



York Region Vision Zero Traveller Safety Plan

SAFETY PERFORMANCE REPORT - YEAR TWO

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), approved by Council in March 2024. The Plan adopts a Vision Zero strategy for road safety, stemming 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 by 2028.

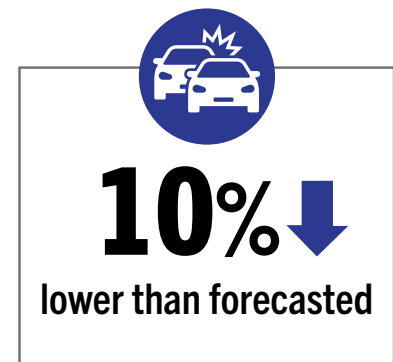
Traveller safety is a shared responsibility requiring collaboration among all municipalities, agencies and road users to improve safety and change behaviours. With the Plan covering both Regional and local roads, the Region and local municipalities work seamlessly with partners, including York Regional 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 and highlights collision trends from its second year.

2% reduction in severe collisions on Regional roads

Year two of the Plan demonstrates measurable safety benefits on Regional roads. Following the first two years of implementation, severe collisions on Regional (arterial) roads decreased by 2%, compared to the benchmark period, and implementation remained strong across priority emphasis areas. Overall, the Plan's safety actions prevented 287 severe injuries and reduced severe collisions by 10% across the Region, compared to 2025 forecasted levels without the Plan. Performance continues to trend toward long-term Vision Zero targets, reflecting tangible progress. However, short-term fluctuations and localized increases, particularly in rural areas and on collector and local roads, highlight the need for continued and targeted safety efforts.

While alternative traffic calming and safety measures continue to be implemented, continued collaboration, policy alignment and identification of long-term funding solutions will be critical to maintaining progress and keeping York Region on track to achieve its Vision Zero goals.



Implementation of 20 safety improvements at over 150 locations

In the second year of the Plan, the Region continued efforts in improving the data collection program and road safety database, conducting network screening and in-service road safety reviews. Most notable in 2025, was the successful implementation of 20 road safety improvements at over 150 locations. These measures focused on protecting vulnerable road users, improving intersection and access safety and reducing aggressive driving. Safety improvements and locations were selected based on data and collision trends to address high-risk areas and behaviours.

Figure 1 shows notable road safety measures implemented across York Region in 2025. Most safety improvements were made in 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, further discussed in the next section.

Some of the significant improvements are highlighted below, with a full list of 2025 completed countermeasures provided in Appendix 1.

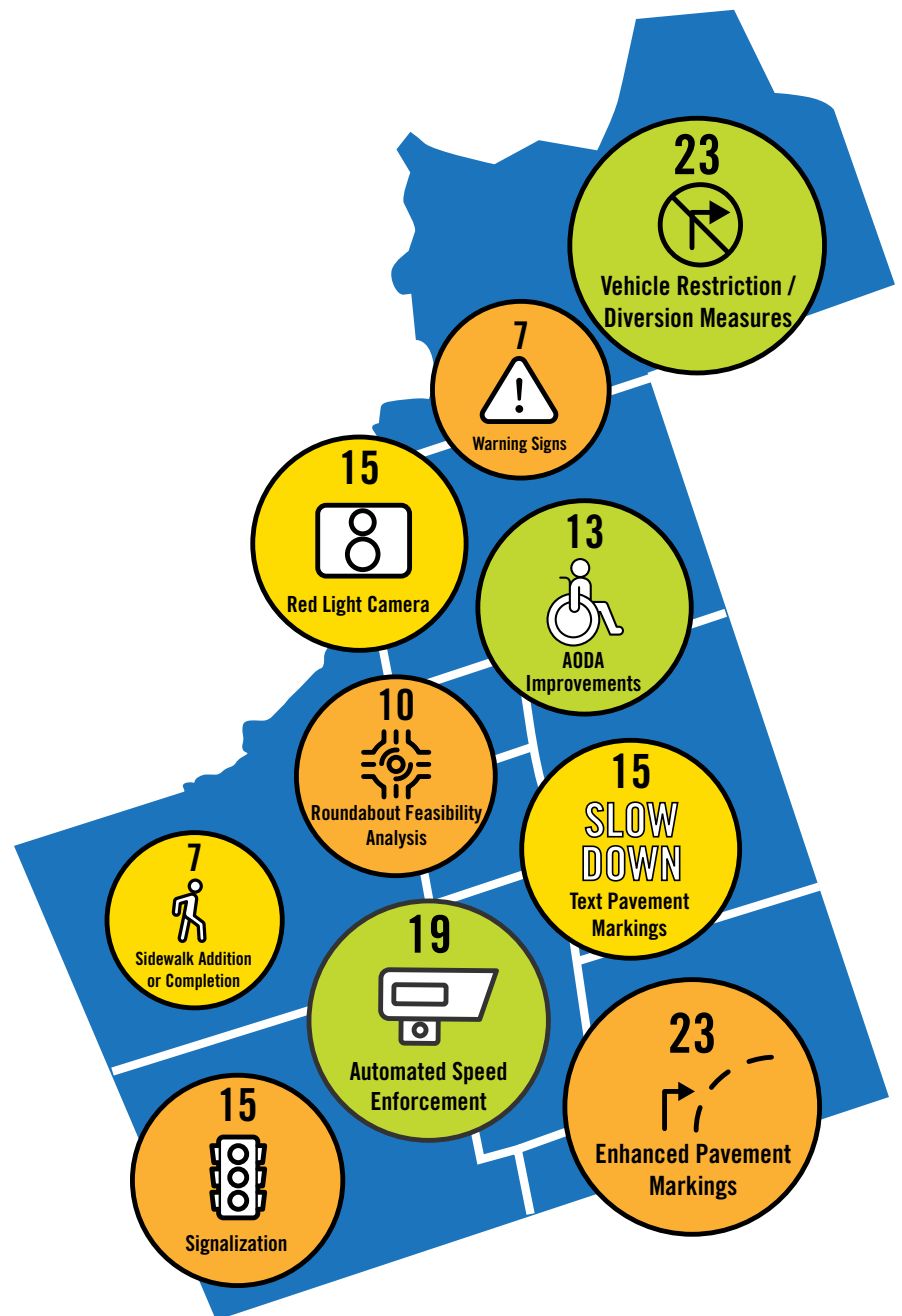


Figure 1: 2025 Countermeasure Implementation Map

Red Light Camera Program

Collision data shown in *Figure 2* reflects that RLCs are effective in reducing the number and severity of right-angle and turning-movement collisions, two of the most severe collision types. These collisions decreased from over 2,700 in 2013 to a low of around 1,300 in 2021, representing a reduction of more than 50%. However, collisions have since risen, reaching approximately 2,470 in 2025, highlighting the ongoing need for additional RLCs to improve intersection safety and sustain long-term reductions in severe collisions.

