

# Staff Report



Development Services Department

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**REPORT TO:** Community and Infrastructure Services Committee

**DATE OF MEETING:** April 20, 2026

**SUBMITTED BY:** Barry Cronkite, Director, Transportation Services, 519-783-8955

**PREPARED BY:** Connor Payne, Project Manager of Transportation Safety, Transportation Services, 519-783-8966

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

**DATE OF REPORT:** March 30, 2026

**REPORT NO.:** DSD-2026-108

**SUBJECT:** 2026 Vision Zero Annual Update

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## RECOMMENDATION:

**That the 2026 Vision Zero Annual Update (DSD-2026-108) be received, which serves as a progress update on the Vision Zero action items completed in 2025; and,**

**That staff be directed to implement the proposed 2026 safety improvements as outlined in Attachment A (Vision Zero 2026 Safety Improvements) of report DSD-2026-108 to support implementation of the Vision Zero Strategy;**

## REPORT HIGHLIGHTS:

- 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 2025 accomplishments and recommended action items for 2026, as summarized in Attachment A to DSD-2026-108 Vision Zero 2026 Safety Improvements.
- The key finding of this report is that in 2025, the City advanced its long-term objective of eliminating fatal and serious injury collisions on Kitchener streets through the implementation of Council-approved action items across the five focus areas of Evaluation, Engineering, Education, Engagement, and Enforcement. While reductions in severe collisions are expected to occur over time, the measures implemented in 2025 represent important foundational steps toward improving road safety outcomes citywide.
- Community engagement and education included a high-risk driving media campaign that received over 3 million impressions (excluding radio), a dedicated Vision Zero Engage page for ongoing feedback from Kitchener residents, letters to update impacted residents on upcoming street safety improvements, advisory committee consultation, 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 information is available in accessible formats upon request. \*\*\*  
Please call 519-741-2345 or TTY 1-866-969-9994 for assistance.

- 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 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 2025 and planned actions for 2026.

Statistics indicate that there has been a declining trend in collisions that result in injuries or fatalities since the implementation of Vision Zero. Zero (0) fatalities occurred on City of Kitchener streets in 2022, 2023 and 2024. 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 education for motor vehicle operators on safe driving practices. Progress completed toward these initiatives in 2025 are as follows:

- **Evaluation** –In partnership with the University of Waterloo, The City continued its proactive and systematic approach to identifying high-risk locations. Through this approach, The City identified 19 high-risk locations. 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. Staff also report on the speed reduction associated with the installation of previous years' hot spot improvements.
- **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 2025 this included 500 meters of sidewalk/multi use trail infill, one pedestrian crossover, one pedestrian refuge island, two intersection improvements, 30 speed humps / speed cushions and the continuation of the approximate 180 seasonal traffic calming locations.
- **Education** - Kitchener continued 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 over 3 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 selected Kitchener schools and created a school zone skills sheet that has been used for education through online and in person platforms. Additionally, a targeted road safety campaign was launched for Halloween, aiming to raise driver awareness of the increased number of vulnerable road users, particularly children, on roads and sidewalks during trick-or-treating.

- **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. In March 2026 staff presented Attachment A of this report to the Active Transportation & Trails Advisory Committee who unanimously approved and supported the proposed plan. Project boards will be installed throughout The City to update residents where the 2026 hot spot safety improvements are planned and letters will be provided to affected properties to provide an opportunity for feedback.
- **Enforcement** - The Selective Traffic Enforcement Program (STEP) team continues to meet on a quarterly basis to identify 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 120 Highway Traffic Act charges in 2025.

## **BACKGROUND:**

Vision Zero is a safety strategy with the objective of eliminating all severe injuries and fatalities, 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 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. 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 as well the 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 located on the [Vision Zero webpage](#).

