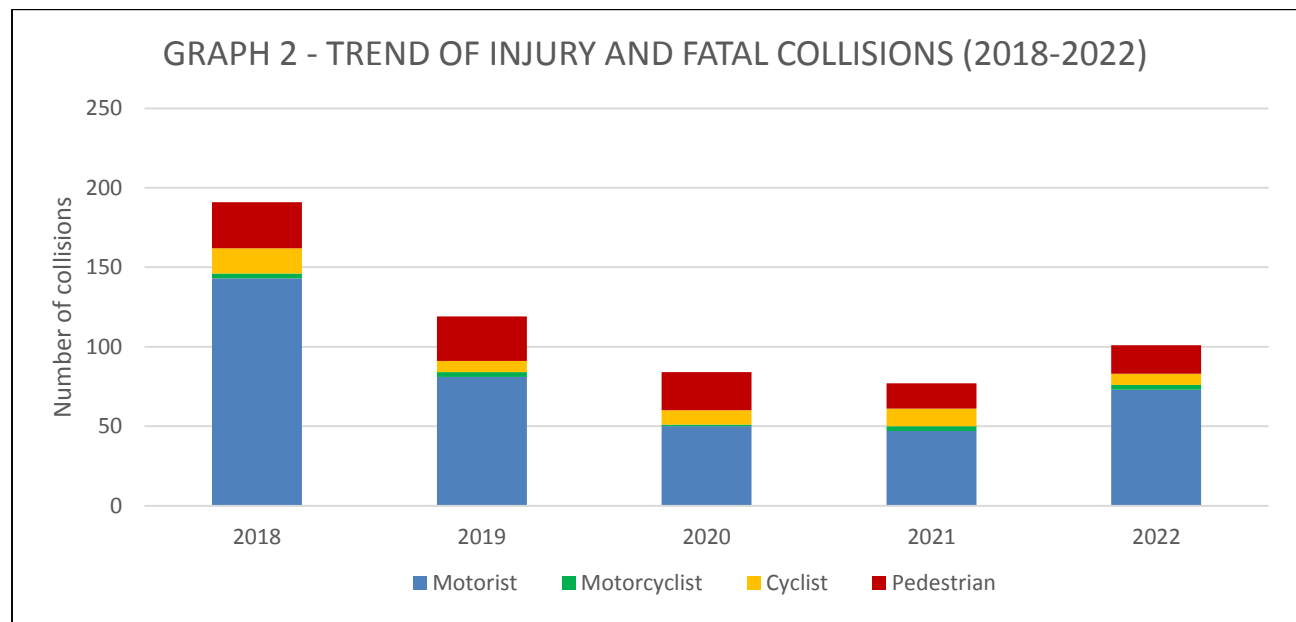
Graph 1 illustrates the trend of collisions on Kitchener streets from 2018 to 2022 which shows a declining trend in collisions, injuries and fatalities. It should be noted that 2020 and 2021 collision data may be impacted by changing travel patterns during the COVID-19 pandemic influenced by lockdowns, social distancing, and travel restrictions.



	2018	2019	2020	2021	2022
PDO	998	1501	826	833	986
Injuries	191	119	83	81	101
Fatalities	0	0	1	2	0

Graph 2 illustrates the trend of the collisions that have resulted in injuries and fatalities by street user type. Like the data in Graph 1, a declining trend is observed for all street user

types. However, 2020 and 2021 collision data may be impacted by changing travel patterns during the COVID-19 pandemic.



Analysis has been conducted on the collisions that have resulted in injuries or fatalities to identify the most common factors in the occurrence of these collisions. The data shows that:

- In 2022 and 2023 there were zero (0) fatalities on City of Kitchener municipal streets.
- 29% of the collisions that have resulted in injuries include a pedestrian or a cyclist while only accounting for 4% of the total collisions. **This reinforces the statement that pedestrians and cyclists are at a disproportionately higher risk of being involved in collisions resulting in serious injuries or fatalities, which continues to highlight the need to prioritize safety measures for vulnerable street users.**
- In 90% of the injury and fatal collisions, the driver was driving aggressively, and in 71% of the injury and fatal collisions the driver was inattentive. Aggressive driving behavior includes speeding, following too closely, passing improperly, failing to yield right of way, and disobeying traffic controls. **This finding shows that aggressive and inattentive driving behaviors are a significant contributing factor in a large majority of injury and fatal collisions. Therefore, mitigating these behaviors should be a priority in reducing the number of injuries and fatalities on Kitchener streets.**
- In 29% of the injury and fatal collisions, the surface was wet because of rainy, snowy, or icy weather conditions. These conditions can reduce visibility, increase stopping distance and make it more challenging for drivers to maintain control of their vehicles. **This suggests that in addition to winter road maintenance, drivers need to exercise extra caution when driving on wet surfaces and adjust their driving behavior according to the weather condition. Initiatives to educate drivers on safe driving practices in weather conditions can help raise awareness about these challenges.**
- In 75% of the injury and fatal collisions among pedestrians, the pedestrian was crossing the street legally and with right of way. **This suggests that existing infrastructure and driver behavior are not adequate to ensure pedestrian safety, even when pedestrians are following the rules. Designing streets that prioritize pedestrian safety, implementing traffic calming measures, and**

educating drivers are some of the strategies being implemented to help address this issue.

Waterloo Region Public Health – Economic Costs of Injury Analysis

To support Kitchener's Vision Zero collision data analysis and evaluation Waterloo Region Public Health developed a report analyzing of the economic cost of injury for transport incidents. The economic costs of injury include direct costs to the healthcare system and indirect costs to society. The key findings of this report, *Cost of Injury for Transport Incidents, Prepared for City of Kitchener, Vision Zero*, include the following:

- Transport incidents are one of the leading causes of injury in Canada with a total cost of \$3.6 billion in 2018.
- In 2018, the estimated total cost of injury related to transport incidents for City of Kitchener residents is estimated at \$25 million.
- In 2018, the cost of injury varied by transport type. In Canada the cost of motor vehicle incidents exceeded \$1.8 billion, and the cost of pedestrian and cyclist incidents exceeded \$800 million.

2023 Progress & 2024 Action Items

A summary of these action items is provided below.

Evaluation

The *evaluation* category includes action items related to collecting and analyzing traffic and collision data to assess the safety of the existing street network, identifying safety gaps and opportunities and to track progress towards the goal of eliminating traffic related serious injuries and fatalities. Evaluation is a critical step in ensuring that resources are being utilized effectively and decisions are based on available data.

Network Screening

Prior to adopting Vision Zero, traffic safety efforts were primarily reactive, relying on historic collision data and complaints from the public. Through collaboration with the University of Waterloo, The City transitioned to a more proactive approach. A systematic approach was deployed to identify and help predict locations with high collision risk, or "hot spots," using multiple factors such as site characteristics, traffic volumes, speeds, and historical collisions. Utilizing this model, and other data inputs, staff have selected 15 hot spot locations for safety improvements for 2024. Location and descriptions of these proposed improvements are outlined the Engineering section of this report, and in Section 1 of Attachment A - Vision Zero 2024 Safety Improvements.

Surrogate Safety Measure Data Collection

Due to the complexity of intersections, staff installed lidar devices in partnership with Velodyne Lidar in 2022 and 2023 to better understand the safety issues at these locations. The lidar devices used laser technology to measure the distance between objects, providing data on vehicle movements. This technology enabled staff to collect conflict data, including near misses and potential collisions, which are not typically captured in traditional collision data. By analyzing this data in collaboration with the University of Waterloo, staff gained more insight into how to improve safety at these high-risk locations. This also enabled staff to conduct a before-after study at the intersection of Queen's Blvd and Spadina Rd which showed a **20% improvement** in the number of near misses at this intersection.

Engineering

The engineering category includes action items related to the design and physical improvements of transportation infrastructure to reduce the likelihood of serious injury and

fatal collisions. In 2023 Hot Spot Improvements, Formal Traffic Calming, and sidewalk infill work was installed at dozens of locations throughout the City including: 450 meters of sidewalk infill, two pedestrian refuge islands, three raised crosswalks, two intersection improvement locations, and 22 speed humps / speed cushions.