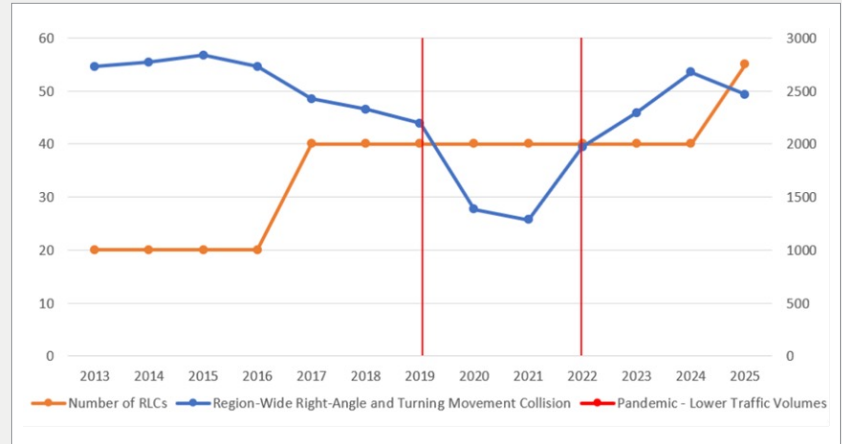


Figure 2 - Right-Angle and Turning Movement Collisions between 2013 to 2025 in York Region

2025 New Red Light Camera locations

In 2025, York Region installed 15 new RLCs to address angle and turning-movement collisions, with activation scheduled for 2026. With these additions, the Region now has 55 RLCs enhancing intersection safety across all nine cities and towns. The 2025 new camera locations are listed below.

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



Woodbine Avenue and Davis Drive, East Gwillimbury and Whitchurch-Stouffville

"SLOW DOWN" Pavement Markings and Gateway Safety Enhancement



Industry studies show overall collisions

15% ↓



In 2025, York Region installed 15 additional "SLOW DOWN" pavement markings in school and senior zones, rural communities and other areas with speeding concerns. These large pavement messages provide clear reminders for drivers to reduce speed, particularly where children and seniors are present.

In rural areas, the pavement markings were paired with gateway safety features, including community name signs with speed limits and pedestrian symbols. Together, these measures create a visual narrowing effect that helps calm traffic. In 2025, seven rural communities implemented gateway safety enhancements. Industry studies show such treatments can reduce collisions by up to 15% and lower vehicle speeds by 5 to 20 km/h.

Fully Protected Left Turn Signals



Left-turn collisions

100% ↓

Fully protected left-turn signals allow drivers to turn only when a dedicated left-turn arrow is displayed, eliminating conflicts with opposing traffic and pedestrians. This safety measure is typically implemented at locations with limited sightlines or where drivers experience difficulty judging gaps, helping reduce the risk of turning-movement collisions.

A before-and-after review of collision data compared three-year pre-installation trends with post-implementation results at each location (table below). The analysis identified a statistically significant reduction in left turn collision frequency, with annualized averages showing zero left-turn collisions at all sites following installation.

Location	Implementation Date	Left-turning collisions before	Left-turning collisions after
Rutherford Road and Julliard Drive	January 2025	10	0
Rutherford Road and Sweetriver Boulevard	January 2025	9	0
Teston Road and Cityview Boulevard	December 2024	9	0
Total collisions		28	0

These results demonstrate fully protected left-turn signals are functioning as intended and targeted intersection countermeasures can meaningfully enhance safety, particularly for vulnerable road users.

No Right Turn on Red

To balance the need of efficient traffic flow with the safety benefits of No Right Turn on Red (NROR) restrictions for vulnerable road users, York Region introduced digital NROR signs at Kennedy Road and Carlton Road in the City of Markham in summer 2025. These signs activate only when a pedestrian presses the crosswalk button, enhancing pedestrian safety while reducing unnecessary delays for drivers.



Kennedy Road and Carlton Road, Markham

This initiative builds on the Region’s earlier installation at Islington Avenue and Langstaff Road in the City of Vaughan, where digital NROR signs were piloted in 2024 to reduce conflicts between right-turning vehicles and opposite double left-turn movements. Building on the success of these implementations, York Region plans to transition most static NROR signs to the digital technology over the next few years to improve operational efficiency and intersection safety at signalized intersections across the Region. These signs will be activated based on the pedestrian push button being pressed or vehicle detection. When the NROR restriction is not active, the digital NROR sign displays “DRIVE SAFE”.

Turn Restrictions and Diversions

In 2025, York Region implemented turn restrictions at seven intersections to address operational and safety concerns. These measures were introduced to prevent left-turn and U-turn movements that contribute to upstream congestion, intersection blockages and sudden stopping, conditions that elevate the risk of rear-end and sideswipe collisions. The restrictions also support safe, efficient traffic operations following changes to road geometry, improving corridor and intersection performance.

The following intersections have implemented turn restrictions:

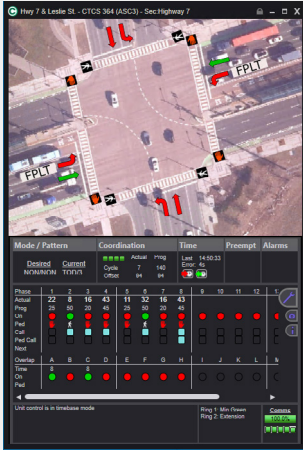
- Bathurst Street at East Promenade (southbound U-turn restriction)
- Keele Street at 7077 Keele Street (eastbound through restriction)
- Keele Street at Sherwood Park Drive (southbound left-turn restriction)
- Major Mackenzie Drive East at Church Street South (northbound and southbound through restrictions and southbound left-turn restriction)
- Major Mackenzie Drive West at Hill Street (westbound U-turn restriction)
- Major Mackenzie Drive West at Wellness Way (southbound through restriction and westbound U-turn restriction)
- Nashville Road at Cold Creek Road to 325 metres east (eastbound and southbound left-turn restrictions and eastbound U-turn restriction)



Major Mackenzie Drive East and Church Street South, Richmond Hill



Signal Optimization and Local Road Improvement





Accessibility for Ontarians with Disability Act Compliance



Under the Accessibility for Ontarians with Disabilities Act (AODA), traffic signals must be safe and usable for everyone, including people with visual, hearing or mobility challenges. This includes audible signals that let pedestrians know when it's safe to cross, accessible push buttons with tactile instructions, such as raised symbols or Braille, touchless pedestrian buttons and visual indicators, such as countdown timers. Tactile surfaces at curb ramps warn pedestrians of the street edge and crossing times are set to allow enough time for those with mobility limitations. All features must be properly maintained for intersections to remain safe and easy for everyone to use. York Region has upgraded 13 signalized intersections to meet AODA requirements in 2025.