## **REPORT:**

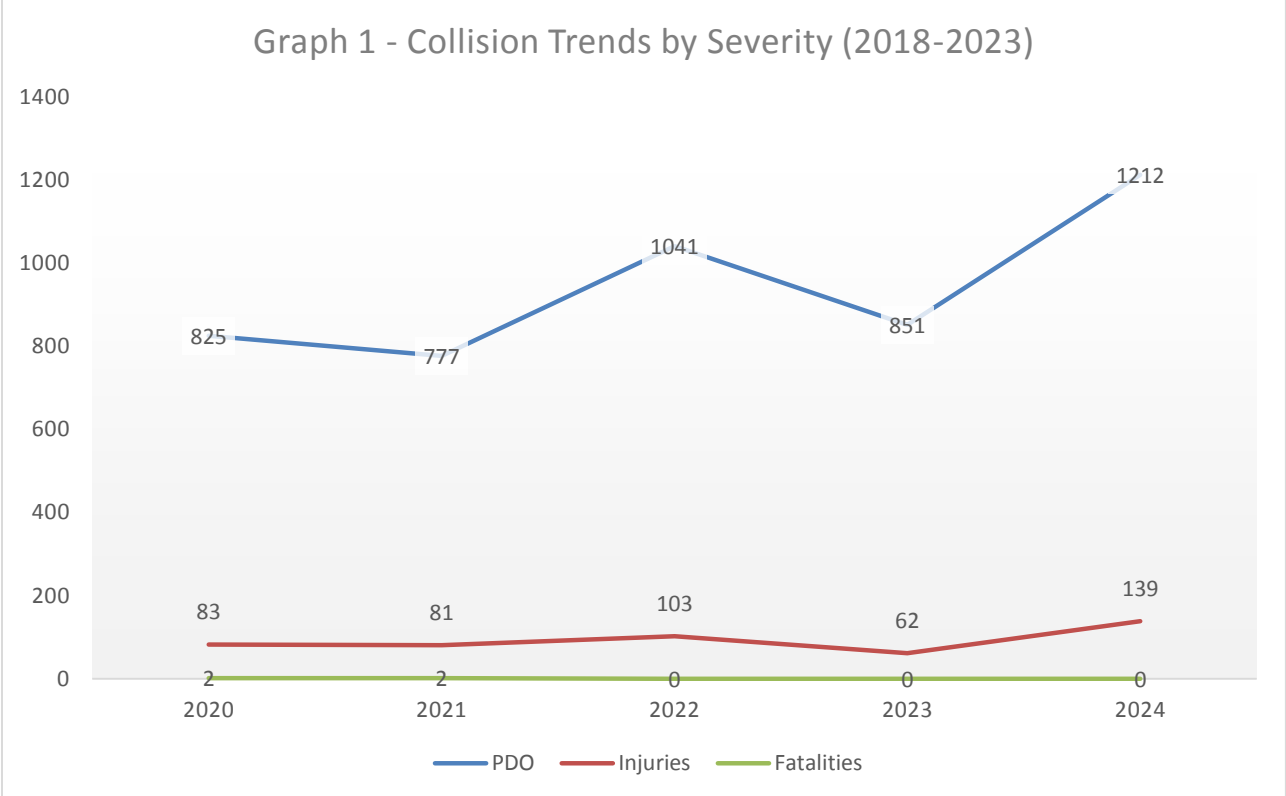
This report provides an update on the progress of the City of Kitchener's Vision Zero Strategy. This includes an overview of the collisions on Kitchener streets over a five-year period (2020 to 2024), as well as a summary of the progress made in 2025. This report also summarizes the planned action items for 2026.

### *Collision Analysis Overview*

An analysis of historical collision data from 2020-2024 was conducted to identify trends in collisions resulting in injuries and fatalities. 2025 collision data analysis has not been included as the complete 2025 data set will not be available until end of Q2, 2026.

Collision data analysis was focused on collisions that have occurred on the streets under the jurisdiction of the City of Kitchener. Of the approximate 2,220 lane-km of roads and streets within the City of Kitchener boundary, roughly 1,600 lane-km are under the jurisdiction of the City of Kitchener, 500 lane-km are under the jurisdiction of the Region of Waterloo, and 150 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.

