

Kamloops Vision Zero Strategy & Action Plan



Canada's Tournament Capital

What is Vision Zero?

Vision Zero is a multi-national traffic safety initiative, founded in Sweden in the late 1990s. It's based on the philosophy that no one should be killed or seriously injured within the road transport system. Ultimately, the main goal of Vision Zero is to achieve zero fatalities or serious injuries on the road.

Many Canadian jurisdictions have adopted Vision Zero and it was included in Canada's National Road Safety Strategy in 2016



Objectives & Goals of the Project

“Develop and implement a comprehensive Vision Zero Road Safety Strategy by 2021 that outlines goals and measures to achieve a target of zero collisions causing fatalities or serious injuries by 2039.”

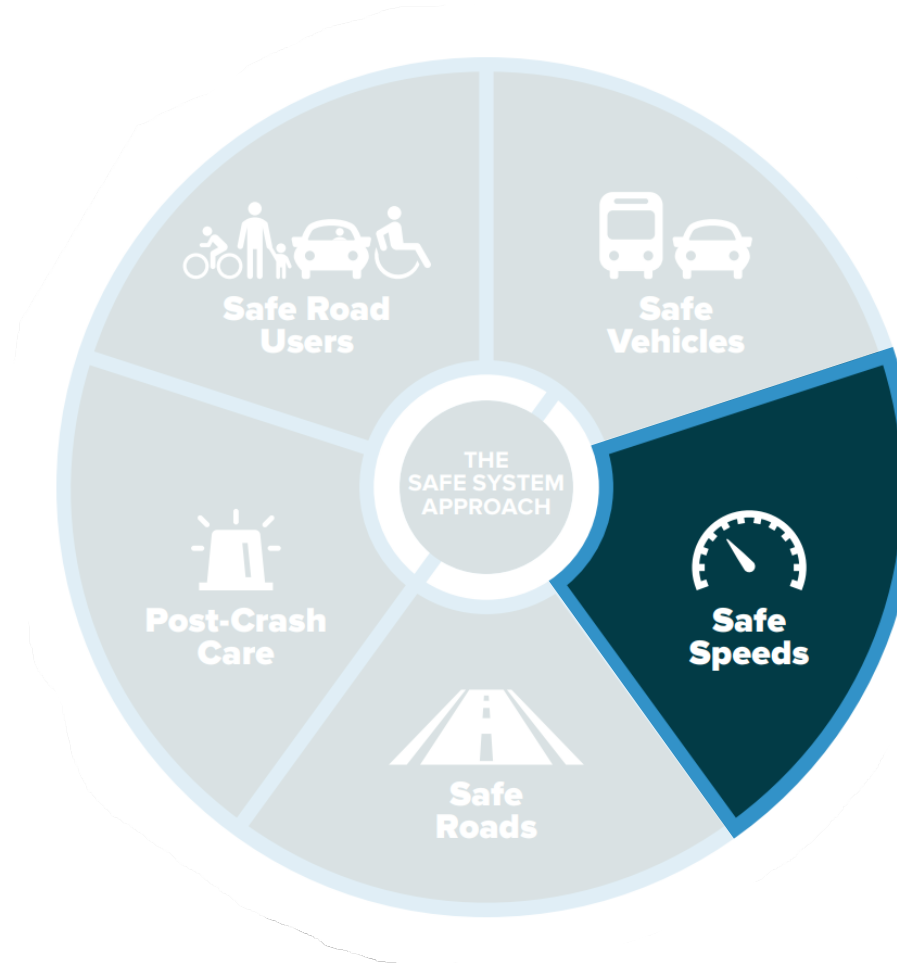
- Kamloops Transportation Master Plan



Achieving Vision Zero using a Safe System Approach



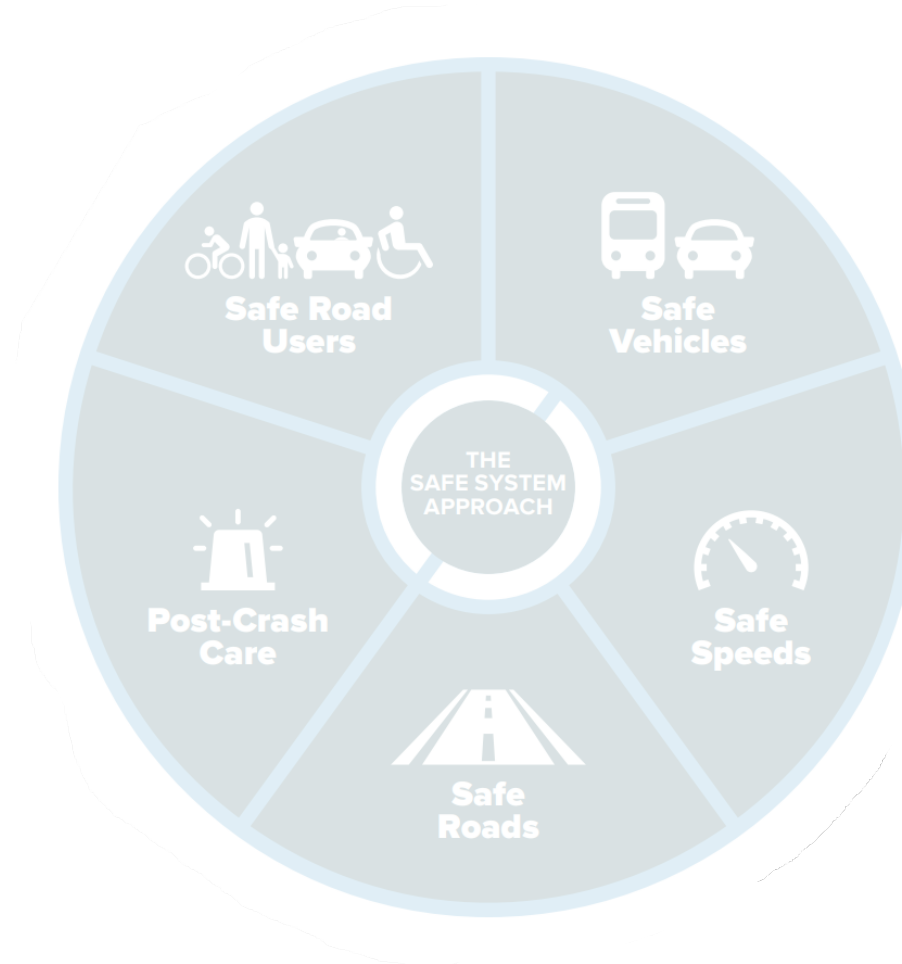
Achieving Vision Zero using a Safe System Approach