Overhead Flashing Beacons

Six overhead intersection flashing beacons were installed to improve visibility in rural areas at unsignalized intersections to reinforce existing stop control. Some flashing beacons were implemented as interim measures to enhance driver awareness and support safe intersection operations until locations meet the warrants for traffic signal installation. Industry studies have suggested that overhead flashing beacons have the potential to reduce intersection collisions by up to 47%.



Metro Road at Old Homestead Road, Town of Georgina

York Region received concerns from residents and St. Thomas Aquinas Catholic Elementary School regarding traffic safety at Metro Road and Old Homestead Road and took action. A safety review identified a clear challenge: wide intersection radii were encouraging high-speed turning movements.



In response, York Region implemented a series of targeted safety improvements, including flexible delineators to guide drivers and reinforce lane discipline, new pavement markings, such as peripheral transverse lines, bold "SLOW DOWN" pavement markings and an overhead flashing beacon to improve visibility. Together, these measures enhance roadway delineation, increase driver awareness and improve safety for all road users, especially pedestrians.

Looking ahead, the intersection will be fully reconstructed in 2028, including turning lanes, new traffic signals and marked crosswalks. These improvements represent an important step toward creating a safer, more connected community.

Roundabout Feasibility Studies

As part of the 2026 York Region 10-Year Roads and Transit Growth Capital Construction Program, there are five existing roundabouts in York Region (including one owned by the Ministry of Transportation and one owned by the Regional Municipality of Durham), and six additional roundabouts for possible construction over the next 10 years. There are 20 additional locations under consideration pending funding approval.

In 2025, 10 feasibility studies were completed to support future roundabout construction. Of these, a roundabout was considered the preferred alternative at the following intersections:

- Davis Drive and McCowan Road, Town of East Gwillimbury
- Reesor Road and 14th Avenue, City of Markham
- Woodbine Avenue and St. John’s Sideroad, Town of Whitchurch-Stouffville
- Major Mackenzie Drive East and Reesor Road, City of Markham

Figure 3 identifies feasibility study locations and existing and future potential roundabout locations. Next steps include prioritizing locations for installation and identifying timing of reconstruction as part of the Region’s 10-Year Capital Plan. The next planned roundabout in York Region will be at the intersection of Bloomington Road and York Durham Line in the Town of Whitchurch-Stouffville. The project is currently in the final design and tender stage, with installation and construction anticipated in 2027.

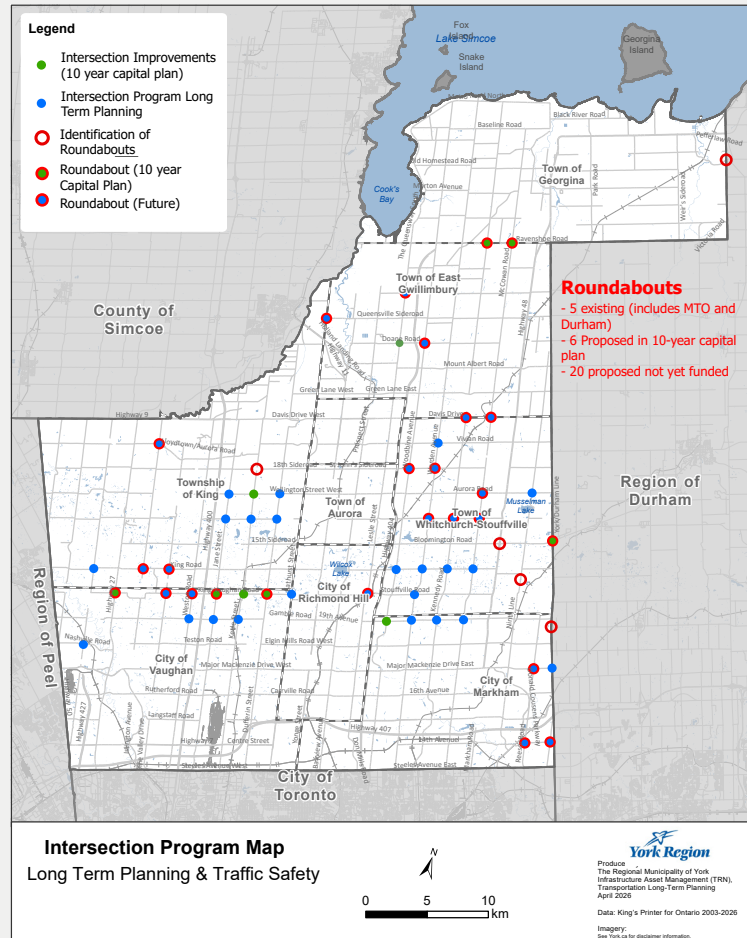


Figure 3: Existing and Future Potential Roundabout Locations





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. Safety campaigns focus on education, awareness and community engagement to address emphasis areas. *Figure 4 shows the 2026 safety initiatives calendar.*

Figure 4: 2026 Road Safety Calendar – Events and Campaigns



Mulock Drive at College Manor Drive/Fernbank Road, Newmarket

2025 Collision Trends Overview

This section outlines the collision trends overview of year-two of the York Region Vision Zero Traveller Safety Plan. 2025 collision numbers represent average annualized values based on the first 11 months of available data, as collision records for December 2025 were not available at the time of reporting.

Traffic data shows in recent years there has been 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.

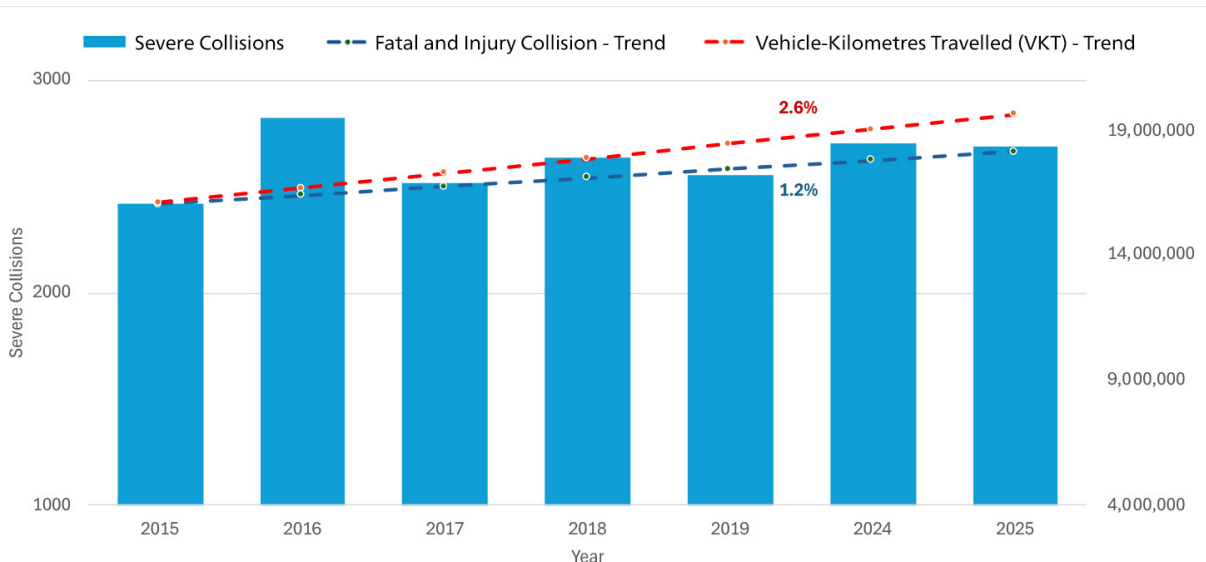
Key contributing factors include:

- **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 resumed, 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):** VKT has grown 2.6% annually since 2015, outpacing the 1.2% rise in severe 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

Figure 5 shows severe collision trends in comparison to the Region's traffic and active transportation volume trends. The increase in traffic volumes reflects the substantial population growth and number of trips in the Region. This graph indicates severe collisions increased at a slower rate (1.2%) than the increase of traffic volumes (2.6%) on Regional roads. Collision data from 2020 to 2023 are excluded due to irregular travel patterns and collisions during the COVID-19 pandemic.

These contributing factors reinforce the need for adaptive, data-informed safety strategies as part of the York Region Vision Zero Traveller Safety Plan implementation.

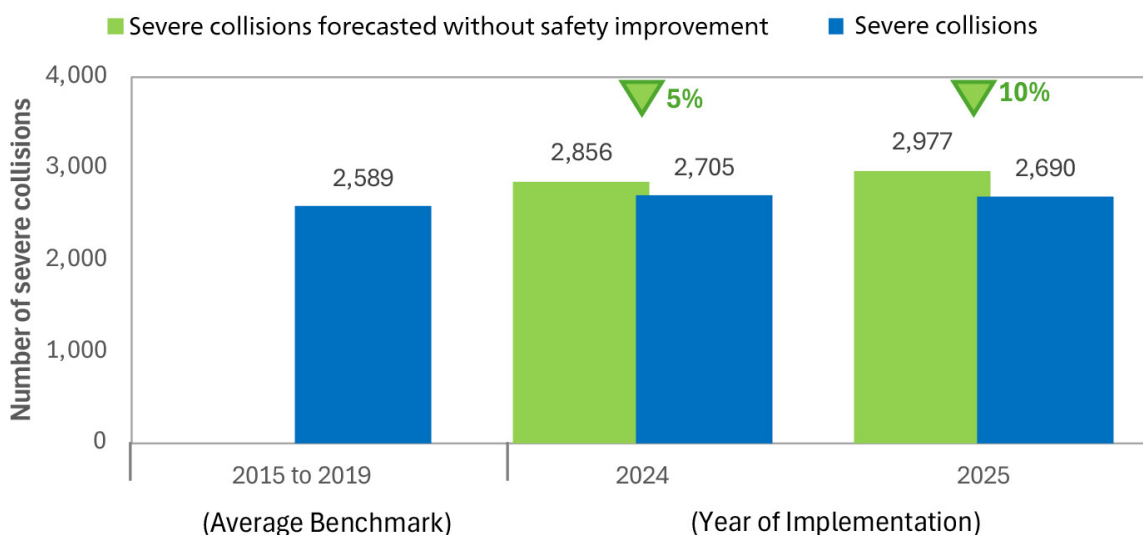
Figure 5: Annual Vehicle-Kilometres Travelled and Severe Collisions in York Region



Collision Trends by Period

Figure 6 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 on Regional and local roads each year on average. 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. In the second year of implementation, the number of observed severe collisions decreased slightly from 2024, approximately 0.5%, to 2,690. However, a direct comparison between the benchmark year from 2015 to 2019 and implementation years would be misleading due to traffic increasing, as traffic volumes have grown substantially over the past decade 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 2025 by adjusting for the increase in traffic. Based on this method, the projected number of severe collisions in the absence of the Plan is 2,977, 10% higher than what happened in year two of the Plan, suggesting implemented measures have prevented 287 injuries.

Figure 6: Total Annual Predicted and Observed Severe Collisions by Period

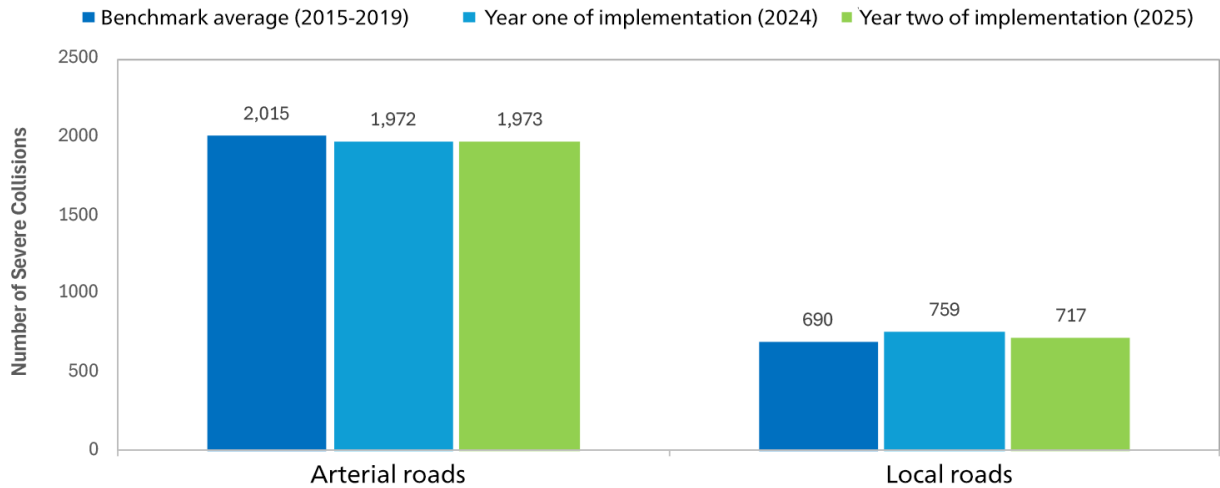


Collision Trends by Road Classification

Figure 7 shows positive results on Regional roads, with severe collisions decreasing by 2% following the first year of the Plan and remaining stable in the second year. In contrast, local roads experienced a 10% increase in severe collisions in the first year, followed by a 5% decrease in the second year of the Plan.

These results suggest we are seeing some benefits from safety efforts on Regional and local roads. It remains important to continue implementing safety measures across the Region, including Regional roads that run through smaller municipalities and rural areas, to ensure safety improvements are evenly spread across our nine cities and towns.