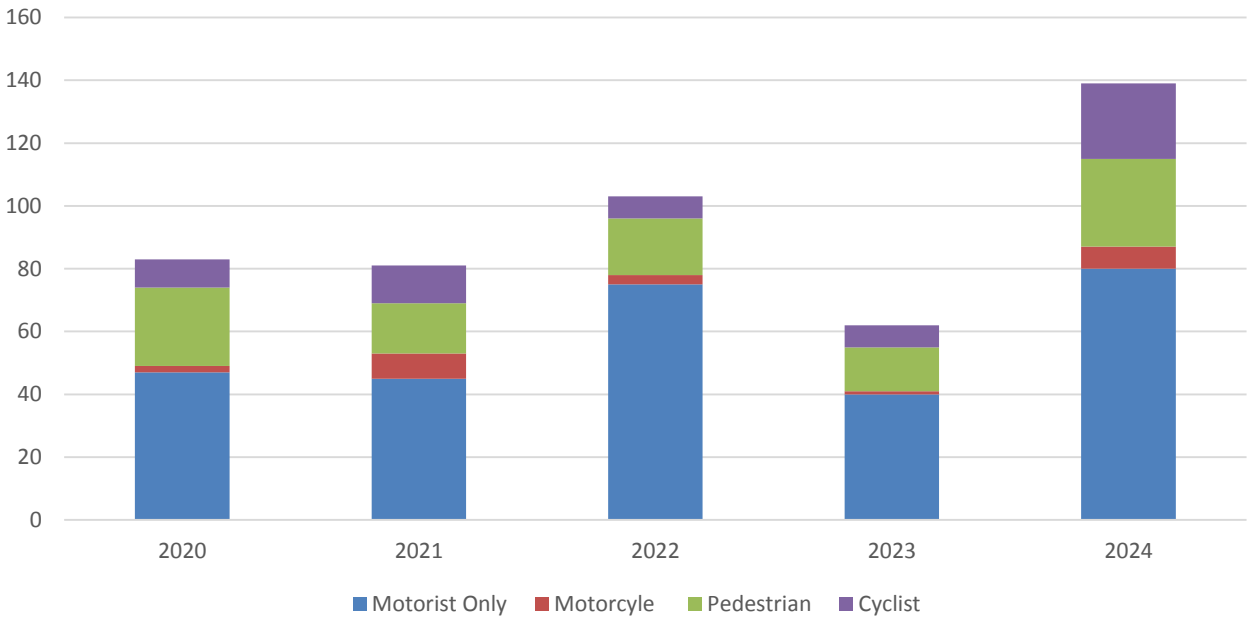
Graph 1 illustrates the trend in reported collisions on Kitchener streets from 2020 to 2024. It should be noted that collision data from 2020 and 2021 may be influenced by altered travel patterns resulting from the COVID-19 pandemic, including lockdowns, social distancing, and travel restrictions. Additionally, while the increase in collisions from 2023 to 2024 appears significant, it is important to note that 2023 recorded the lowest total number of collisions in the past 20 years, excluding the pandemic-affected years.



	2020	2021	2022	2023	2024
<b>Property Damage Only (PDO)</b>	825	777	1041	851	1212
<b>Injuries</b>	83	81	103	62	139
<b>Fatalities</b>	2	2	0	0	0

Graph 2 illustrates trends in collisions resulting in injuries and fatalities by street user type. While the increase observed between 2023 and 2024 is notable, it is important to recognize that 2023 recorded the lowest number of cyclist- and pedestrian-involved collisions in the past 20 years. As with other collision data, figures from 2020 and 2021 may have been influenced by changes in travel behaviour during the COVID-19 pandemic.

Graph 2 - Trend of Injury and Fatality Collisions by Road User  
(2020-2024)



	2020	2021	2022	2023	2024
<b>Motorist</b>	47	45	75	40	80
<b>Motorcycle</b>	2	8	3	1	7
<b>Pedestrian</b>	25	16	18	14	28
<b>Cyclist</b>	9	12	7	7	24

An analysis of collisions resulting in injuries or fatalities was conducted to identify the most common contributing factors. Key findings from the analysis include the following:

- In 2022, 2023, and 2024, there were zero (0) fatalities on City of Kitchener municipal streets.
- Although the full 2025 collision dataset is not yet complete, staff are aware of two (2) fatalities that occurred in 2025 on City of Kitchener Streets. Both incidents were investigated in partnership with Waterloo Regional Police Service (WRPS), and safety improvements were implemented.
- Collisions involving pedestrians or cyclists account for approximately 34% of injury-related collisions, despite representing only 3% of total reported collisions. This demonstrates that pedestrians and cyclists face a disproportionately higher risk of sustaining serious injuries or fatalities, reinforcing the need to continue prioritizing safety measures for vulnerable road users.
- In 2023 and 2024, approximately 80% (four out of five) of injury and fatal collisions involved aggressive, distracted, or impaired driving behaviours. Aggressive driving behaviours include speeding, following too closely, improper passing, failure to yield the right-of-way, and disobeying traffic control devices. This finding indicates that aggressive and inattentive driving are significant contributing factors in the majority of serious collisions and should remain a key focus of injury and fatality reduction efforts.

