



York Region Vision Zero Traveller Safety Plan

SAFETY PERFORMANCE REPORT

York Region, working with its local area municipalities and road safety partners, launched a detailed study to improve road safety for all users. This study used data and collision trends to find the most important safety issues on both Regional and local roads. The result was the 2024–2028 York Region Vision Zero Traveller Safety Plan (Plan), which was approved by Council in March 2024. The Plan adopts a Vision Zero strategy for road safety, which stems from the belief that serious injuries and deaths on roads can be prevented. It sets a goal to reduce severe collisions by 10% over five years.

Traveller safety is a shared responsibility requiring collaboration among all municipalities, agencies and road users to improve safety and change behaviours. The Plan covers both Regional and local roads, enabling the Region and local municipalities to work seamlessly with partners, including York Regional Police, to make all roads safe for everyone. It also includes targeted resources and aligns with long-term major capital infrastructure and asset management planning by the Region and its partners. To stay effective, the Plan will be continuously monitored, evaluated and updated each year, with regular reporting to Council to ensure the Plan remains flexible and current and tracks fiscal implications.

This Safety Performance Report provides an update on the Plan's progress so far and highlights collision trends seen in its first year.

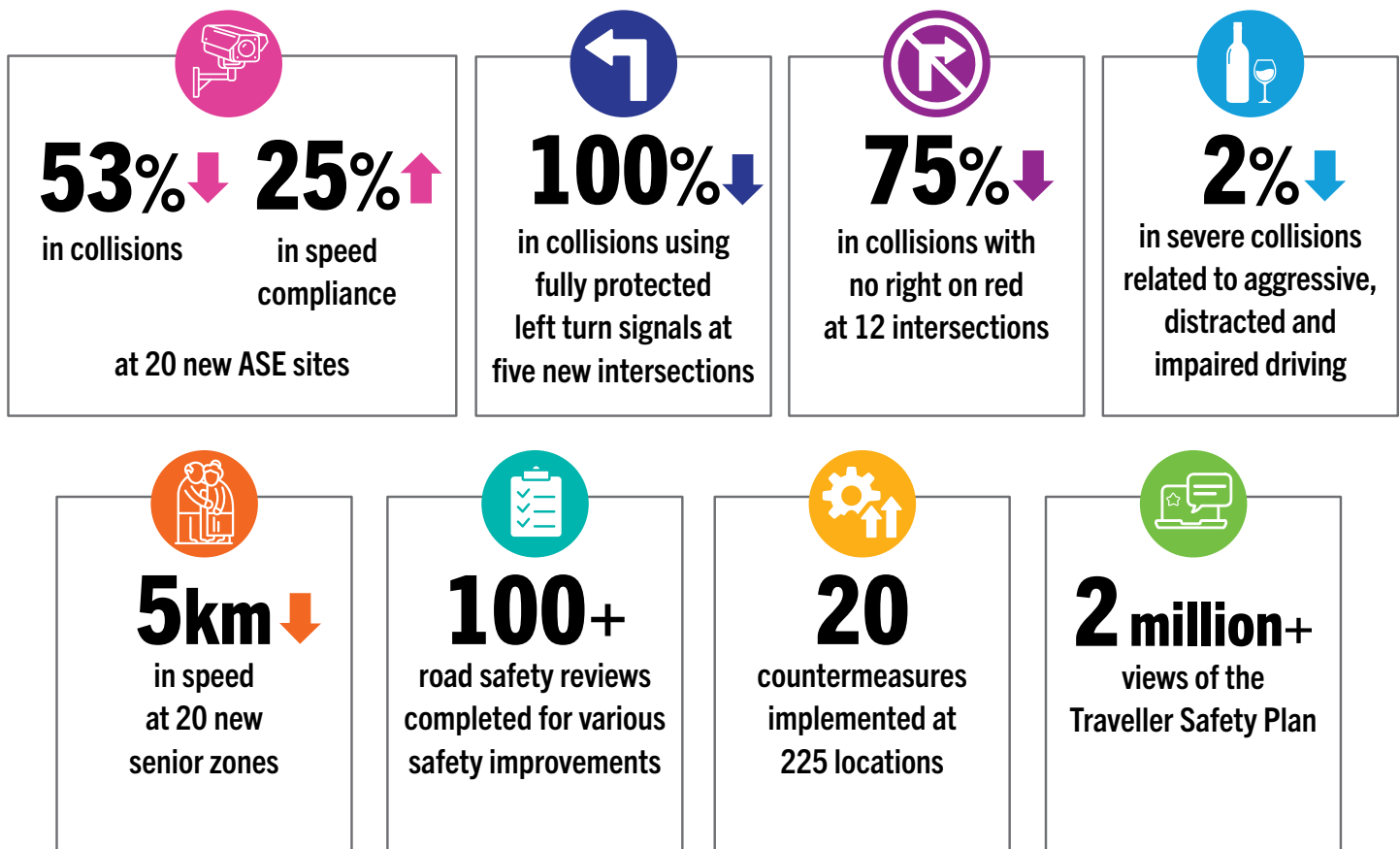
2% reduction in severe collisions on Regional roads