Five Safe System Elements

Achieving Vision Zero using a Safe System Approach

Six Safe System Principles



Address the primary known causes of traffic-related crashes to reduce fatalities and serious injuries

- Making the transportation system more accommodating and “forgiving” of errors we make as humans
- Managing the forces that injure people in a crash to the level that our bodies can tolerate without serious injury
- Minimizing the level of unsafe behaviour

Key Takeaways

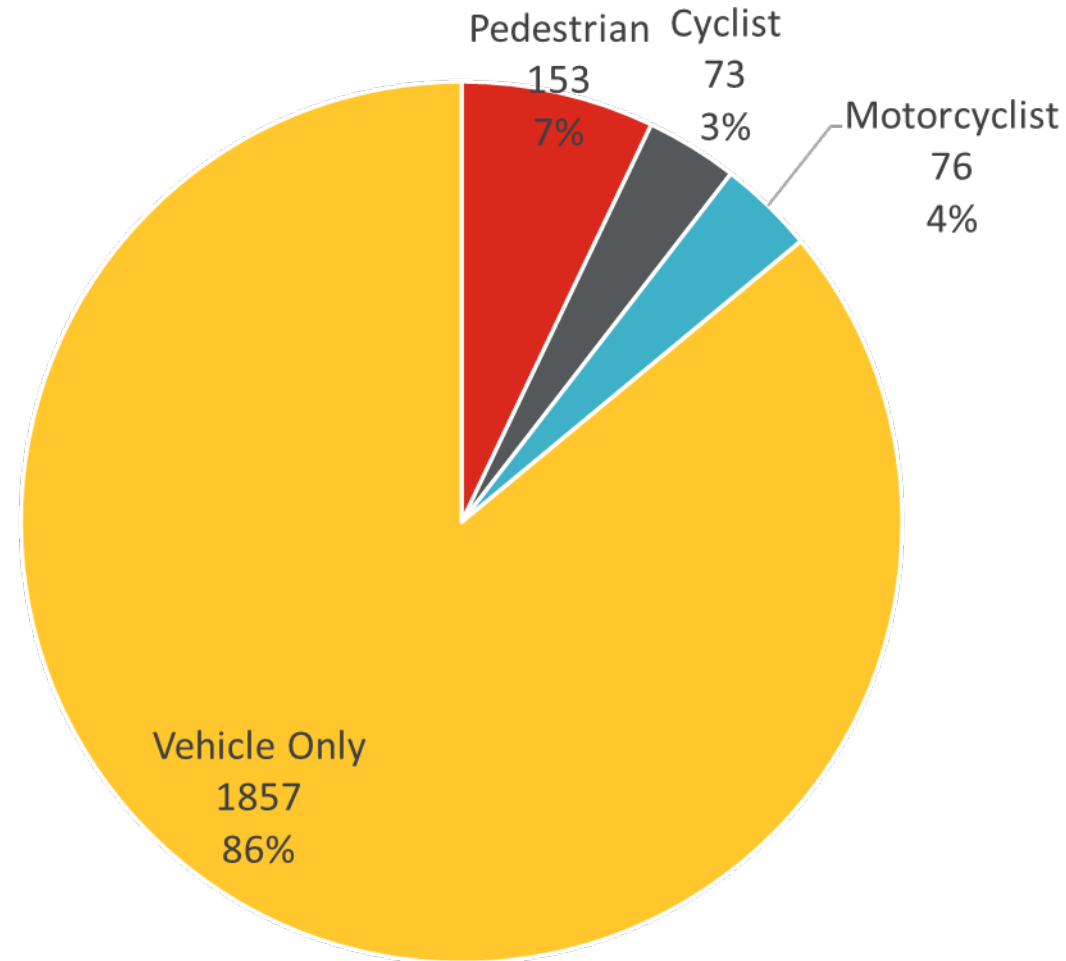
- 5% of all crashes involve a major injury or fatality (1 in 20 crashes)
- PM peak and evenings have higher numbers of high-severity crashes
- “Driver Inattention” is most frequently identified as a contributing factor for all crashes followed by “Alcohol Impaired” / “Alcohol Suspected” and “Failing to Yield Right of Way”
- Vulnerable road users are over-represented in high-severity crashes (14% of all crashes vs. 50% of major injury and fatal crashes)
- Fatal and major injury crashes involving Pedestrians and Cyclists occur most often when they have right of way
- It may seem that 50 km/h is safer than higher speed roads; however, the majority of fatal and major injury crashes are occurring on roads with 50 km/h posted speed limits