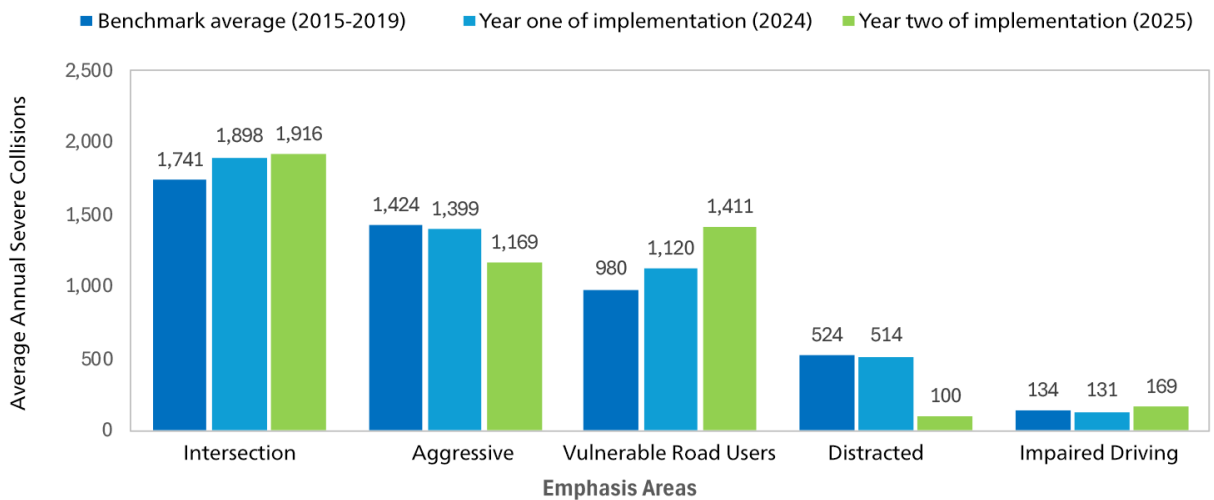
Figure 7: Change in Severe Collisions by Road Agency



Collisions by Emphasis Area

Figure 8 shows how severe collisions have changed in different emphasis areas since the Plan began. Severe collisions occurring at intersections and severe collisions involving vulnerable road users have shown consistent increasing trends following the first two years of implementation. Although collisions involving aggressive and distracted driving indicate decreasing trends, these results should be interpreted with caution. These fields in collision reports may not have been consistently translated into the collision database following recent updates to Ministry of Transportation collision report coding. Notwithstanding the potential undercounting of collisions within these emphasis areas, collisions involving impaired driving exhibit an increasing trend.

Figure 8: Change in Severe Collisions by Emphasis Area on Regional and Local Roads

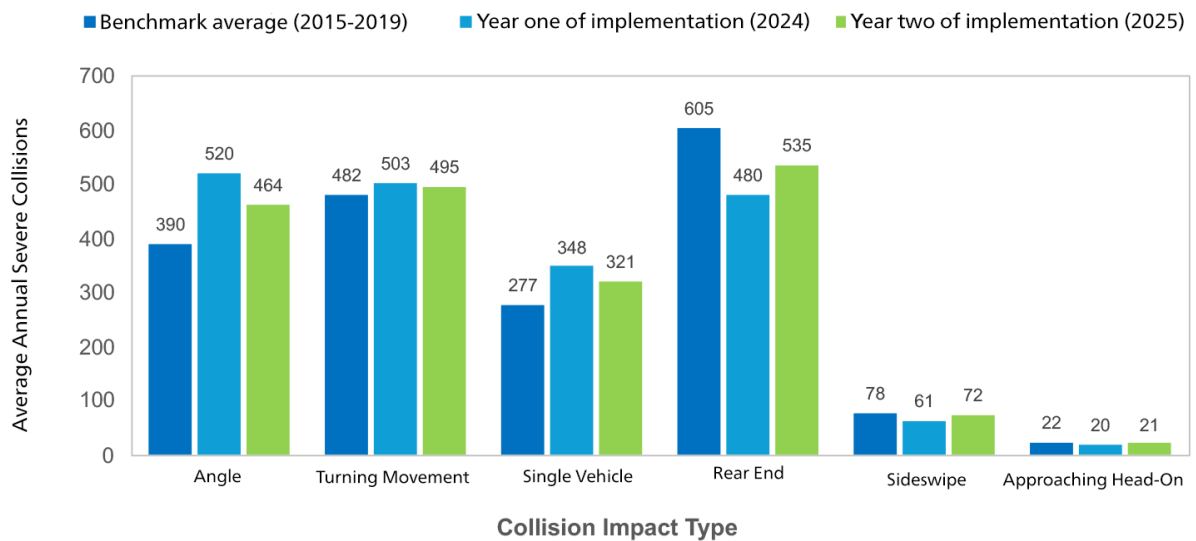


The rise in collisions involving vulnerable road users is primarily driven by the increase in collisions involving cyclists, motorcyclists, elderly drivers and young drivers. Collisions involving cyclists are increasing at signalized intersections and along main road segments on Regional roads. On local roads, the growth is concentrated at signalized and stop-controlled intersections. Motorcycle collisions are rising most significantly at Regional signalized intersections and along local road segments. Collisions caused by young drivers are mainly increasing in angle and turning-movement collisions. Pedestrian-involved collisions are decreasing on Regional roads, but rising on local roads, indicating safety measures implemented on Regional roads have been effective in improving pedestrian safety.

Overall, these findings suggest that intersections and vulnerable road users remain a critical area for road safety improvements. Focusing efforts on countermeasures like turning restrictions and protected left turn signals could significantly reduce the number of severe injuries among pedestrians and cyclists.

Figure 9 shows how severe collisions at intersections changed based on initial impact type. The data shows an increase in angle, single motor vehicle and turning-movement collisions during the first year of implementation, followed by a slight decline in the second year. Rear-end collisions in 2024 decreased substantially relative to the benchmark years. However, a modest increase is observed in 2025, potentially due to more severe weather events.

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



Top 10% of Severe Collision Locations

Figure 10 illustrates the top 10% of severe collision locations in 2025 across York Region, covering approximately 50 sites. Nearly all of these locations, except one, are at intersections with the majority situated outside designated school zones. Among the highest-frequency sites are:

10 to 12 severe collisions annually

- Highway 7 at Centre Street/North Rivermede Road

Seven to 10 severe collisions annually

- Highway 7 at Langstaff Road
- Prospect Street at Bayview Avenue/
Mulock Drive
- Islington Avenue at Rutherford Road
- Major Mackenzie Drive West at Vellore
Woods Boulevard/Cityview Boulevard
- Major Mackenzie Drive East at
Church Street South
- Highway 7 at Ninth Line
- Highway 7 at Warden Avenue
- Highway 7 at Islington Avenue
- Highway 7 at Jane Street
- Woodbine Avenue at Ravenshoe Road
- Highway 7 at Commerce Valley Drive
West/West Beaver Creek Road
- Highway 7 at McCowan Road
- Dufferin Street at Clark Avenue West
- Weston Road at Langstaff Road
- Yonge Street at Green Lane East/
Green Lane West
- Major Mackenzie Drive West at
Jane Street