After one year of implementation, early results show the Plan is having a positive effect. Restrictions at intersections, such as fully protected left turn signals and no right on red (NROR) signage, are reducing the number of serious collisions involving vulnerable road users. Other measures, such as "Slow Down" pavement markings and automated speed enforcement (ASE), are making streets safer for all users.

When adjusting for the increase in traffic over the last five years, early data indicates the Plan is reducing the number of severe collisions across the Region. Year one of the Plan highlights the need for a stronger focus on rural

municipalities and targeted action at intersections, especially where vulnerable road users are most at risk. To address these challenges, we are taking a targeted, evidence-based approach to implement several measures such as red-light cameras (RLCs) and expanding York Region's Radar Speed Board program.

Because many safety improvements are rolled out gradually, their full impact might not be seen right away. York Region will continue to regularly track and review all implementation efforts, including targets, completed actions and planned initiatives.



2024 Countermeasure Implementation and Accomplishments

In the first year of the Plan, the Region launched several tools and technologies to improve overall road safety, including:

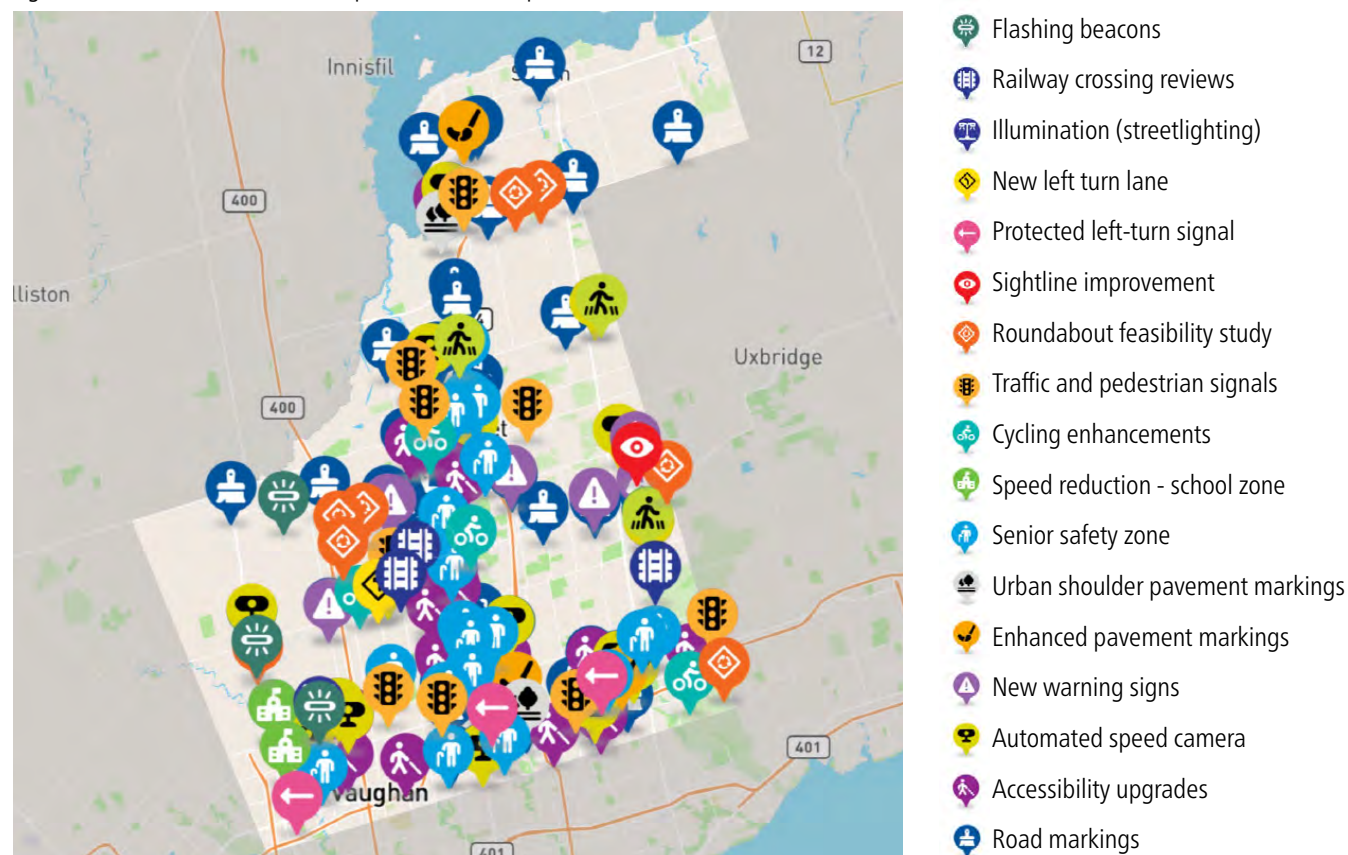
- **Speed data collection:** gathered information on vehicle speeds to find high-risk areas and guide safety improvements
- **Traffic count program needs assessment:** identified optimal locations and times to collect traffic data and developed ways to estimate traffic volumes at intersections and along roads
- **Network screening:** identified high-risk locations for targeted safety improvements
- **In-service road safety review program:** assessed existing roadways to recommend safety enhancements
- **Road safety database updates:** developed procedures to check the quality of safety data and regularly updated and reviewed the database