Key Takeaways

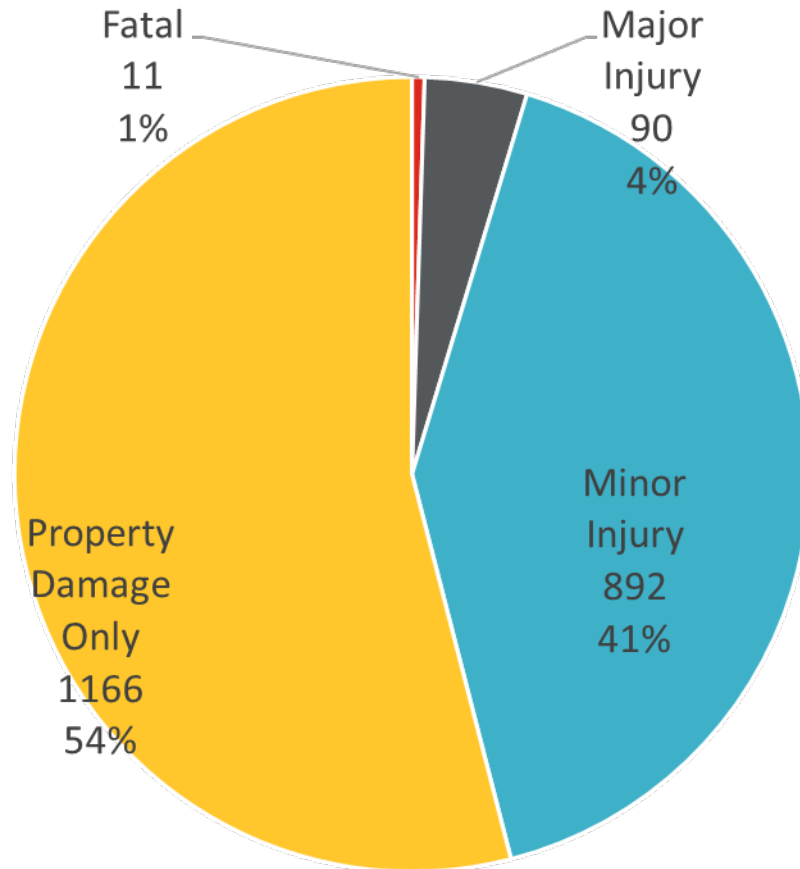
- Darkness and partial illumination present in high proportion of Pedestrian and Vehicle Only major injury and fatal crashes
- Select number of high crash corridors for Pedestrian and Cyclist fatal and major injury crashes
- High crash corridor for Motorcyclist fatal and major injury crashes located predominantly along higher speed or hilly locations
- Vehicle Only fatal and major injury run off road, head on, and rear end crashes are high speed related
- Vehicle Only fatal and major injury crashes at intersections are related to right and left turns

Crashes by Mode & Severity

Crashes by Mode – All Severities



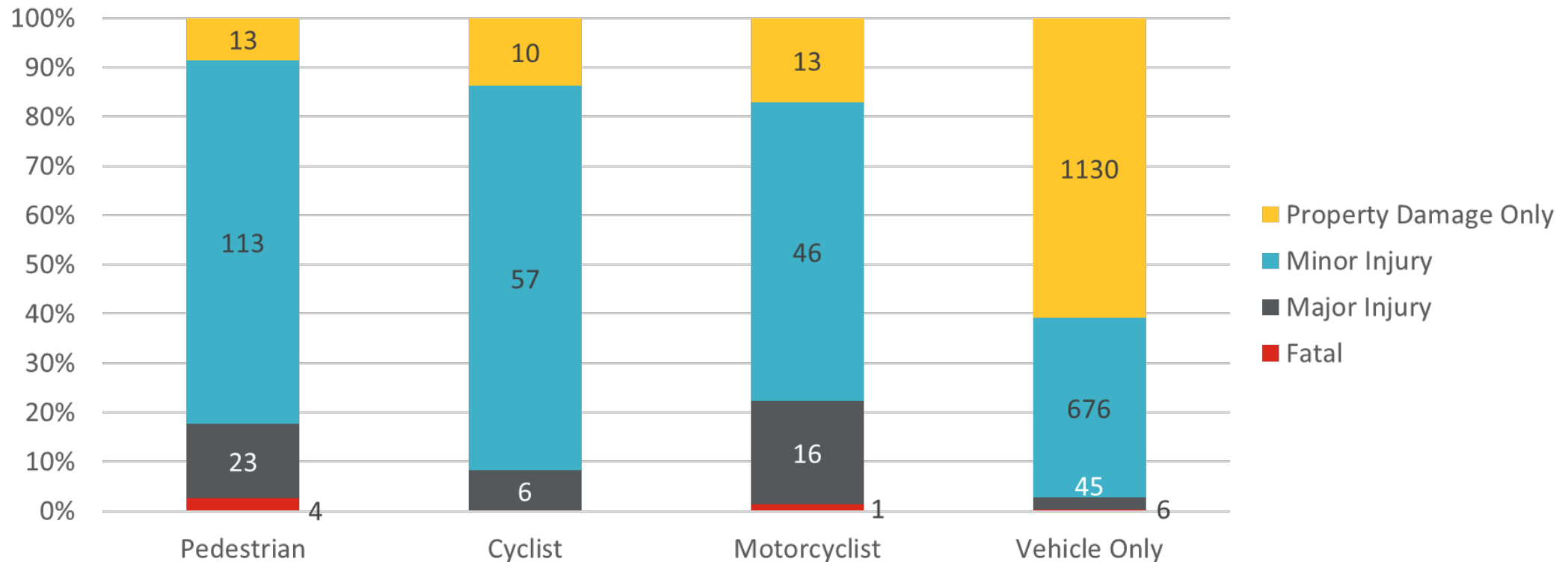
Crashes by Severity – All Modes



- **Fatal:** death of 1+ person within 30 days of crash
- **Major Injury:** overnight stay at hospital for 1+ person
- **Minor Injury:** 1+ person with abrasions, bruises, lacerations, etc. immediately released from hospital
- **PDO:** only material damages to property

