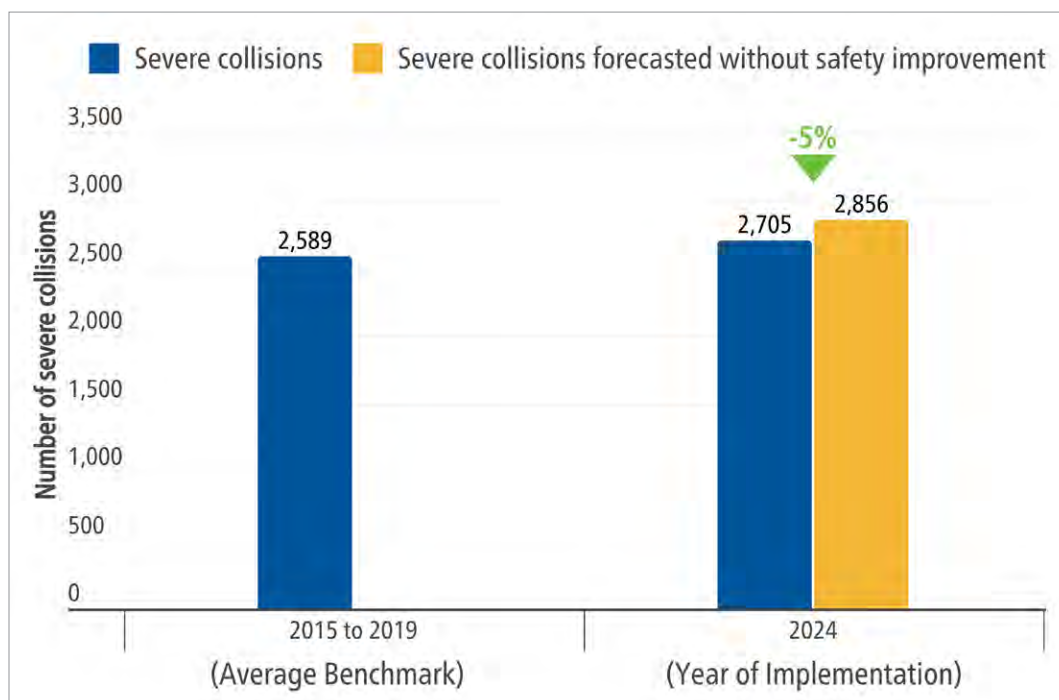


Collision Trends by Period

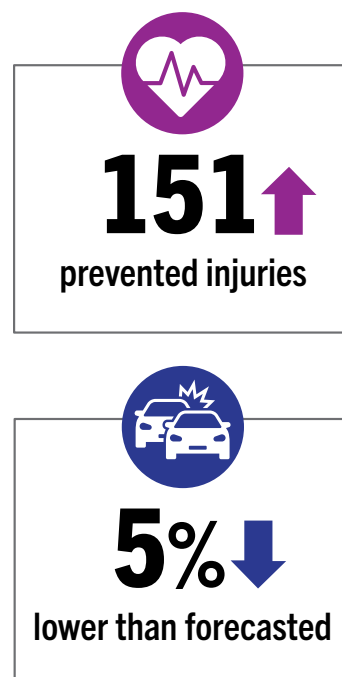
Figure 5 shows the number of severe collisions in York Region over time, including actual and predicted numbers. From 2015 to 2019, there were 2,589 severe collisions each year on average, encompassing both Regional and local roads. After the Plan was approved in March 2024, safety measures began to be implemented. In the first year, the number of observed severe collisions increased slightly by 4%, reaching 2,705. These trends are being compared to the benchmark year from 2015–2019 and can be misleading due to traffic increasing over the past 10 years

in York Region. To better understand what might have happened without the implementation of the Plan, a predictive approach was used to project the expected number of severe collisions in 2024 by adjusting for the increase in traffic. Based on this method, the projected number of severe collisions in the absence of the Plan is 2,856, 5% higher than what happened, suggesting the Plan has prevented 151 injuries. The overall goal of the Plan is to reduce severe collisions by 10% between 2024 and 2028.