Along with these broader safety efforts, the Region also put in place several targeted safety measures. In 2024, more than 20 countermeasures were successfully carried out, impacting more than 225 locations. These actions were selected based on data and collision trends to address high-risk areas and behaviours.

Figure 1 shows where different road safety measures were put in place across York Region in 2024. Most safety improvements were made in the larger populated municipalities due to higher traffic volumes, collision rates and population density, allowing for greater impact on overall road safety. This may explain why those areas saw a drop in severe collisions, which will be further discussed in the next section.

Some of the significant improvements are highlighted below, with a full list of measures provided in [Appendix 1](#).

Figure 1: 2024 Countermeasure Implementation Map





Rutherford Road, east of Islington, Vaughan



Old Homestead Road, west of Warden Avenue, Georgina



"Slow Down" Pavement Markings

"Slow Down" pavement markings were added in school and senior zones and in rural communities to encourage lower driving speeds in high-risks areas. These large, easy-to-see messages painted on the road remind drivers to reduce their speed, especially in areas where children or seniors may be present.

In rural communities, these pavement markings are paired with gateway signs displaying the community name, speed limit and pedestrian symbol, creating a visual narrowing effect that helps calm traffic. Industry studies have shown that these markings can help lower the number of collisions by up to 15% and driving speeds by 5 to 20 km/h. In addition, three community safety zones with school zone speed reductions were implemented to reflect the presence of schools adjacent to Regional roads in 2024.



Automated Speed Enforcement

Automated Speed Enforcement (ASE) began with a pilot in 2020 that showed strong results, including vehicle speeds dropping by approximately 10 km/h, and speed limit compliance increasing by 25%. ASE is an important safety tool that can reduce collisions by 48% as per an industry study.

Given the success of the program, in June 2022 Regional Council approved 60 ASE fixed cameras between 2024 and 2026 in all school zones on Regional roads. In 2024, the first 20 cameras were installed and are now active.

Camera locations are chosen based on areas where vulnerable road users are at risk and where drivers often speed. The Region goes beyond provincial requirements by using clear signage to warn drivers:

- "Coming Soon" signs are posted 90 days before cameras are activated



Mulock Drive, west of Leslie Street, Newmarket

- Once active, "In Use" and "NEW" signs are added

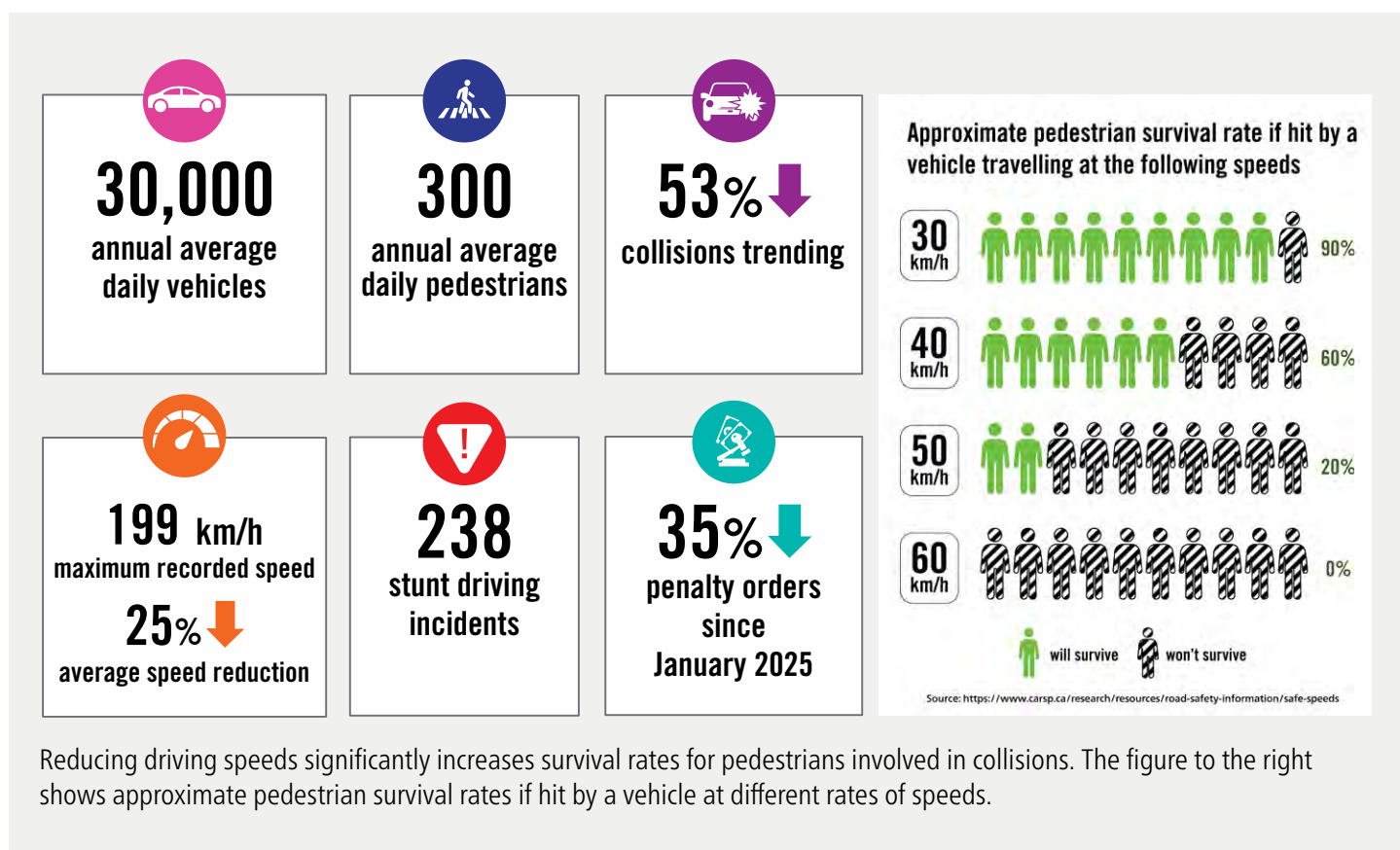
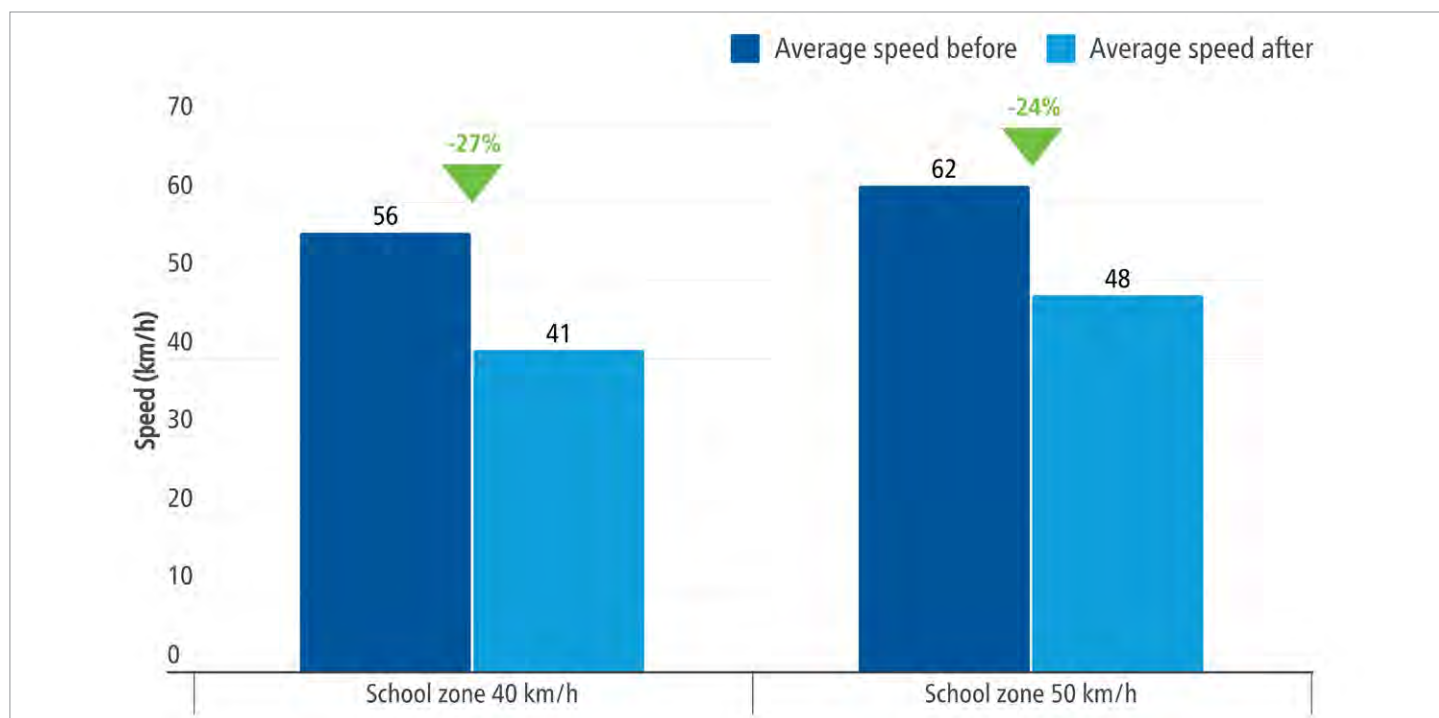
To support increased use of ASE cameras, the Region opened its processing centre in December 2024. Since the installation of the 20 fixed ASE cameras, each has issued an average of 6,500 penalty orders over a five-month period. That's approximately 130,000 penalty orders issued.