In 2024, an additional 15 Hot Spot Improvement locations have been identified through data driven analysis. Staff conducted a review of these locations to identify measures that can be implemented to improve safety at each hot spot; these measures are included in Attachment A. Additionally, other safety improvements that are being recommended include: four (4) pedestrian crossover locations (PXOs), almost 400 meters of sidewalk/multi use trail infill, five (5) Automated Speed Enforcement locations, 40 additional seasonal narrowings, and 10 solar powered speed advisory signs.

In addition to the measures above, complete streets design standards are being implemented through nine (9) reconstruction projects in 2024. Complete Streets design standards include narrowed pavement width, smaller turning radii at intersections, shorter crossing distances for pedestrians, separated cycling infrastructure, as well as wider boulevards and sidewalks.

The recommended 2024 improvements are summarized and included in Sections 1 through 7 in Attachment A – 2024 Vision Zero Safety Improvements.

40km/h Neighbourhoods

In October 2021, Council approved the implementation of a speed limit reduction from 50km/h to 40km/h, and to 30km/h within school zones and along signed neighbourhood bikeways. The speed limit reduction implementation started in January 2022 and was substantially complete by late 2023. Most of Kitchener's residential neighbourhoods have now been converted to 40km/h posted speed limits through this initiative, while school zones have been converted to 30km/h.

Pedestrian Crossovers (PXO)

Staff have reviewed the existing pedestrian crossover (PXO) guidelines and practices. This review was conducted to ensure City of Kitchener is in line with best practices throughout Ontario and to enhance pedestrian safety. To increase compliance, staff recommend using flashing beacons and/or raised crossings for all PXOs. Compliance studies conducted by staff show that PXOs have a higher compliance rate when flashing beacons or raised crossings are present. PXOs with flashing beacons and/or raised measures achieved a 90% compliance rate. Locations without these measures achieved a 72% compliance rate.

Pedestrian Crossovers (PXO) Installation

The following four locations were studied in 2023 and staff are proposing new PXO installation in 2024 (warrant information included in Attachment B – PXO Warrant Summaries & Key Maps):

- PXO Type B Belmont Ave W at the Henry Sturm Greenway. This will include overhead mast arms with PXO signage, flashing beacons, existing pedestrian island.
- PXO Type C Kingsway Dr at Greenfield Dr. This will include PXO signage, flashing beacons, and new pedestrian refuge island.
- PXO Type C Park Street at Mt. Hope Street. This will include PXO signage and flashing beacons.

- PXO Type D Lawrence Ave at the Henry Sturm Greenway. This will include PXO signage and existing raised crossing/speed hump.

Warrant information including traffic data, pedestrian data, summary of pedestrian studies, engineering justification, and key maps for each proposed PXO locations can be found in Attachment B – PXO Warrant Summaries & Key Maps.

Seasonal Traffic Calming

In 2018, Transportation Services launched a Seasonal Traffic Calming program that included installing approximately 40 flexible delineators and five (5) battery powered speed advisory signs throughout The City. The program has been met with widespread acceptance from the community and has resulted in many more requests. As a result, there has been annual increases of the seasonal traffic calming program in terms of both measures and operating budget.

In 2024 the Seasonal Traffic Calming program will again expand as approved in the 2024 budget cycle. The expansion will include an additional four (4) seasonal narrowings per ward, and one (1) semi permanent, solar powered speed advisory sign per ward. Each seasonal narrowing requires three signs, for a total of an additional 120 signs. In 2024 each ward will receive a total of 34 in-road flex signs in 2024 which includes 10 single locations and 8 seasonal narrowing locations. Additionally, each ward will receive a semi permanent, solar powered, speed advisory sign. The solar powered signs will upgrade previous battery powered boards. Transitioning to solar power will allow the boards to remain in place year-round versus being limited to warmer months only and will reduce staff resources to charge and rotate battery packs on a weekly basis. Approval for the 2024 program was done through the budget deliberation process. Planning and design for the 2024 program is complete and Roads and Traffic staff are nearing completion of installation work.