Figure 5: Total Annual Predicted and Observed Severe Collisions by Period



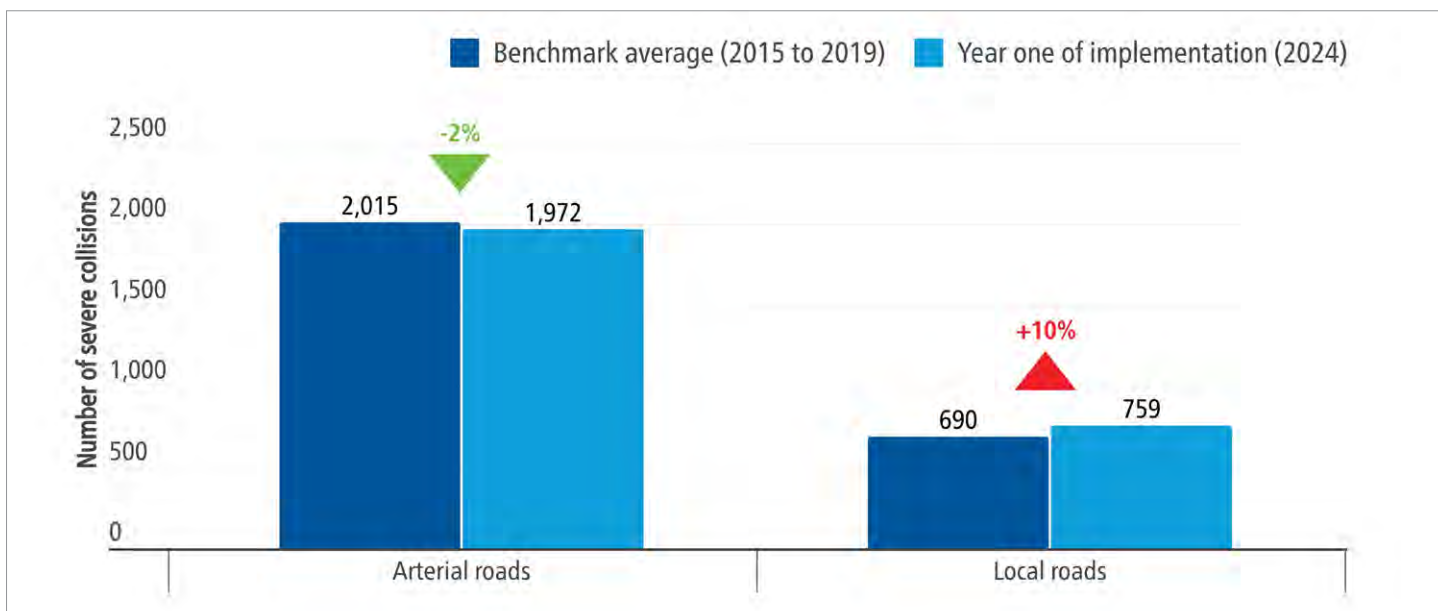
Note: Collision data from 2020 to 2021 was not included in this analysis because of the effects of the COVID-19 pandemic. During that time, stay-at-home orders changed how people travelled, leading to unusual traffic patterns and collision numbers



Collision Trends by Road Classification

Figure 6 shows that after the first year of the Plan, severe collisions on Regional roads went down by 2%, which is a positive sign. In contrast, local roads experienced a 10% increase in severe collisions over the same period.

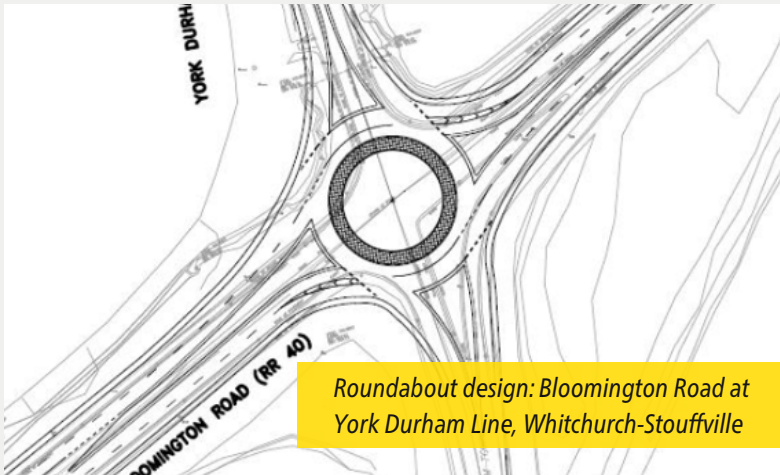
Figure 6: Change in Severe Collisions by Road Agency



These results suggest we are seeing some benefits from safety efforts; however, local roads, particularly in smaller municipalities, may need more attention. To help, it is important to focus more

on Regional roads that run through smaller municipalities and rural areas, to ensure safety improvements are more evenly spread across the Region.