Early results continue to demonstrate ASE is one of the most effective tools for reducing operating speeds in school

zones. Shown in Figure 2, average speeds decreased by 25% or 15 km/h after a fixed camera was installed. While it is still too early to conclusively determine impacts on collision rates, preliminary results indicate collisions are trending to reduce by 53%, as shown on page six.

Another 20 ASE cameras are being installed with activation starting in September 2025, with the final 20 planned for 2026. The Region's 2025 ASE camera locations are listed in the 2025 Action Plan.

Figure 2: Comparison of Average Speeds Before and After Camera Installation



Preliminary results from the 2025 implementation of fixed ASE cameras indicate a positive trend in road safety. Although it's too early to draw definitive conclusions, initial data is encouraging. Staff continue to monitor safety metrics closely to evaluate long-term impacts. Notably, industry reports indicate ASE can reduce collisions by up to 48%.

Across 20 fixed ASE locations, the average annual total number of collisions has dropped significantly from 175 before implementation to 46 so far this year. Similarly, severe collisions have decreased from an annual average of 39 to eight this year. *The table below* provides a detailed collision history for each ASE location, offering further insight into these early trends.

Location	School	Total Collision History	
		Before ASE (2022-2024)	After ASE (2025) (five months)
Rutherford Road, east of Islington Avenue	Emily Carr Secondary School	55	7
Major Mackenzie Drive, west of Lawford Road	Tommy Douglas Secondary School	44	9
Yonge Street, south of Arnold Avenue	Thornhill Public School	92	6
Weston Road, north of Ashberry Boulevard	St. Jean de Brebeuf Catholic High School	21	1
Bayview Avenue, north of Willowbrook Road	Thornlea Secondary School	32	3
Leslie Street, south of Highway 407	St. Robert Catholic High School	36	0
McCowan Road, north of Carlton Road	Markville Secondary School	25	1
14th Avenue, west of McDowell Gate	Trillium School	38	4
Highway 7, east of Robinson Street	St. Patrick Catholic Elementary School	28	3
Bayview Avenue, north of Redstone Road	Our Lady Queen of the World Catholic Academy	21	4
Major Mackenzie Drive, west of Sussex Avenue	Walter Scott Public School	42	1
Leslie Street, south of William F. Bell Parkway	Richmond Green Secondary School	18	3
King Road, east of King Boulevard	King City Secondary School	17	3
Highway 27, south of Parkheights Trail	Nobleton Public School	19	0
Aurora Road, east of McFarland Street	Ballantrae Public School	0	0
Ninth Line, south of Millard Street	Glad Park Public School	6	0
Mulock Drive, east of Fernbank Road	Newmarket High School	24	0
Mount Albert Road, east of Birchard Boulevard	Mount Albert Public School	2	0
Mount Albert Road, east of Colony Trail Boulevard	Good Shepherd Catholic Elementary School, Holland Landing Public School	0	0
Glenwoods Avenue, east of Lowndes Avenue	Jersey Public School	5	1
Total collisions		525	46
Average annual collisions		175	

Since the start of the pilot, York Region has taken a proactive and transparent approach by clearly identifying speed limits, community safety zones and camera locations through signage, advertising and digital platforms. *Figure 3* shows how all signage complies with Regulation 398/19. Signage is reinforced through educational communication pieces, such as digital advertisements, social media posts, radio interviews and a dedicated ASE web page that includes an interactive map. These efforts ensure residents are informed and engaged in road safety initiatives.

The diagram illustrates the layout of a school zone at the intersection of a local road and a regional road. A school is located on the local road. The diagram shows the placement of various traffic signs, including speed limit signs (50, 40), community safety zone signs, and municipal speed camera signs. It also indicates the school property boundary and the placement of an ASE camera. Arrows indicate distances of 150 metres from the school property boundary to the start and end of the community safety zone.

Local road:

- Signs: COMMUNITY SAFETY ZONE FINES INCREASED ENDS, MAXIMUM 50, DOWN SLOW.

School:

- Signs: COMMUNITY SAFETY ZONE FINES INCREASED, ASE camera.

Regional road:

- Signs: COMMUNITY SAFETY ZONE FINES INCREASED, MAXIMUM 40 (7AM - 5PM MON - FRI SEPT - JUNE), COMMUNITY SAFETY ZONE FINES INCREASED, MAXIMUM 50, COMMUNITY SAFETY ZONE FINES INCREASED ENDS.

Signage Details:

- NEW** (Yellow starburst)
- COMMUNITY SAFETY ZONE FINES INCREASED** (White rectangular sign with black text)
- MAXIMUM 50** (White rectangular sign with black text)
- MAXIMUM 40** (Yellow pentagon sign with black text)
- 7AM - 5PM MON - FRI SEPT - JUNE** (Yellow pentagon sign with black text)
- COMMUNITY SAFETY ZONE FINES INCREASED ENDS** (White rectangular sign with black text)
- COMMUNITY SAFETY ZONE FINES INCREASED BEGINS** (White rectangular sign with black text)
- MAXIMUM 40** (Yellow pentagon sign with black text)
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Senior Zones and Extended Walking Times at Signals

Senior Zones and Extended Walking Times at Signals were designated on 20 Regional road sections near retirement homes and long-term care facilities. These zones include special signs warning drivers about seniors, large "SLOW DOWN" messages painted on the road and longer crossing times at nearby traffic lights to give seniors more time to cross safely. Early studies show that these changes have helped reduce average driving speeds by 1 to 6 km/h in these areas.



Mount Albert Sideroad, east of Countryman Road, East Gwillimbury



Road Safety Events and Campaigns

York Region runs a variety of road safety events and campaigns throughout the year as part of its commitment to reducing severe collisions and improving safety for all road users. The safety campaigns focus on education, awareness and community engagement to address emphasis areas. *Figure 4* shows the 2025 safety initiatives calendar.