Education

Educational campaigns are a critical component of a Vision Zero program. The purpose of these campaigns is to raise awareness among street users about safe street behaviors and the importance of following traffic rules. Advancements made in the education category are summarized in this section.

High Risk Driving Education Campaign

Kitchener launched an educational campaign in 2023 focused on high-risk driving behaviors through a collaborative effort between the City of Kitchener, City of Waterloo, WRPS and Region of Waterloo Public Health. The purpose of this campaign was to raise awareness among street users about the dangers of high-risk driving behaviors and to promote safe driving habits.

The campaign aimed to educate the public about the Vision Zero concept and the importance of achieving zero traffic fatalities and serious injuries in our community. The messaging underscored the fact that traffic collisions are not random occurrences, but rather preventable causes that can be averted with the adoption of proactive measures and education. By emphasizing the preventable nature of these incidents, the campaign tried to foster a sense of shared responsibility among all stakeholders to work towards achieving the Vision Zero goal.

To reach a wide audience, a variety of multimedia strategies were used including social media posts on platforms such as Facebook, Twitter, and Instagram as well as ads on radio,

YouTube, Spotify, television, and Google display. Three promotional campaigns were conducted in the winter, spring and fall of 2023 to promote awareness of Vision Zero and traffic safety goals. Highlights of the reach of these campaigns include:

- CTV television ad campaign: 2.8 million impressions
 - Bell Media digital campaign: 180,000 impressions
 - City of Kitchener social media: 1.06 million impressions
 - YouTube video campaign: 186,500 impressions
 - Google Display campaign: 709,000 impressions
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- Total impressions in 2023 across all platforms: 5.9 million

Active Transportation Education Campaign

The City has been actively promoting active transportation through various educational programs to help navigate cyclists through the safest and most convenient route. The City has also been regularly sending out a monthly e-newsletter to provide updates on on-going cycling projects and new cycling facilities to promote cycling and educate all street users on best practices.

In 2023, staff collaborated with The City of Waterloo to develop a new educational video for the proper use of pedestrian crossings (PXO). The primary objective of the video was to educate all users on the function and design of pedestrian crossings as well as legal responsibility for drivers to yield to pedestrians. The PXO educational video will be promoted through City of Kitchener platforms commencing Spring 2024.

School Children Educational Programs

Student Transportation Services of Waterloo Region (STSWR) manages dedicated programs that educate students and families on pedestrian skills and traffic awareness in school zones. These programs cover different types of environments such as crossing in roundabouts and are delivered through various models.

In 2024 Sidewalk Smarts training was delivered to seven (7) Kitchener schools and included over 900 students in 49 classes. Sidewalk Smarts is a pedestrian skills training program that prepares children transitioning from primary to junior grades to safely walk to school and other destinations in their community. The program identifies the benefits and risks of walking and helps children build an understand and navigate the transportation network and traffic laws.

Schools were selected for the program using STSWR data, as well as Waterloo Region Public Health data. Public Health data helped identify communities whose residents were most impacted by collisions. Seven different schools will be included in the 2025 season, with a plan of returning to the 2024 schools in 2026 to an entirely new group of grade three and grade four students.

A Vision Zero Parents Skill Sheet is currently being developed to highlight the special considerations of driving in school zones and in areas with higher numbers of children. This includes avoiding U-turns and expecting unpredictable actions. This resource is in design phase and STSWR and City of Kitchener will provide to City of Kitchener schools for the beginning of the 2024/2025 school year.

Engagement

Engagement is critical to the success of a Vision Zero program by fostering community ownership and involvement in improving street safety and providing ongoing opportunities for resident feedback.

Vision Zero Webpage and Dashboard

The Vision Zero Dashboard is an essential tool for tracking and communicating progress towards the goal of zero traffic fatalities and zero serious injuries. The platform provides information to residents including collision statistics and progress updates on the action items of the Vision Zero Strategy. The dashboard can be accessed through [Kitchener.ca/VisionZero](https://kitchener.ca/VisionZero).