Roundabout design: Bloomington Road at York Durham Line, Whitchurch-Stouffville



Roundabout Feasibility Studies

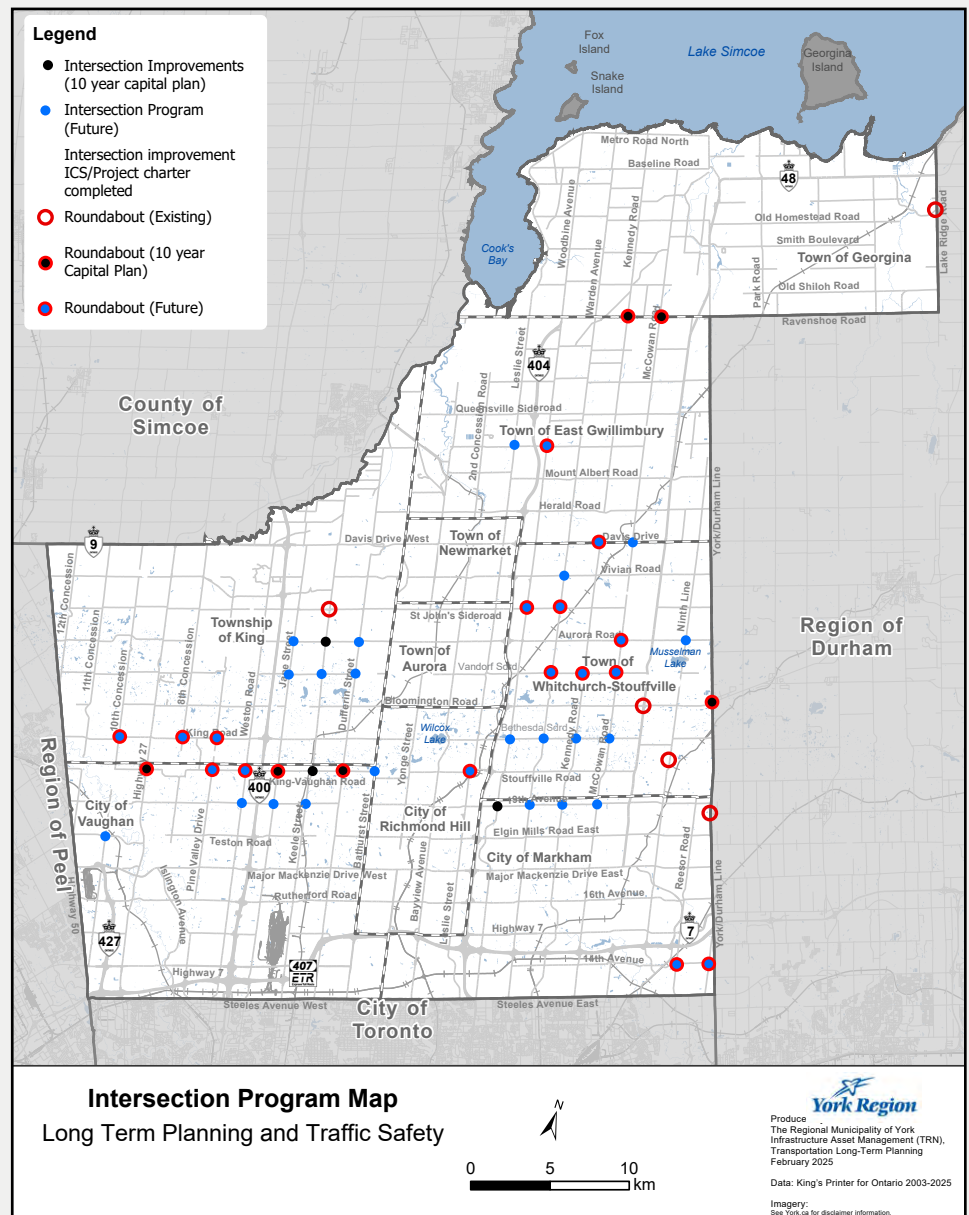
Roundabout feasibility studies completed for eight possible roundabouts, which can improve traffic flow, increase pedestrian safety and cut collisions by up to 68%. Six roundabouts are planned over the next ten years, with 12 more locations under consideration. Figure 7 shows where these roundabout studies have taken place.

In the years ahead, York Region will ensure there is a balanced distribution of safety measure implementation, with increased emphasis on rural roads in the smaller municipalities. It is critical to target these areas to address the rising trends in severe collisions and promoting equitable safety outcomes across the Region.

All implementation efforts, including targets, completed actions and planned initiatives are tracked and reviewed regularly by task teams and the the Plan's leadership team. This structured approach enables York Region to monitor progress effectively, identify gaps and make timely improvements as needed.

There are currently five roundabouts in York Region. As part of the Region's 10-Year Roads and Transit Growth Capital Construction Program, six additional roundabouts are proposed. An additional 16 are being considered, pending funding approval.

Figure 7: Existing and Future Potential Roundabout locations



Collisions by Emphasis Area

Figure 8 shows how the number of severe collisions have changed in different emphasis areas since the Plan began. There has been a 2% drop in severe collisions related to aggressive driving, distracted driving and impaired driving. However, severe collisions at intersections increased by 9%, and those involving vulnerable road users, including pedestrians and cyclists, increased by 14%.

Figure 8: Change in Severe Collisions by Emphasis Area on Regional and local roads