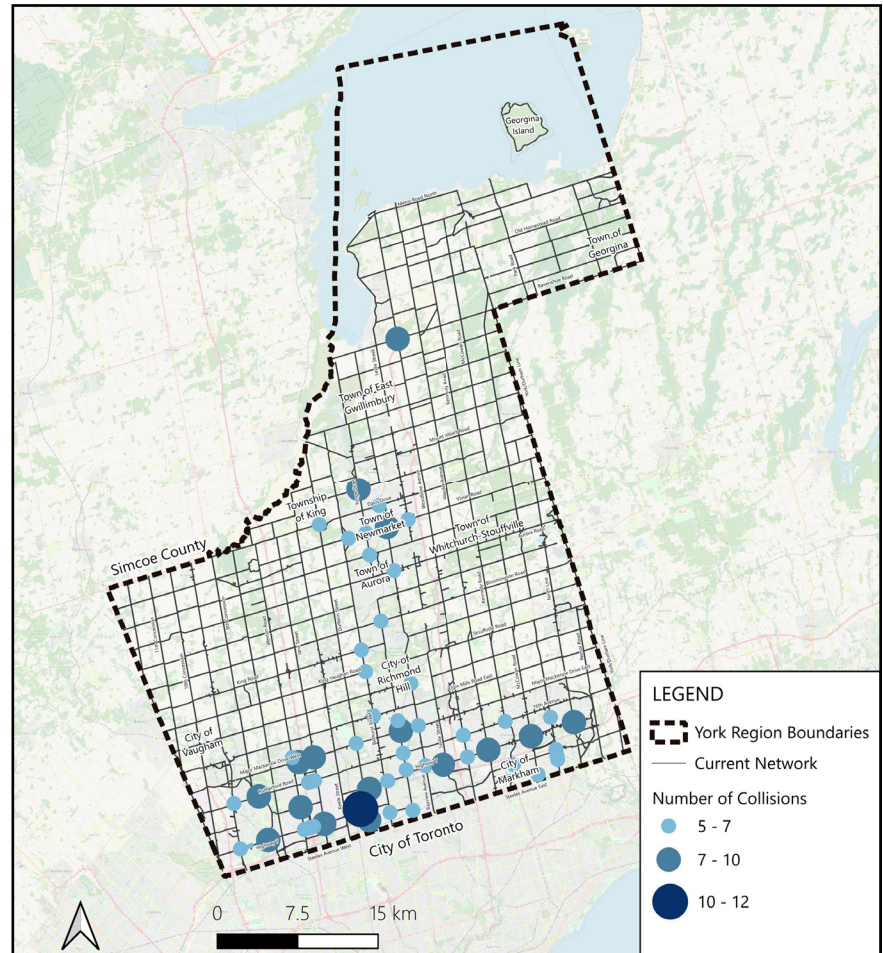


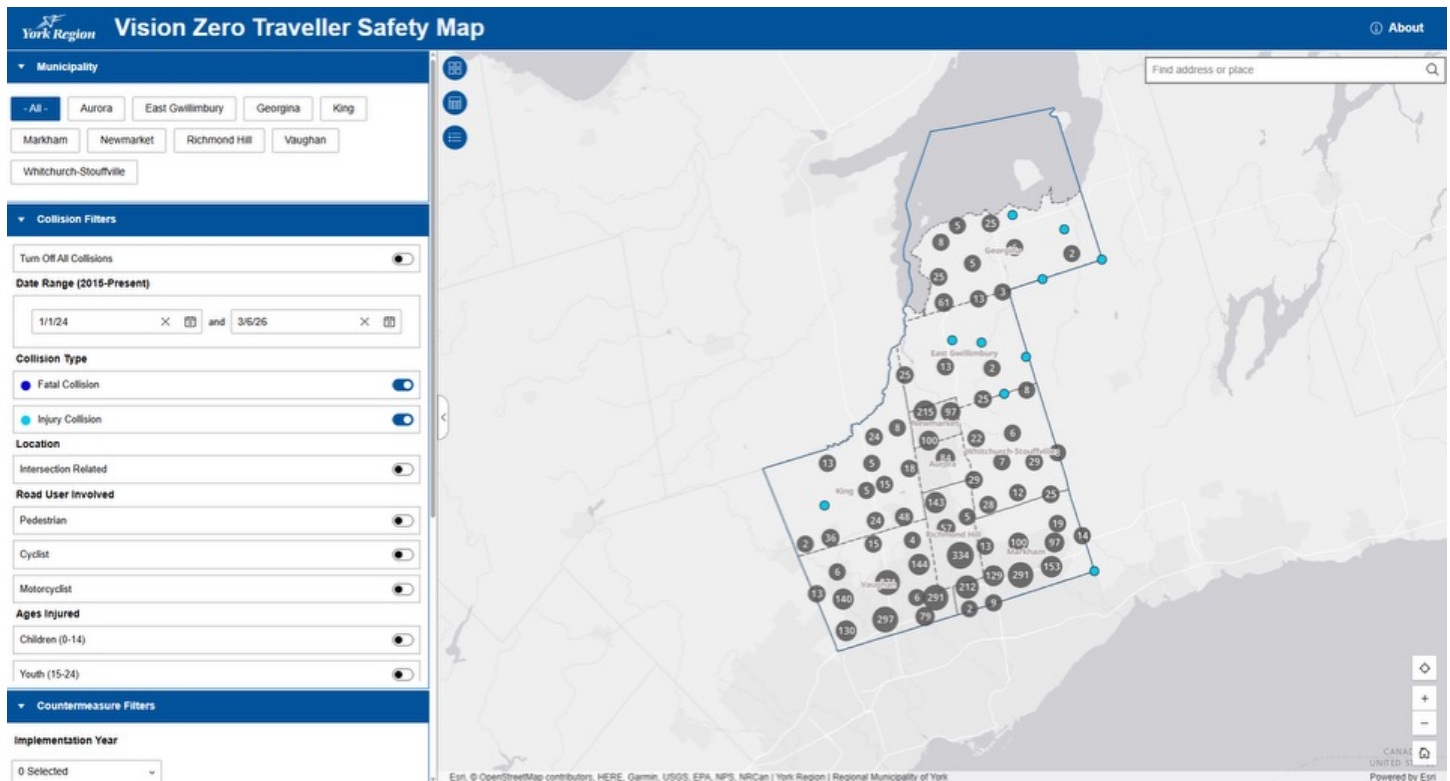
Figure 10: Top 10% of Severe Collision Locations in 2025

At most of these high-collision intersections, targeted safety measures have been implemented to reduce vehicle conflicts and enhance safety for all road users, including protected left-turn signals, turn restrictions, red light cameras and pedestrian crossovers. These interventions are expected to reduce both the frequency and severity of collisions at these critical locations.