In addition, the City of Kitchener has updated the Vision Zero webpage and the Vision Zero Engage page at [Kitchener.ca/VisionZero](https://kitchener.ca/VisionZero). These platforms provide tools to engage and inform the public about the Vision Zero Strategy and its progress on an ongoing basis. The Vision Zero webpage is designed to educate the public about the importance of safe transportation practices to achieve zero fatalities and zero serious injuries. The Vision Zero Engage page provides an opportunity for residents to provide feedback and share their ideas for making Kitchener's streets safer for everyone.

Vision Zero Sub-Committee

A sub-committee of the Active Transportation and Trail Advisory Committee (ATTAC) was established to provide community perspective on street safety policies, programs, and strategies. This sub-committee continues to meet regularly and serves to advise staff on street safety issues, act as an advocate for street safety in the city and promote public awareness of street safety initiatives and the Vision Zero Strategy. In April 2024 staff presented Attachment A of this report to the Active Transportation & Trails Advisory Committee who unanimously approved that the committee is "pleased and supportive of the safety improvements being proposed by staff in the Vision Zero update report".

Enforcement

The purpose of enforcement in Vision Zero is to help ensure that all street users are following traffic rules and to deter unsafe behaviors that could lead to collisions. In collaboration with The Region of Waterloo and Waterloo Region Police Service staff have made improvements to help allocate enforcement resources to the highest-risk locations.

Selective Traffic Enforcement Program

Selective Traffic Enforcement Program (STEP) is an enforcement initiative that is designed to systematically identify and target high-risk areas based on traffic data including speed, volume, and collision history. The previous approach to the STEP program relied more heavily on traffic complaints from the public. A more data-driven approach is now being used to help WRPS target enforcement where the highest risk driving behaviours are occurring based on network screening and empirical data.

To improve collaboration and data sharing, quarterly meetings with WRPS and area municipalities have been re-established to discuss the program's progress and identify new areas of concern for targeted enforcement. STEP members are currently working towards more data driven decision making for enforcement locations by leveraging traffic data and network screening analysis. Through the STEP partnership, and utilizing City of Kitchener

traffic data, WRPS issued 32 Highway Traffic Act charges in Q1 2024 on Huron Rd, Zeller Drive, East Ave, Strasburg Rd, and Krug St.

Next Steps

Staff will continue to focus on action items initiated in 2022 and 2023, while adding new objectives in accordance with the Vision Zero action plan approved by Council. Staff will report back to Council in spring of 2025 with a progress update on the accomplishments in 2024.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of the Strategic Plan action item “Building a Connected City Together” through implementing a “Localized Transportation Safety Improvement Program”.

FINANCIAL IMPLICATIONS:

As approved by Council and outlined in staff report DSD-2021-210, the Vision Zero Strategy action items will be funded through reallocation of existing budget from the 2022-2026 Formal Traffic Calming Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City’s website with the agenda in advance of the council / committee meeting. Project boards were installed throughout The City to notify residents of planned Vision Zero hot spot improvements and options to get in touch with staff.

CONSULT – In 2020, 2021 and 2022 staff met with advisory committees including Mayor's Advisory Council for Kitchener Seniors, Kitchener Active Transportation and Trails Advisory Committee, Kitchener Youth Action Council, Grand River Accessibility Advisory Committee, and Safe and Healthy Communities Advisory Committee. Through 2023 and 2024 Staff continue to meet with the Active Transportation & Trails Advisory Committee (ATTAC) and the Vision Zero Sub-committee.

The Vision Zero webpage and the Vision Zero Engage page at [Kitchener.ca/VisionZero](https://kitchener.ca/VisionZero) provide tools to engage and inform the public about the Vision Zero Strategy and its progress, and opportunity to receive resident feedback on an ongoing basis.

PREVIOUS REPORTS/AUTHORITIES:

- 2020:** DSD-20-035 Vision Zero Review
- 2021:** DSD-2021-210 Vision Zero Strategy
- 2023:** DSD-2023-152 Vision Zero Strategy Update

APPROVED BY:

Justin Readman, General Manager of Development Services

ATTACHMENTS:

- Attachment A – 2024 Vision Zero Safety Improvements
- Attachment B – PXO Warrant Summaries & Key Maps