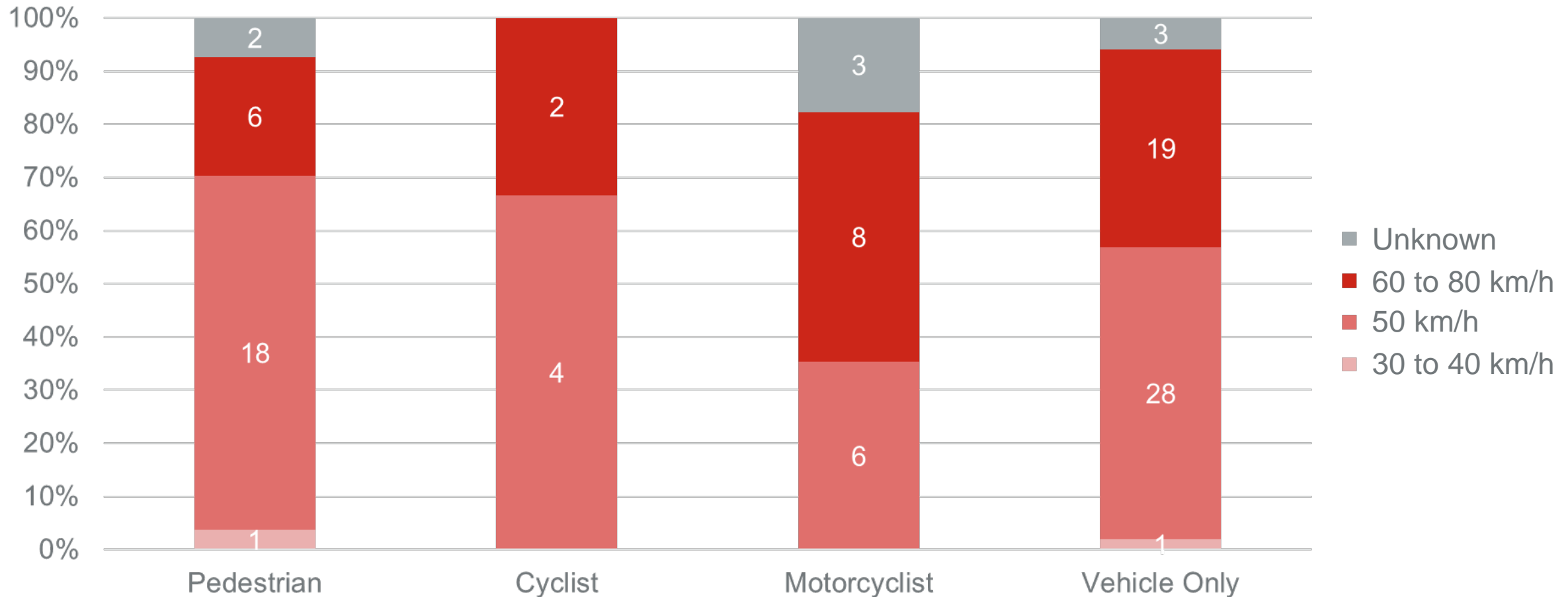
Crashes by Mode and Severity

Vulnerable road users are over-represented in fatal and major injury crashes. Where 14% of all crashes involve a Pedestrian, Cyclist or Motorcyclist, 50% of fatal and major injury crashes involve this mode of travel.



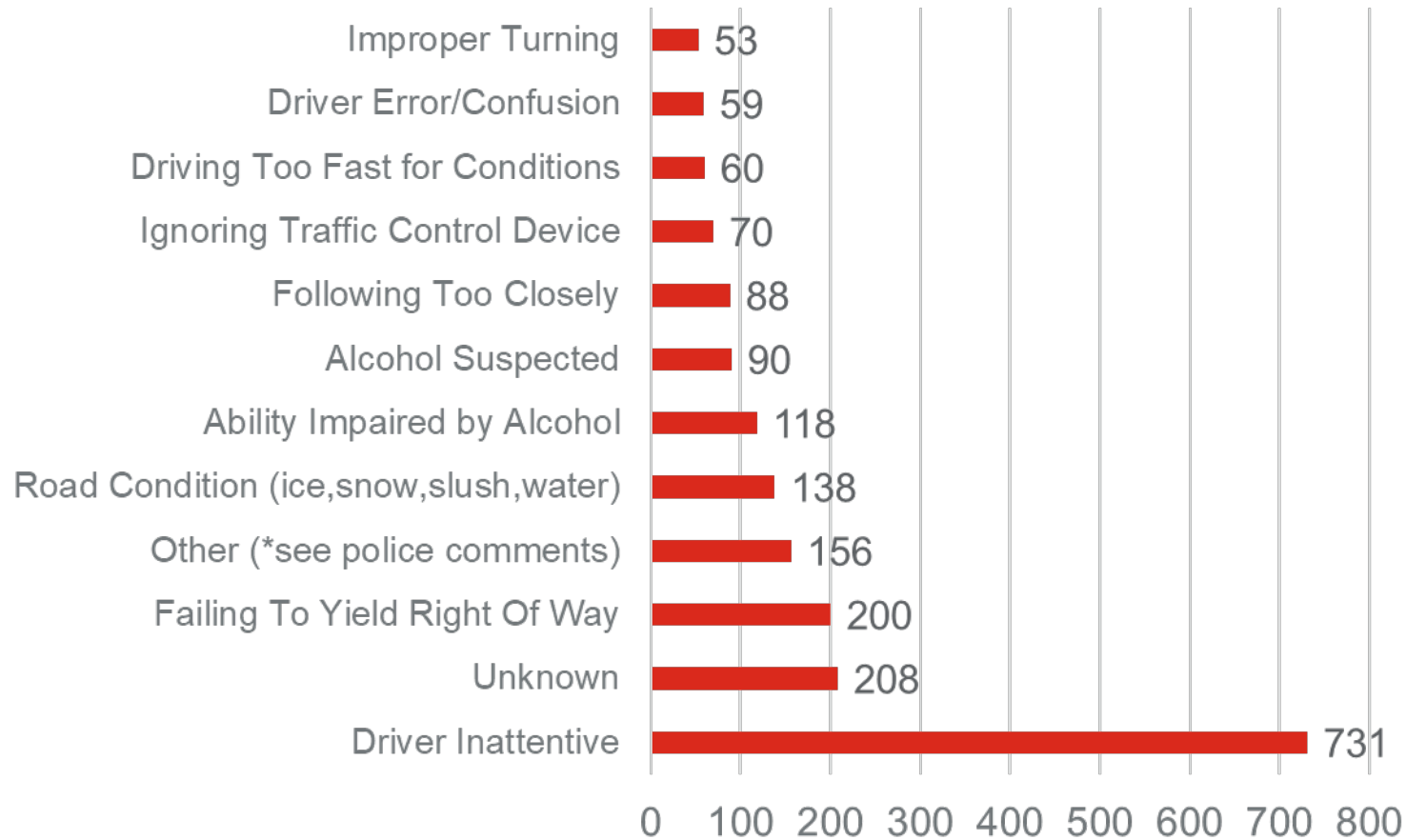
Major Injury and Fatal Crashes by Speed Limit