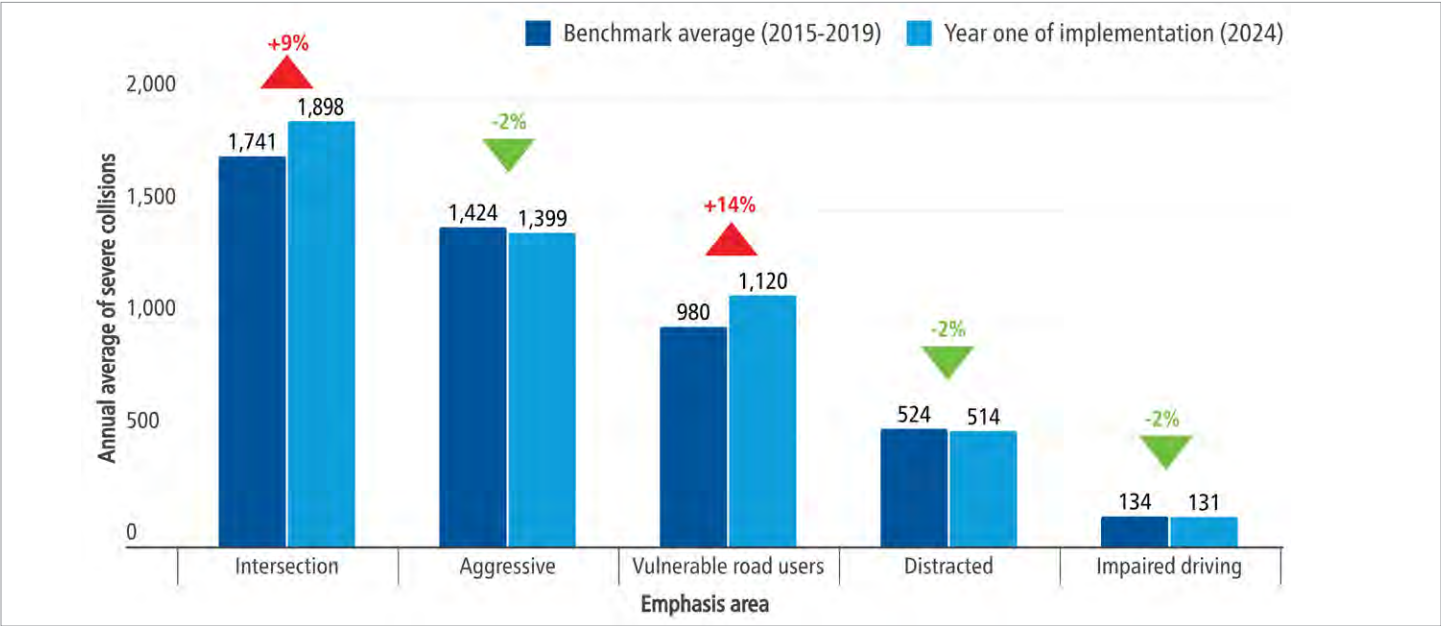
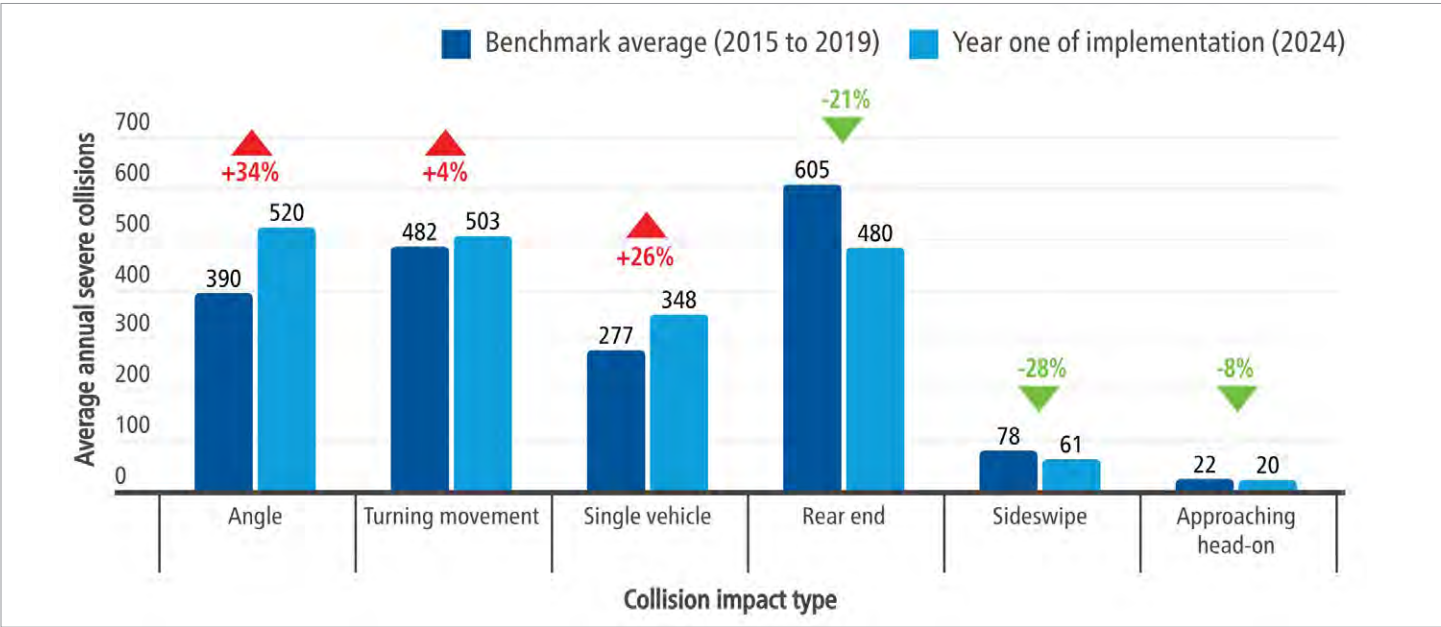


Figure 9 shows how severe collisions at intersections changed based on initial impact type. The data shows a significant increase in angle collisions of 34%, followed by increases in single motor vehicle collisions by 26%, and turning movement collisions increased by 4%. In contrast, rear-end collisions reduced by 21%, and approaching head-on collisions decreased by 8%. Sideswipe collisions decreased by 28%.