- Approximately 22% of injury and fatal collisions occurred under wet surface conditions due to rain, snow, or ice. These conditions can reduce visibility, increase stopping distances, and decrease vehicle control. This highlights the importance of both effective seasonal road maintenance and public education to encourage drivers to adjust driving behaviour in response to weather conditions.
- In 63% of injury and fatal collisions involving pedestrians, the pedestrian was lawfully crossing the roadway with the right-of-way. This finding suggests that existing infrastructure and driver behaviour alone are not sufficient to ensure pedestrian safety, even when pedestrians are complying with traffic regulations. Ongoing efforts to improve street design, implement traffic calming measures, and enhance driver education are critical to addressing this risk.

### 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.

## **2025 Progress & 2026 Action Items**

### **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 continue to select hot spot locations on an annual basis. Location and descriptions of these proposed improvements for 2026 are outlined the Engineering section of this report, and in Section 1 of Attachment A - Vision Zero 2026 Safety Improvements.

### Surrogate Safety Measure Data Collection

To better understand safety challenges at complex intersections, staff piloted the use of lidar technology in partnership with the University of Waterloo between 2022 and 2024, collecting

detailed near-miss and conflict data that informed intersection design changes and led to measurable safety improvements. Building on these successful outcomes, staff are now proposing to launch a new program focused on applying similar data-driven approaches at additional high-risk locations.

Staff are in the process of establishing a similar research partnership with the University of Waterloo, the City of Waterloo, and the City of Guelph in 2026. This partnership will support follow-up analysis of lidar data to evaluate the effectiveness of previous intersection improvements, update the collision prediction framework, and deploy lidar technology at new hotspot locations to inform future safety enhancements.

### Speed Reduction Analysis

Staff continue to collect follow-up traffic data on streets where hotspot safety improvements were previously implemented. The results indicate that these improvements have achieved an average reduction of 10 km/h, or 18%, in the 85th-percentile vehicle speed at locations where speed-reduction measures such as speed humps or speed cushions were installed. Staff will continue to collect before-and-after data at hotspot locations to assess the ongoing effectiveness of these measures.

### **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 2025, hot spot improvements and sidewalk infill work was installed at dozens of locations throughout the City including: 500 meters of sidewalk/multi use trail infill, one pedestrian crossover, one pedestrian refuge island, two intersection improvements, and 30 speed humps / speed cushions along with continuation of the season traffic calming program with 180 locations across the city.

In 2026, 19 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. The improvements in Attachment A include: 10 speed humps, 11 speed cushions, 6 general signage and pavement marking improvements and 2 radar feedback signs. Additionally, other safety improvements that are being recommended include: approximately 200 meters of sidewalk infill and the continued use of the seasonal traffic calming program.

In addition to the measures above, complete streets design standards are being implemented on 10 streets through reconstruction projects in 2026. 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 2026 improvements are summarized and included in Sections 1 through 3 in Attachment A – 2026 Vision Zero Safety Improvements.

### 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.

Accordingly, the program has expanded several times since its initial launch. The program will expand further again in 2026, with two existing single flex-stake locations per ward being upgraded to the seasonal narrowing configuration through the addition of side bollards. Under the 2026 program, each ward will receive approximately 38 total in-road flexible signs, comprising eight (8) single-location installations and ten (10) seasonal narrowing locations, for a total of 380 signs citywide. Each ward will continue to maintain one semi-permanent, solar-powered speed advisory sign. Planning and design for the 2026 program are complete, and Roads and Traffic staff are currently undertaking installation activities.

## **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 Vision Zero 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 helps to foster a sense of shared responsibility among all stakeholders to work towards achieving the Vision Zero goal.

### *Vision Zero Campaign summary*

Various campaigns ran over the course of 2025, one running in April, another for back to school in September, another smaller campaign targeted around increased pedestrian activity during Halloween, and another in the winter focusing on safe winter driving behaviors. The campaign includes four (4) separate videos which focus on different aspects of Vision Zero and are used interchangeably throughout the year. A significant focus of the digital campaign was 'display' ads, where videos are embedded via Google's ad network on various websites. This option enables the City of Kitchener to target local residents who do not engage with the City's social media platforms directly.