Speed is a known primary contributor to severe crashes, particularly for users without physical protection from impacts such as Pedestrians, Cyclists, and Motorcyclists.



Crash Contributing Factors

Contributing Factors



- All severities and all modes included
- N/A not included (1,635 of 4,072 crashes – 40%)
- Driver inattention is the leading contributing factor by far
- Substantial number of unknown or other contributing factors

Crash Types by Mode

Pedestrian Crash Types – Major Injury and Fatal

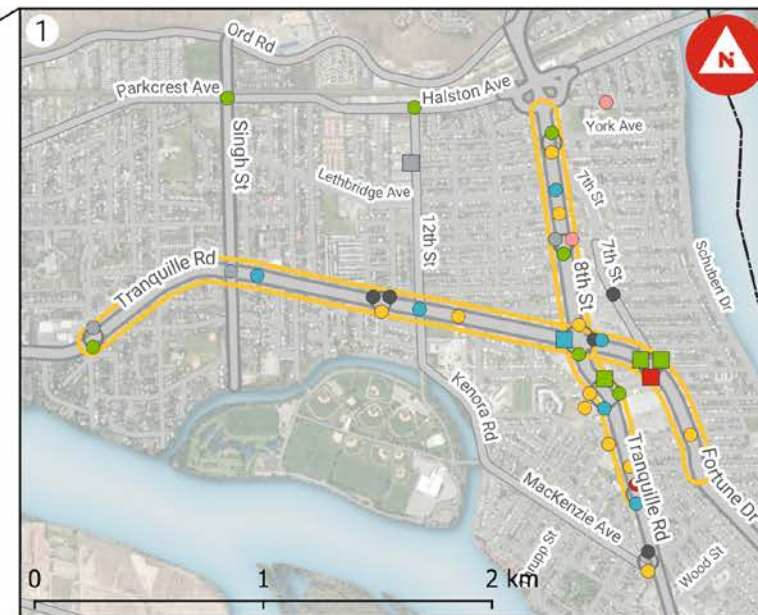
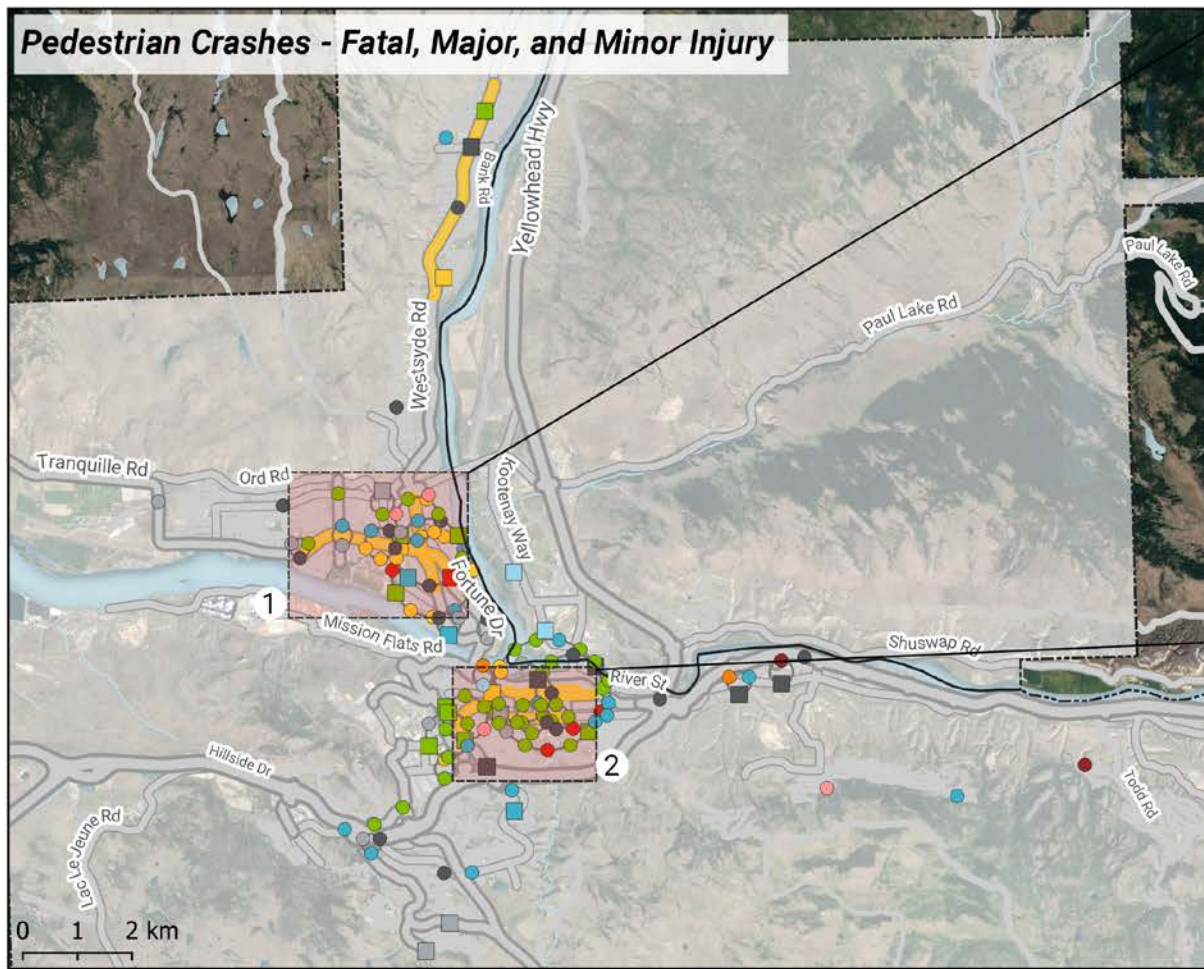
At Intersection (15 crashes)