In 2025, the 15 new red light cameras will target intersection safety to reduce angle and turning movement collisions.

Figure 9: Change in Severe Collisions at Intersections by Initial Impact Type



Note: The rest of the severe intersection collisions, both before and after the Plan, happened at intersections where the type of traffic control or intersection was not known or not reported.

In 2024, 73% of severe collisions involving vulnerable road users, such as pedestrians and cyclists, occurred at intersections. This is only slightly lower than the 75% average recorded between 2015 and 2019, before the implementation of the Plan. Pedestrian safety has improved, with the share of severe pedestrian-related collisions dropping to 51%, down from the previous average of 59%. However, the situation for cyclists has worsened. The proportion of severe collisions involving cyclists rose to 34%,

compared to 29% before the Plan was introduced. Of these cyclist collisions, 78% happened at intersections, particularly at signalized intersections (55%) and four-legged intersections (59%). These findings suggest that intersections remain a critical area for road safety improvements. Focusing efforts on making intersections safer could significantly reduce the number of severe injuries among pedestrians and cyclists.



Virtual Public Information Meeting #2

On Thursday, May 1, 2025, a virtual public information meeting was held to provide an update on the Traveller Safety Plan, including initiatives implemented over the first year of the Plan, what the current data is showing and our plans for 2025. Attendees had the opportunity to provide feedback through an interactive tool, which will be incorporated into future initiatives within the Plan.

From May 1 to 25, 2025, public feedback continued to be collected through the tool. Below includes the data collected via the Social Pinpoint platform, the york.ca/TravellerSafetyPlan web page and social media.

Staff are in the process of going through all the feedback collected from the public information meeting and interactive tool. The Region will continue using york.ca/TravellerSafetyPlan and other communication tactics, such as signage, advertisements and social media to keep residents informed about the Plan.

Definitions

Views: the number of views of the Interactive Tool.

Unique Visitors: the number of unique visitors to the interactive tool. A visitor is only counted once, even if they visit a site several times in one day.

Contributions: the total number of pins and comments on the interactive map.

Votes: likes or dislikes on comments left by others users on the interactive map.

Sessions: a session begins when a user views york.ca/TravellerSafetyPlan. A session times out after 30 minutes of user inactivity.

Impressions: the number of times an ad is displayed to users.

Clicks: the number of times users click on an ad.

CTR (Click-Through Rate): clicks divided by impressions, measuring user engagement and interaction. Industry average click through rate hovers between 0.05-0.09%.

Interactive Tool Stats

Views	283
Unique Visitors	130
Contributors	194
Votes	51

York.ca Web Stats

Sessions	8,503
Top 3 Traffic Sources	1. Google Search 2. Facebook 3. Digital Ads

Social Media Stats - Ad Performance

Link Clicks	4,932
Reach	389,588
Impressions	1.76 million
Common Topics	Noise reduction, reckless driving in wide lanes, rule enforcement for pedestrians/cyclists, more sidewalks and bike lanes, traffic signage, transit delays, trail maintenance, road safety, crosswalk timing, cycling concerns, school safety, and skepticism toward automated speed cameras

Digital Media Stats

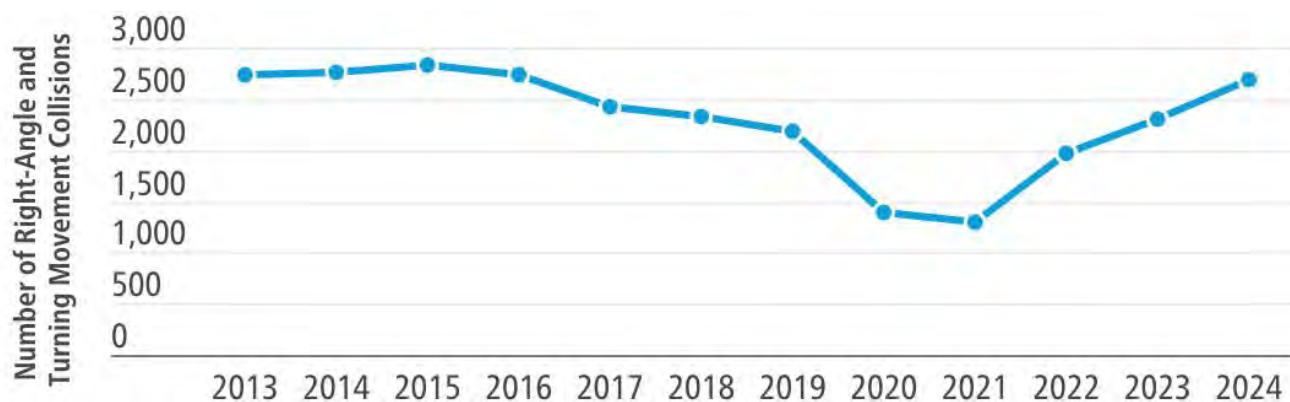
YorkRegion.com display Dates: April 14 to 30	
Impressions:	251,870
Clicks:	305
CTR:	0.12%
Torstar Audience Extension Dates: May 2 to 23	
Impressions:	131,230
Clicks	926
CTR:	0.71%
YorkRegion.com Home Page Takeover Dates: May 2 to 21	
Impressions:	54,910
Clicks:	89
CTR:	1.64%

2025 Action Plan

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 targeted measures.