Figure 4: 2025 Road Safety Calendar – Events and Campaigns





Fully Protected Left Turn Signals

Fully protected left turn signals were implemented in 2024 at five intersections:

- McCowan Road at Carlton Road/Raymerville Drive (westbound)
- Kennedy Road at Highway 7 (all directions)
- Highway 7 at Silver Linden Drive (eastbound)
- Highway 7 at Martin Grove Road (eastbound and westbound)
- Green Lane East at 2nd Concession Road (eastbound and westbound)

Left turns are permitted only when a left turn is displayed. Opposing traffic and pedestrians crossing are not permitted

at the same time. Fully protected left turn signals reduce the risk of angle and turning movement collisions by eliminating conflicts with traffic and pedestrians.

A before-and-after analysis of left turn collision data was conducted, comparing data from early 2022 up to each implementation date to the post-implementation period. The results showed a significant reduction in left turn collision frequency.

Annualized averages confirm that fully protected left turn signals are making a positive impact, with all locations reporting zero left turn collisions. The results demonstrate that the fully protected left turn signal phasing is performing as intended, and targeted countermeasures can effectively enhance intersection safety and reduce collision risk. Protected left turns is improving safety at intersections, especially for vulnerable road users.

Location	Implementation Date	Total Collisions	
		Before	After
McCowan Road at Carlton Road/Raymerville Drive	January 16, 2024	1	0
Kennedy Road at Highway 7	July 11, 2024	1	0
Highway 7 at Silver Linden Drive	August 20, 2024	13	0
Highway 7 at Martin Grove Road	December 19, 2024	11	0
Green Lane East at 2nd Concession Road	December 19, 2024	9	0
Total collisions		35	0



Highway 7 and Silver Linden, Richmond Hill

No Right Turn on Red (NROR)

Restrictions have been implemented to protect vulnerable road users at 12 intersections to improve safety for pedestrians and cyclists. The first four locations were implemented in early 2020, with the remaining eight added in late 2022. The NROR measures reduced total collisions by 75% and received positive feedback from vulnerable road users. To assess the effectiveness of these measures in the local context, a before-and-after collision analysis was conducted. The study compared pedestrian and cyclist collisions involving right-turning vehicles, as well

as all right-turning vehicle collisions, before and after the implementation of NROR restrictions. The results showed a significant reduction in collisions across most locations. Notably, five of the 12 intersections recorded zero pedestrian and cyclist collisions involving right-turning vehicles after NROR was put in place. Additionally, many intersections experienced significant declines in all right-turning collisions in directions where NROR restrictions were applied. These findings confirm that targeted safety countermeasures like NROR restrictions effectively improve intersection safety and reduce collision risks for vulnerable road users.

Location	Total Pedestrian and Cyclist Collisions Involving Right Turning Vehicles		All right-turning collisions	
	Before	After	Before	After
16th Avenue at Main Street Markham North/Highway 48	2	0	12	1
Highway 7 at McCowan Road	10	2	39	7
Kennedy Road at Carlton Road	3	1	7	5
Kennedy Road at Highway 7	4	0	24	1
Kennedy Road at The Bridle Trail	2	0	5	0
McCowan Road at Carlton Road/Raymer Drive	7	0	9	0
Woodbine Avenue at 16th Avenue	1	0	20	5
Highway 7 at Martin Grove Road	4	1	13	5
Bayview Avenue at Major Mackenzie Drive East (northbound and southbound)	1	1	9	6
Bathurst Street at Rutherford Road/Carrville Road (eastbound and westbound)	2	1	7	3
Bathurst Street at Clark Avenue (northbound and southbound)	0	1	3	2
Yonge Street at Clark Avenue (eastbound and westbound)	2	2	5	2
Total collisions	38	9	153	37

To improve traffic flow while maintaining the benefits of existing NROR measures, York Region upgraded the intersection of Kennedy Road and Carlton Road in the City of Markham with digital No Right Turn on Red (NROR) signs in summer 2025. These signs will activate only when a pedestrian presses the crosswalk button, enhancing safety for vulnerable road users while minimizing unnecessary delays for drivers. The new digital signs build on the success of a pilot project at Islington Avenue and Langstaff Road in the City of Vaughan, where we saw improvements to traffic flow, including reductions in traffic delays and queue lengths, and positive community feedback. Additional intersections in the City of Markham and across the Region are scheduled for digital sign installations over the coming year.