- 10 crashes at signalized intersection
 - 6 crashes involving left-turning vehicle hitting a person walking with the signal
 - Only 1 crash where the person was walking against the signal (hit by vehicle going straight)
- 5 crashes at unsignalized intersections
 - 3 crashes where vehicle going straight hit person in crosswalk, and 1 with right turning vehicle hitting person in crosswalk

Mid-Block (12 crashes)

- 5 crashes where person was crossing mid-block where no crosswalk is present and hit by vehicle going straight
- 2 crashes where person was on the sidewalk
- 2 crashes where person was walking along the roadway – no sidewalk present (both hit & run in Tk'emlúps te Secwepemc)
- 3 other crashes with unknown dynamics

Pedestrian Crashes - Fatal, Major, and Minor Injury



Legend

 Pedestrian High Crash Corridors

Crash Severity (Shape)

● Minor Injury

■ Fatal or Major Injury

Pedestrian Action (Colour)

● Walking Around Vehicle

● Crossing With Signal

● Crossing In Marked Crosswalk (No Signal)

● Crossing, No Signal or Crosswalk Present

● Crossing Against Signal

● Standing/Walking On A Sidewalk

● Walking Along Highway

● Playing In Roadway

● Working In Roadway

● Other or Unknown

Cyclist Crash Types – Major Injury and Fatal

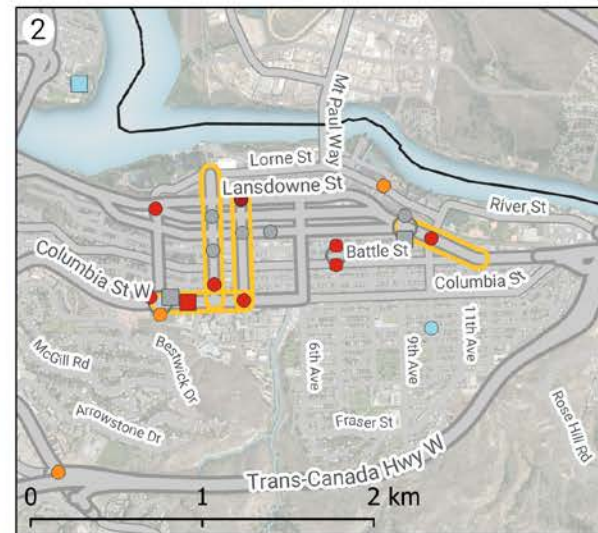
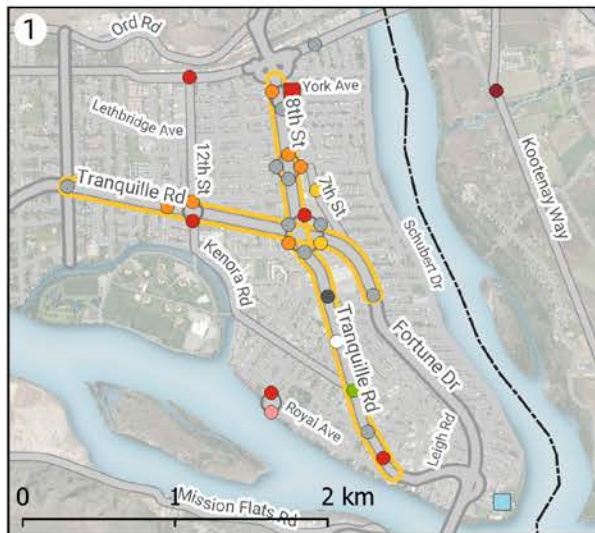
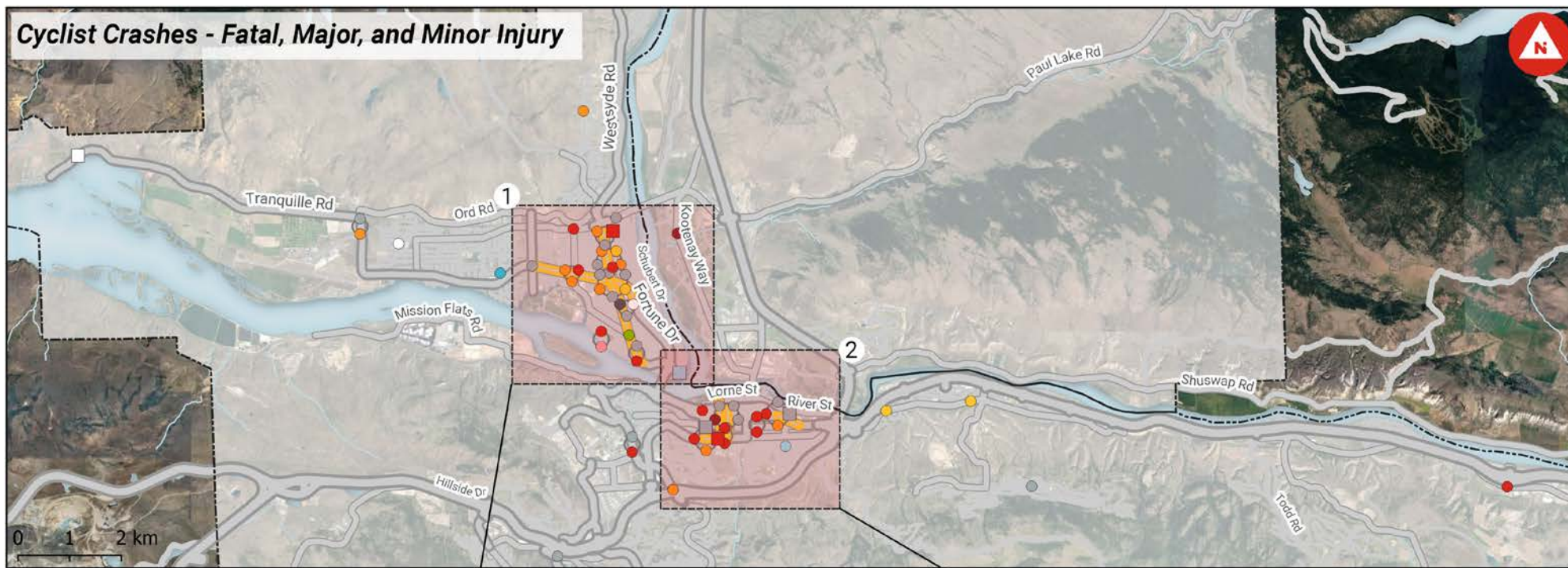
At Intersection (3 crashes)