In 2024/2025 there was a significant increase in the number of television ad placements through CTV - the number of ads that ran relative to the cost of the ad buy makes this a cost effective option to reach Kitchener residents who may not be as digitally engaged. Staff also incorporated radio into the fall campaign - a significant number of radio spots ran throughout this period on Dave FM and The Beat.

Research from the Ministry of Transportation suggests that the majority of Kitchener residents can be reached through a combination of social media and the web. This research also suggests that by layering television and radio outreach into the campaign, the City may reach more than 90% of residents through the various platforms.

As a result, the spring campaign, launching in April 2026, will follow a similar approach to the Fall 2025 campaign with several targeted refinements. These refinements include an increased emphasis on reaching drivers while they are in their vehicles through radio and music-streaming platforms, as well as the development of a new educational video advertisement and updated poster materials to expand and diversify the existing communications inventory.

A summary of the 2025 Campaign can be found below:

**2025 Campaign:**

- Meta (Facebook/Instagram) ads – 839,571 impressions
- YouTube ads – 910,694 impressions
- Spotify – 37,218 impressions
- Radio ads (15 seconds) – 484 placements
- CTV Television commercials – 1,626,830

**Total impressions: 3,414,313 (plus radio)**

*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 routes. 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 2024, staff collaborated with The City of Waterloo to promote an 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. This video has been included in ad campaigns in following years since it has been produced.

Additionally, in 2025, the City of Kitchener launched an e-scooter safety campaign with program partners. The resulting campaign targeted e-scooter riders between 18-24 years of age, with the goal of promoting safe behaviours amongst e-scooter riders and increase awareness of applicable laws and consequences.

The key messages encouraged users to wear a helmet, ride sober, not ride or park on the sidewalk, as well as no tandem riding. These are all legal requirements of e-scooter riders. The campaign used social media posts, ION and bus shelter posters, magnets for distribution at events, and posters to share these messages.

Finally, a Kitchener Bike Day event was held in June 2025, featuring family-friendly activities, bicycle decorating, safety checks, and guided rides through downtown cycling

infrastructure. The event provided participants with hands-on cycling skills and safety education in a supportive, community-focused setting.

### 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 2025 Sidewalk Smarts training was delivered to various Kitchener schools and included hundreds of students. 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 understanding 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.

A Vision Zero Skill Sheet has been developed to highlight the importance of safe driving in school zones for parents including avoiding U-turns and expecting unpredictable actions. This skills sheet also has a section for school children offering safety tips for walking, rolling and crossing the street on their way to school. STSWR and City of Kitchener are in the distributing this resource to Kitchener schools and online through social media channels.

### **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 the Kitchener [Vision Zero webpage](#).

In addition, the City of Kitchener has updated the [Vision Zero webpage](#), and the Vision Zero [Engage page](#). 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.

### Hot Spot Improvement Notification

For each location that will receive a hot spot improvement through the 2026 program, staff will install project boards on each street advising the community that changes are coming.

Furthermore, staff send letters to homeowners directly adjacent to the planned measures to make them aware of the upcoming safety improvements.

## **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 120 Highway Traffic Act charges in 2025 on various roadways across the City.

## **Next Steps**

Staff will continue to focus on action items initiated in previous years while adding new objectives in accordance with the Vision Zero action plan approved by Council. Staff will report back to Council in spring of 2027 with a progress update on the accomplishments in 2026.

## **STRATEGIC PLAN ALIGNMENT:**

This report supports 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 Formal Traffic Calming Budget. This includes approximately \$200,000 allocated to hot spot improvements and \$25,000 for engagement and educational campaigns.

## **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. Since 2023 Staff continue to meet regularly with the Active Transportation & Trails Advisory Committee (ATTAC).

The [Vision Zero webpage](#) and the Vision Zero [Engage page](#) 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](#)

2024: [DSD-2024-073 Vision Zero Project Update](#)

2025: [DSD-2025-040 Vision Zero Project Update](#)

**APPROVED BY:** Justin Readman, General Manager of Development Services

**ATTACHMENTS:**

Attachment A – 2026 Vision Zero Safety Improvements