New Vision Zero Traveller Safety Map

Figure 11 shows the new Vision Zero Traveller Safety Map, providing an interactive view of locations where severe collisions have occurred and where targeted safety interventions have been implemented. The tool allows users to explore collision data by type, location, road user, age and timeframe, helping identify high-risk intersections and corridors by visualizing both collision patterns and the applied safety measures. The map supports evidence-based decision making, enables proactive planning and increases community awareness of road safety initiatives. The map is accessible on york.ca/TravellerSafety

Figure 11: Vision Zero Traveller Safety Map



In the years ahead, York Region will continue working toward a balanced approach to safety measure implementation, with greater emphasis on rural roads in smaller municipalities to address rising trends in severe collisions and ensure safety outcomes are shared more evenly across the Region. All safety actions are regularly tracked and reviewed by staff and the Plan's leadership team. This structured approach allows York Region to monitor progress, identify gaps and make timely improvements when needed.

2026 Action Plan

Year-two findings maintain meaningful progress toward the long-term goal of reducing fatal and serious injury collisions on Regional roads. At the same time, the findings underscore the importance of continued attention on targeted safety improvements at intersections, especially where vulnerable road users are most at risk. With the discontinuation of ASE, the Region is moving forward with a focused, evidence-based approach that uses alternative safety measures to address these priorities.

Intersections

- 12 new traffic and pedestrian signals
- Eight pedestrian crossovers
- Accessibility improvements at 16 intersections as part of the intersection reconstruction program
- Four overhead flashing beacons
- Three fully protected left-turn signals
- Three no right on red restrictions



Vulnerable Road Users

- Enhanced pavement markings at 31 locations
- 23 community safety zones
- 11 senior safety zones
- Eight multi-use paths and cycling facilities
- Eight crossride markings
- Seven active school travel outreaches and events
- Three median extensions
- Two sidewalk additions



Aggressive and Distracted Driving

- 370 lane-kilometres of high-friction pavement
- 7 km guide rail systems along Regional roads

Provincial Road Safety Initiatives Fund provides an important opportunity to support implementation of new school zone safety measures

To replace ASE programs, the Province announced a \$210 million investment through the Road Safety Initiatives Fund (RSIF) to support municipalities in transitioning to alternative road safety measures. This includes \$42 million in initial funding for municipalities previously using ASE, with the remaining \$168 million to be allocated through a competitive application process.

The Region and York Regional Police are jointly developing a \$6.45 million RSIF application to accelerate new safety initiatives in school zones to maintain momentum towards Vision Zero. All RSIF-funded traffic-calming and safety measures must be completed by March 31, 2028, consistent with the Traveller Safety Plan timeline.

Safety measures in school zones include:

- New oversized school zone signs and advance warning signs in all school zones to improve driver awareness and reinforce lower operating speeds; completed in 2025
- Flashing beacons to supplement school zone signs, providing additional visual cues for speed compliance in all school zones
- Fixed digital speed-display boards providing real-time speed feedback; data collected is shared with York Regional Police for enforcement during critical hours
- Targeted roadside enforcement by York Regional Police during school arrival/dismissal times
- New pedestrian and traffic signal installations to improve safe crossings
- Accessibility upgrades including new accessible pedestrian signals

In addition to implementing these alternative safety measures in school zones, York Region plans to roll out a range of other safety measures in 2026, specifically designed to address intersection safety and better protect pedestrians and cyclists. Key improvements are listed in the following pages and a future communications campaign is in development.

A full list of 2025 completed and 2026 planned countermeasures are included in *Appendix 1*.



Improving Safety in Construction Zones

Keeping construction zones safe is an emerging emphasis area in the Plan, as road work can create unexpected conditions for drivers, cyclists and pedestrians. The Region is exploring new ways to improve safety in these zones as part of the 2026 Action Plan.

In addition to familiar measures like reduced speed limits and turn restrictions, the Region will be testing bright orange pavement markings this spring as part of the construction project on Rutherford Road at CN Bridge, west of Keele Street, City of Vaughan. These high-visibility markings help highlight lane paths and make it easier for drivers to navigate areas where lanes may shift or narrow during construction.

This pilot will help the Region assess whether these markings improve safety and reduce confusion, with the potential to expand their use in future projects.



Advanced Technology for Safe Travel

To increase safety, efficiency and predictability for travellers across the Region, staff are developing a comprehensive technology-enabled transportation system. This system will help manage congestion, improve safety and ensure reliable operations. Key initiatives include:

- Regulatory digital signs to encourage driver compliance
- Adaptive signal coordination on busy corridors to reduce delays
- Expanded variable message signs to provide real-time travel information
- Video analytics to identify and respond to near-miss incidents
- Uninterrupted power supply units at critical intersections to maintain system reliability
- A pilot project testing autonomous vehicle communication with traffic signals

An overview of this future-focused strategy will be shared in the year three update.



Conclusion

York Region's Vision Zero Traveller Safety Plan continues to deliver measurable results, helping reduce the number of severe collisions and preventing hundreds of injuries across the transportation network. In 2025, the Region completed 20 safety improvements, with more than 25 additional projects planned for 2026 at more than 200 locations. These ongoing efforts highlight the Region's leadership in advancing a safer and more resilient transportation system.

To maintain progress toward achieving Vision Zero objectives, the Region and York Regional Police are developing a joint \$6.45 million Road Safety Initiatives Fund application to accelerate new safety initiatives in school zones to maintain momentum towards Vision Zero.

Further advancements include the development of a modern, technology-enabled transportation program designed to enhance long-term road safety and improve overall network performance.

APPENDIX 1: List of 2025 Completed and 2026 Planned Countermeasures

Vulnerable Road Users

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2025 Completed	2026 Planned
Accessible Intersection Improvements	<p>Accessible Intersections include:</p> <ul style="list-style-type: none"> Countdown timers for pedestrians crossing at intersections Audible Pedestrian Signals (APS) Tactile walking surface indicators to alert people with low or no vision of an upcoming intersection Zebra crosswalk markings to enhance crosswalk visibility 	Advisory with potential for collision reduction	25 locations	13 locations	16 locations
Safety Campaigns	Conduct various road safety events and campaigns such as Leave Space Campaign, Visibility Campaign, Bus Safety Campaign, Distracted Driving Campaign, Slow Down Campaign, Bike Month, Micromobility Campaign, Share the Road Campaign, Senior Month, Back-to-School Campaign and Halloween Safety	9% reduction on Vulnerable Road User Collisions	Various	Various	Various
Senior Safety Zones and Extend Walking Time at Intersections	Establish senior safety zones and alter traffic signal timings to accommodate slower walkers crossing at intersections	Advisory with potential for collision reduction	20 locations	0 location	11 locations
School Speed Reductions and Community Safety Zones	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/community safety zone policy update	0 location	23 new Community Safety Zones as part of policy update
Cycling Facilities and Sidewalk Addition / Completion	<p>Addition of Active Transportation Facilities:</p> <ul style="list-style-type: none"> 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 markings Crossride (bicycle crossing) markings Building new sidewalks where there are missing links in a system. This work takes place in consultation with local municipalities as sidewalks are typically their jurisdiction 	<p>14% reduction on Cyclist – Vehicle Collisions with unprotected facilities</p> <p>63% reduction on Cyclist – Vehicle Collisions with protected facilities</p> <p>40% reduction on Cyclist – Vehicle Collisions with crossride markings</p> <p>65% reduction on Vulnerable Road User Collisions with sidewalk additions</p>	<p>10 km painted lanes</p> <p>2.5 km protected on-road</p> <p>2.5 km protected off-road</p> <p>5 conflict zone markings</p> <p>5 crossride markings</p> <p>10 km of sidewalks</p>	<p>5 sidewalk additions</p> <p>7 active transportation missing links (13.6 km protected off-road)</p>	<p>2 sidewalk additions</p> <p>5 additional active transportation facilities</p> <p>3 active transportation missing links (5.4 km multi-use path)</p> <p>8 crossride markings</p>