- Left turning driver hit cyclist head on at signalized intersection
- Right turning driver hit cyclist at stop-controlled intersection
- Inattentive right turning driver failed to yield and hit cyclist at uncontrolled intersection

Mid-Block (3 crashes)

- Cyclist failed to yield ROW and was hit by left turning driver
- Inattentive driver overtook cyclist making left turn (cyclist also failed to signal)
- Driver turning right hit cyclist

Cyclist Crashes - Fatal, Major, and Minor Injury



Legend

Cyclist High Crash Corridors

Crash Severity (Shape)

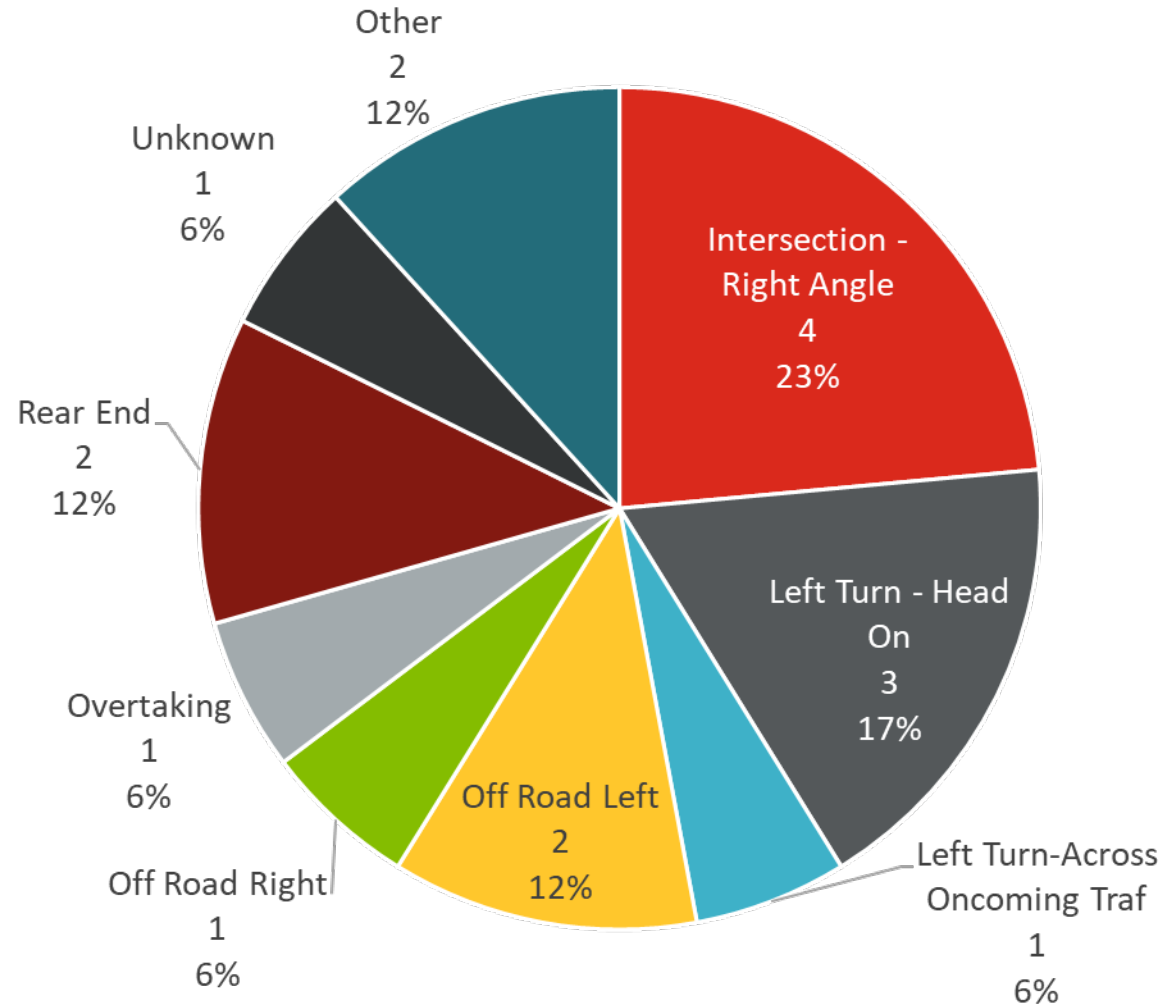
- Minor Injury
- Fatal or Major Injury

Crash Type (Colour)