2024 Collision Trends Overview

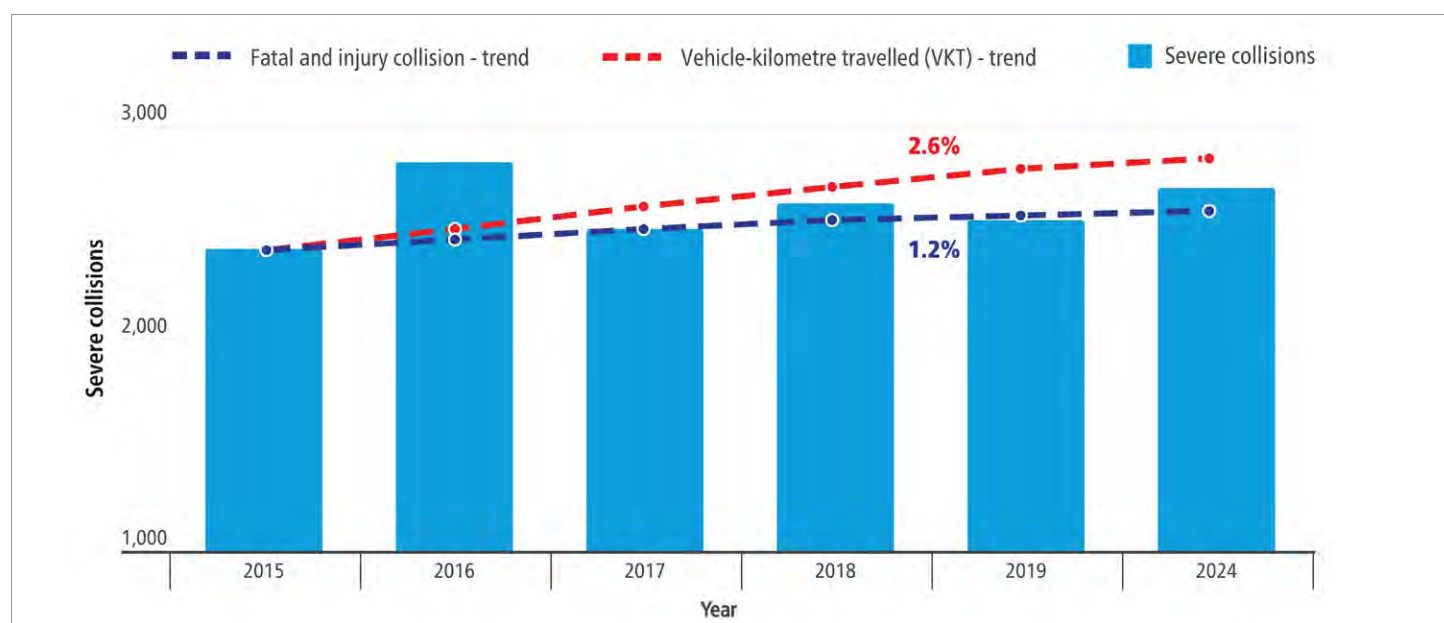
Since the COVID-19 pandemic, road safety patterns across Ontario, including York Region, have shifted significantly. While early lockdowns reduced travel and collisions, recent years have seen a rebound in traffic volumes and a modest rise in certain collision types. These trends reflect broader changes in travel behaviour, population growth and roadway use, and highlight the importance of interpreting short-term data within a long-term, regional context.

Key contributing factors include:

Population growth: York Region's steady population increase

has intensified pressure on the transportation network with 80,000 more residents

Rising travel volumes: as in-person work and school resume, daily travel increased, raising exposure to collision risk. Flexible work arrangements have led to more dispersed travel throughout the day, increasing off-peak traffic and contributing to less predictable, and sometimes riskier, road conditions. Vehicle-kilometres travelled (VKT) have grown 2.6% annually since 2015, outpacing the 1.2% rise in serious collisions



Note: 2020 to 2023 data excluded due to COVID-19 irregular travel and collisions

Growth in active transportation: walking (+5%) and cycling (+1.5%) have increased across the GTHA, exposing more vulnerable road users to potential harm and underscoring the need for safer infrastructure

Risky driving behaviours: post-pandemic driving habits have worsened, with a 2022 study showing an increase in speeding, stunt driving and street racing. While overall aggressive driving

collisions declined in York Region, angle collisions surged by 22.5%, prompting the installation of 15 new Red Light Cameras at high-risk intersections. Further details are outlined on page 17.

These trends reinforce the need for adaptive, data-informed safety strategies, especially in the early phases of Vision Zero implementation.