One key initiative in 2025 is the installation of 15 additional Red Light Cameras (RLCs) at high-risk intersections. Historical data, shown in Figure 10, demonstrates RLCs are effective in reducing the number and severity of right-angle and turning movement collisions, two of the most severe collision impact types. These types of collisions decreased from over 2,700 collisions in 2013 to under 2,200 from 2022 to 2024, representing a reduction of more than 18.5%. Since 2019, prior to the pandemic, right angle and turning movement collisions significantly increased by 22.5%, indicating the need for more Red Light Cameras to improve intersection safety.

Figure 10 – Right-angle and Turning Movement Collisions between 2013 to 2024 in York Region



Another key initiative for 2025 is the expansion of York Region's Radar Speed Board program. Originally launched in 2014, radar speed boards are rotated along Regional roads to encourage safe driving and monitor excessive speeding. These boards display the speed of passing vehicles in real time, prompting drivers to comply with posted speed limits. Data collected from the boards is analyzed, and where high levels of speeding are identified, York Region may work with York Regional Police to develop targeted enforcement strategies. Past results have shown travel speeds drop by about 5 km/h. To meet growing demands and support the safety of vulnerable road users, the Region is enhancing the program by installing 100 new radar speed boards over the next three years. In addition to displaying vehicle speeds in real time, these new boards will incorporate modern technology with variable messaging, such as displaying "SLOW DOWN" messaging to alert and remind motorists to comply with the speed limit. They will be installed on a more permanent basis at priority locations to help promote lower operating speeds and improve road safety.

In addition to the RLC program and Radar Speed Board program expansion, York Region is rolling out a range of other safety measures in 2025, specifically designed to address intersection safety and better protect pedestrians and cyclists, as listed in the following pages.

A full list of 2024 completed and 2025 planned countermeasures are included in [Appendix 1](#).



Modern radar speed board

Intersections

- 11 new traffic and pedestrian signals
- Accessibility improvements at 18 intersections as part of the intersection reconstruction program
- 15 Red Light Cameras (RLCs) will be installed to address intersection angle and turning movement collisions. The Region's 2025 RLC camera locations are listed below:

2025 Red Light Camera locations	
Municipality	Location
East Gwillimbury	Woodbine Avenue at Mount Albert Road
Georgina	Woodbine Avenue at Morton Avenue/Pollock Road
King	15th Sideroad at Dufferin Street
Markham	Leslie Street at Commerce Valley Drive West/Commerce Valley Drive East
	16th Avenue at Bur Oak Avenue
	14th Avenue at Donald Cousens Parkway
	Highway 7 at Donald Cousens Parkway
	Donald Cousens Parkway at Ninth Line
Richmond Hill	Yonge Street at Brookside Road/Silverwood Avenue
	Leslie Street at Bloomington Road
	Yonge Street at Bloomington Road
Vaughan	Jane Street at Interchange Way/Peelar Road
	Major Mackenzie Drive West at Melville Avenue
	Major Mackenzie Drive West at Vellore Woods Boulevard/Cityview Boulevard
Whitchurch-Stouffville	Bloomington Road at Warden Avenue

Vulnerable Road Users:

- 20 speed feedback boards
- Three multi-use paths on Weston Road, Rutherford Road and Jane Street in the City of Vaughan.
All locations are currently in design stage
- 20 ASE fixed cameras will be installed. The Region's 2025 ASE camera locations are listed below:

2025 Automated Speed Enforcement Camera locations		
Municipality	Location	School
Aurora/ Richmond Hill	Bloomington Road, east of Academy Drive	Ecole Secondaire Catholique Renaissance, Cardinal Carter Catholic High School and Crossroads North
Aurora	Wellington Street, west of Haida Drive	St. Maximilian Kolle Catholic High School, Aurora High School and Wellington Public School
East Gwillimbury	2nd Concession Road, north of Hillcrest Drive	Good Shepherd Catholic Elementary School, Ecole Elementaire Catholique Jean-Beliveau
Georgina	Baseline Road, west of Dalton Road	Sutton Public School, Sutton District High School
Georgina	Old Homestead Road, east of Metro Road North	St. Thomas Aquinas Catholic Elementary School
King	Highway 27, north of Maynard Drive	Schomberg Public School
King	Lloydtown Aurora Road, west of Jane Street	Kettleby Public School
Markham	Kennedy Road, north of Denison Road	Milliken Mills High School
Markham	Kennedy Road, south of 16th Avenue	Unionville Montessori School, Unionville Public School
Markham	McCowan Road, north of 14th Avenue	Father Michael McGivney Academy Catholic High School
Markham	Warden Avenue, north of Highway 7	Unionville High School
Markham	Woodbine Avenue, south of Russell Dawson Road	Nokiidaa Public School
Newmarket	Bathurst Street, south of Keith Avenue	St. Nicholas Catholic Elementary School
Newmarket	Bayview Avenue/Prospect Street, north of Mulock Drive	Pickering College
Newmarket	Davis Drive, west of Huron Heights Drive	Huron Heights Secondary School
Richmond Hill	16th Avenue/Carrville Road, west of Avenue Road	16th Avenue Public School, Roselawn Public School, Global Montessori Day Nursery and Private Elementary School
Vaughan	Bathurst Street, north of New Westminster Drive/ Atkinson Avenue	Westmount Collegiate Institute
Vaughan	Keele Street, north of Dina Road	Father John Kelly Catholic Elementary School
Stouffville	Bloomington Road, west of Warden Avenue	Whitchurch Highlands Public School
Stouffville	Ninth Line, north of Hoover Park Drive	St. Brendan Catholic Elementary School

Conclusion

The Region is working toward its goal of reducing severe collisions by 10% between 2024 and 2028 through the Plan. While progress is being made, it's normal for the first year of a new plan to come with challenges. City of Toronto, City of London and Peel Region have also seen small increases in severe collisions early on. This is often because the first year is focused on building teams, setting up new programs, improving communications and learning from early experiences. Much of what we're seeing in 2024 was anticipated, and significant

improvements are expected and should be measurable starting in 2025. Since many safety improvements are rolled out gradually, their full impact might not be seen right away. Making small changes to how safety measures are rolled out can help improve results.

Creating safer roads takes time, steady effort and a long-term commitment. With continued focus and flexibility, the Region is in a strong position to make real progress toward safer roads for everyone.



APPENDIX 1: List of Countermeasures

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2024 Completed	2025 Planned
Vulnerable Road Users					
Accessible Intersection Improvements	Accessible Intersections include: - Countdown timers for pedestrians crossing at intersections - Audible Pedestrian Signals (APS) and tactile walking surface indicators to alert people with low or no vision of an upcoming intersection - Zebra crosswalk markings to enhance crosswalk visibility	New program	25 locations	41 locations	18 locations
Safety Campaigns	Conduct various road safety events and campaigns such as Leave Space Campaign, Visibility Campaign, International Winter Walk to School Day, Bus Safety Campaign, Slow Down Campaign, Bike Month, Motorcycle Safety Awareness, Share the Road Campaign and Senior Month	9% reduction on Vulnerable Road User Collisions	Various	Various	Various
Senior safety zones and extend walking time at signal	Establish senior safety zones and alter traffic signal timings to accommodate slower walkers crossing at intersections	New program	20	20	0
School speed reductions and community safety zone	Implement additional community safety zones or school zones as appropriate, with lower speeds and higher fines	7% reduction on Speeding Collisions	Pending new school locations	3	N/A Pending new Community Safety Zone network screening result
Cycling Facilities	Addition of Active Transportation Facilities: - On-road with painted lanes, adjacent to general purpose lanes - Protected on-road cycling lanes, separated by bollards, barriers or a bike track - Protected off-road, separated bike path or multi-use lanes - Bicycle conflict zone pavement marking	14% reduction on Cyclist – Vehicle Collisions with unprotected facilities 63% reduction on Cyclist – Vehicle Collisions with protected facilities	10 km painted lanes 2.5 km protected on-road 2.5 km protected off-road 5 conflict zone locations	Approximately 3 km multi-use paths in 4 locations 2 conflict zone pavement markings and crossride markings	3 multi-use paths in design stage
Pedestrian Crossover (PXOs)	Pedestrian crossings protected by signs, pavement markings and flashing lights	18% reduction on Vulnerable Road User Collisions	5 locations	3 locations	1 location
Right Turn on Red (RTOR) restrictions	Prohibitions reduce conflicts with pedestrians who are crossing where vehicles are turning right	3% reduction on Vulnerable Road User Collisions	5 locations	2 locations	1 location