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2025 Completed	2026 Planned
Bike Signals with Bicycle-Specific Signal Timing	Dedicated signals for cyclists at signalized intersections, with bicycle-specific signal timing at locations with significant volumes of bicycles and evidence green or amber timing at a traffic signal is not long enough for crossing safely	Advisory with potential for collision reduction	1 location	0 location	1 location 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	0 location	8 locations
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	0 location	3 locations
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	0 location	2 locations - pending the LPI guideline update
Corner Radius Reductions	Smaller corner radius encourages slower turning speeds, improving pedestrian safety	19% reduction on Vulnerable Road User Collisions	5 locations	1 location via pavement marking enhancements and flexi posts	19 potential locations in design stage, including 18 locations as part of local municipal multi-use path projects
Pedestrian-level Illumination	New or upgraded streetlighting designed specifically to highlight the presence of and assist pedestrians to cross at protected locations, especially beneficial in low-light or nighttime conditions	42% reduction on Vulnerable Road User Collisions	25 locations	1 location	5 locations
Intersection Roadside Protection	Bollards, guiderail or barriers may be installed to control pedestrian movements and protect vehicles from encroaching	Advisory with potential for collision reduction	5 locations	0 location	2 locations in planning stage
Active School Travel	Education to promote and encourage active school travel with infrastructure enhancements including sidewalk stencils, wayfinding signs and bike racks	14 to 16% reduction on Vulnerable Road User Collisions	Continue existing program	8 schools	6 schools

Intersections

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2025 Completed	2026 Planned
Illumination	Install or upgrade lighting	33% reduction on Nighttime Intersection Collisions	5 locations	0 location	4 locations
New Traffic and Pedestrian Signals	Changing intersections from stop controlled to traffic signal controlled	14% reduction on Intersection Collisions	50 locations	15 locations	12 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	343.7 lane/km at various locations	Approximately 180 lane/km rehabilitation and 190 lane/km microsurfacing at various 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	10 locations	Undetermined
Left-turn Lane Offset/Shadow Lane	Revise intersection left-turn lane offset to reduce the likelihood of left-turn collisions by improving sightlines	28% reduction on Intersection Collisions	5 locations	0 location	5 locations plus 6 locations within school zones
Left-turn Signal Phases	Fully protected left-turn phases at intersections reduce collisions with pedestrians and cyclists	28% reduction on Intersection Collisions	5 locations	4 locations	3 locations
Left-turn Lanes	Left-turn lanes, especially in free-flow conditions, reduce rear-end collisions	28% reduction on Intersection Collisions	5 locations	0 location	1 location
Flashing Beacons	Installed at intersections with stop controls to increase visibility	47% reduction on Intersection Collisions	5 locations	6 locations	4 locations plus 60+ school zones
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	1 location	2 locations
Roundabout Installation	Converting stop-controlled or signalized intersections to roundabouts	68% reduction on Intersection Collisions	1 location	0 location	1 location in design stage
Railway Crossing Review	Identifies the need for pedestrian gates, flashers and other safety improvements	Advisory with potential for collision reduction	10 locations	4 locations	0 location

Aggressive Driving

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2025 Completed	2026 Planned
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 to 2026)	19 cameras	ASE program is discontinued and all 39 cameras have been removed
Radar Speed Boards	Relay exact travel speeds to drivers, encouraging compliance with posted speed limits	5% reduction on Speeding Collisions	10 locations	0 locations	40 school zones
Red Light Cameras	Automated enforcement of signal violation at intersections; reduces intentional red light running behaviours (frequency of rear-end collisions may increase)	21% reduction on Intersection Collisions	15 cameras	15 cameras	0 locations
Road Markings	<p>Pavement markings encourage drivers to slow down:</p> <ul style="list-style-type: none"> • Dragon's Teeth – Triangular road markings perpendicular to the edge of the roadway and Transverse Speed Control pavement markings 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 • "Do Not Block" Intersection (DNBI), Emergency Service Access, school entrance DNBI hatching pavement markings serve as visual reminders for drivers to keep these areas clear. This ensures unobstructed access for emergency vehicles, such as police cars, fire trucks and ambulances, exiting emergency service stations and preventing traffic from impeding access to or from adjacent properties, school entrances or side streets • Other enhanced pavement markings provide improved visibility and guidance for drivers 	7% reduction on Speeding Collisions and 15% reduction on Vulnerable Road User Collisions	45 locations	40 locations	31 locations plus 60+ school zones
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	7 locations	0 location
Median Treatment	Installation of centre median to prevent cross-median crashes in urban areas and to restrict access	71% reduction on Severe Collisions	1 location	1 location	3 locations
Vehicle Restriction/ Diversion Measures/ Turn Prohibition	Restriction of certain turning movements may be implemented where they create unsafe conditions for pedestrians, cyclists or other road users, or where the turning movement causes upstream congestion and intersection blockages that may lead to unsafe operation	Advisory with potential for collision reduction	5 locations	7 locations	0 location

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2025 Completed	2026 Planned
Safety Campaign	Conduct Aggressive Driving campaigns such as Leave Space Campaign, Visibility Campaign, Bus Safety Campaign, Slow Down Campaign, Micromobility Campaign, Share the Road campaign, Project SPACE (Leave Space and Slow your Pace)	9% reduction on Speeding Collisions	Expand existing program	Various	Various
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

Distracted Driving

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2025 Completed	2026 Planned
Guiderail Upgrade/ Installations	Treatments should be updated to the latest Manual for Assessing Safety Hardware (MASH) standards	New program	10 km	4.939 km including end treatments at various locations	Approximately 7 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 Campaign, providing awareness and tips to avoid being distracted while driving or walking or cycling near traffic	9% reduction on Distracted Driving Collisions	Continue existing program	Various	Various

Impaired Driving

Countermeasures	Descriptions	Safety Improvement	5-year Implementation Plan	2025 Completed	2026 Planned
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, 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