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2024 Completed	2025 Planned
Leading Pedestrian Interval (LPI)	A traffic signal timing strategy used to improve pedestrian safety at intersections. The walk signal activates before the vehicle green light, allowing pedestrians to establish their presence in the intersection	19% reduction on Vulnerable Road User Collisions	5 locations	3 locations	0 locations
Corner Radius Reductions	Smaller corner radius encourages slower turning speeds, improving pedestrian safety	19% reduction on Vulnerable Road User Collisions	5 locations	0 locations	4 locations in design stage
All-way Stop Control	Convert Minor-Road Stop Controls (MRSC) to All-way Stop Controls (ASWC), which are safer but less efficient for traffic flow	70% reduction on Intersection Collisions	5 locations	0 locations	1 location
Intersections					
Illumination	Install or upgrade lighting	33% reduction on Nighttime Intersection Collisions	5 locations	1 location	2 locations
New Traffic and Pedestrian Signals	Changing intersections from stop controlled to traffic signal controlled	14% reduction on Intersection Collisions	50 locations	11 locations	11 locations
High Friction Pavement	Improved pavement materials (high friction surfacing) at intersections and on specific roadway segments (curves) to reduce collisions due to skidding	48% reduction on Intersection Collisions	5 locations	166 lane/km at various locations	Over 340 lane/km at various locations
Sightline Improvements	Keeps pedestrian waiting areas and daylighting triangles free of obstructions, and improves drivers' ability to enter an intersection safely	47% reduction on Intersection Collisions	10 locations	1 location	0 locations
Roundabout Feasibility Studies	Roundabouts should always be considered as an alternative to signalization. There are many restrictions limiting the applicability however a high-level systemic review is recommended	New program	5 locations	8 locations	10 locations
Left-turn Signal Phases	Fully protected left-turn phases at intersections reduce collisions with pedestrians and cyclists	28% reduction on Intersection Collisions	5 locations	5 locations	4 locations
Flashing Beacons	Installed at intersections with stop controls to increase visibility	47% reduction on Intersection Collisions	5 locations	3 locations	3 locations
All-way Stop Control	Convert Minor-Road Stop Controls (MRSC) to All-way Stop Controls (ASWC), which are safer but less efficient for traffic flow	70% reduction on Intersection Collisions	5 locations	0 locations	1 location

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2024 Completed	2025 Planned
Aggressive Driving					
Automated Speed Enforcement	Implementation following consultation and approval by the Ontario government; applicable to Community Safety Zones and school zones	48% reduction on Speeding Collisions	60 cameras (20 cameras installed each year from 2024–2026)	20 cameras	20 cameras
Radar Speed Boards	Relay exact travel speeds to drivers, encouraging compliance with posted speed limits	5% reduction on Speeding Collisions	10 locations	0 locations	0 locations
Red-Light Cameras	Automated enforcement of signal violation at intersections; reduces intentional red light running behaviours (frequency of rear-end collisions might increase)	21% reduction on Intersection Collisions	15 cameras	0 locations	15 cameras
Road Markings	Pavement marking application encourages drivers to slow down: • Dragon's Teeth – Triangular road markings perpendicular to the edge of the roadway, often used at gateways to give the effect of the road narrowing • "Slow Down" pavement markings to increase drivers' awareness of school zones, senior safety zones, railway crossings, hamlet communities and reduce speeds • Urban Shoulder – Pavement marking application to minimize driving on shoulders, creates buffer from curb and narrows lane width	7% reduction on Speeding Collisions, and 15% reduction on Vulnerable Road User Collisions	45 locations	85 locations	15 locations
Hamlet Gateway Features	New hamlet gateway signs featuring the community's name, speed limit and a pedestrian symbol to remind drivers to slow down	Advisory with potential for collision reduction	New program	8 locations	7 locations
Safety Campaign	Conduct Aggressive Driving campaigns such as Leave Space Campaign, Visibility Campaign, Bus Safety Campaign, Slow Down Campaign, Motorcycle Safety Awareness, Share the Road campaign, Project SPACE (Leave Space and Slow your Pace)	9% reduction on Speeding Collisions	Expand existing program	7 locations	7 locations
Targeted Enforcement	Development and delivery of a targeted enforcement program, Project E.R.A.S.E. (Eliminate Racing Activity on Streets Everywhere). An awareness and enforcement campaign, operated jointly by police services across Ontario in partnership with the Ontario government, focused on street racing, stunt driving and modified, unsafe vehicles	9% reduction on Speeding Collisions	Expand existing program	Various	Various

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2024 Completed	2025 Planned
Distracted Driving					
Guiderail Upgrade/Installations	Treatments should be updated to the latest Manual for Assessing Safety Hardware (MASH) standards	New program	10 km	Over 2.25 km of guide rails including end treatments at various locations	Approximately 5 km including end treatments at various locations
Targeted Enforcement	Officers observing and enforcing drivers use of hand-held devices and other distracted driving offences	9% reduction on Distracted Driving Collisions	Expand existing program	Various	Various
Safety Campaign	Conduct Distracted Driving campaigns, provide facts and tips to avoid being distracted while driving or while walking or cycling near traffic	9% reduction on Distracted Driving Collisions	Continue existing program	1 campaign	1 campaign
Impaired Driving					
Project R.I.D.E. (Reduce Impaired Driving Everywhere)	Year-round program with increased presence during festive seasons	9% reduction on Impaired Driving Collisions	Expand existing program	Various	Various
Alcohol and Drug Youth Campaign	York Region Public Health nurses (PHNs) provide presentations to high schools on safer parties and cannabis and alcohol use, including the risks of impaired driving. PHNs employ a trainer model where possible and support various committees including SAID DAY, Ontario Students Against Impaired Driving (OSAID), Arrive Alive conference and participate in other networks	9% reduction on Impaired Driving Collisions	Expand existing program	Various	Various