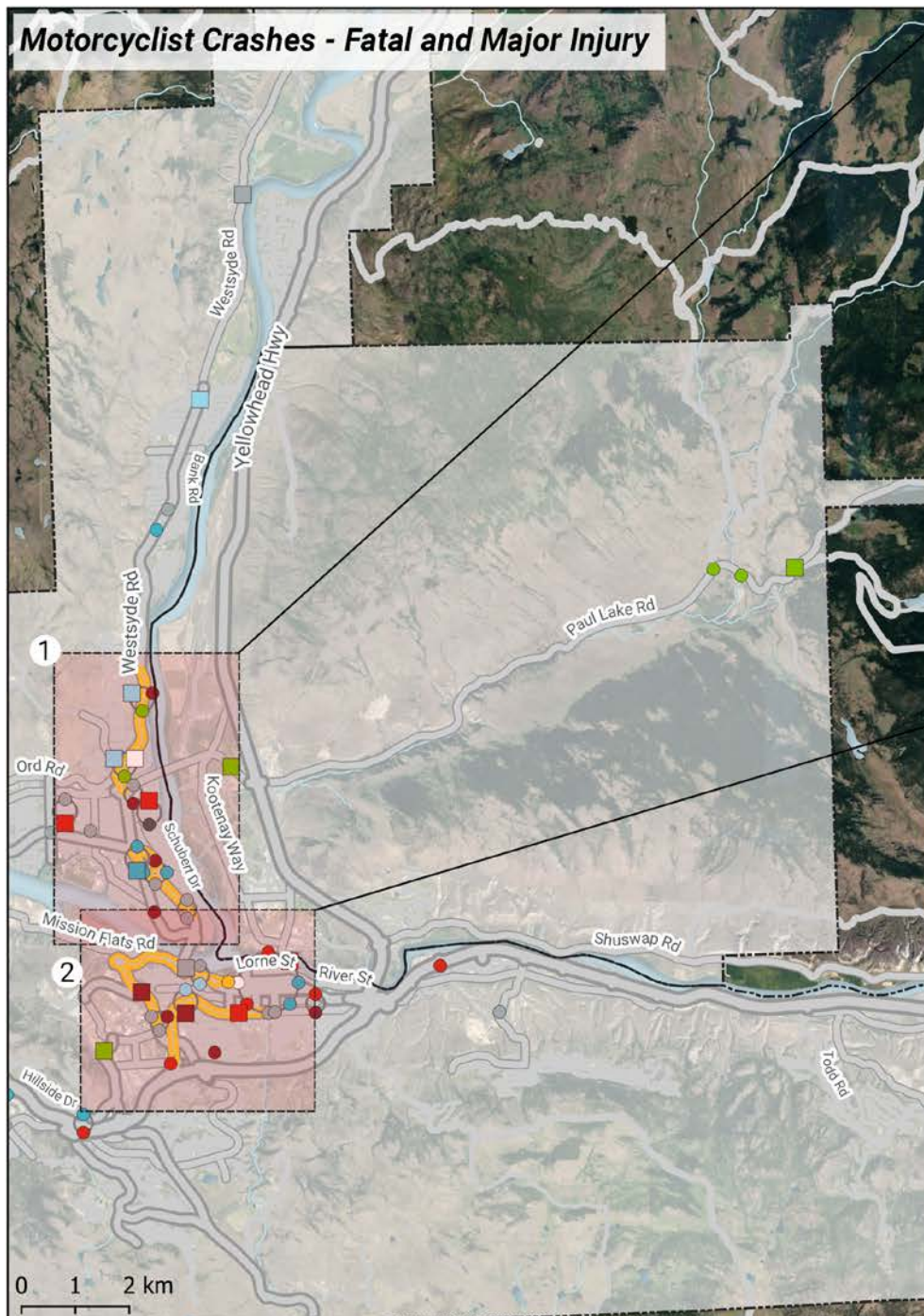
- Head On
- Intersection - Right Angle
- Left Turn - Head On
- Left Turn - One Way
- Wrong-Way Riding
- Overtaking
- Rear End
- Right Turn - Head On
- Right Turn - Rear End
- Side-Swipe - Opposite Direction
- Other or Unknown

Motorcyclist Crash Types – Major Injury and Fatal

- Total Crashes: 17



Motorcyclist Crashes - Fatal and Major Injury



Legend

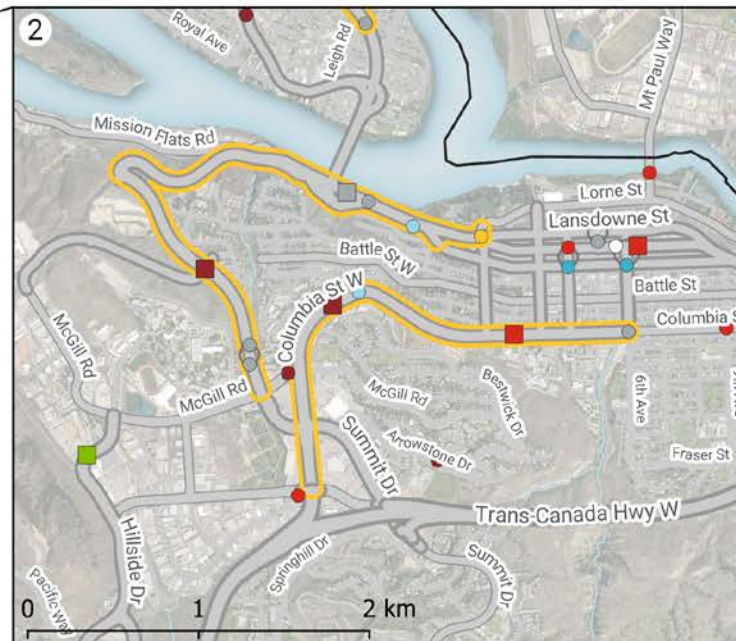
Motorcyclist High Crash Corridor

Crash Severity (Shape)

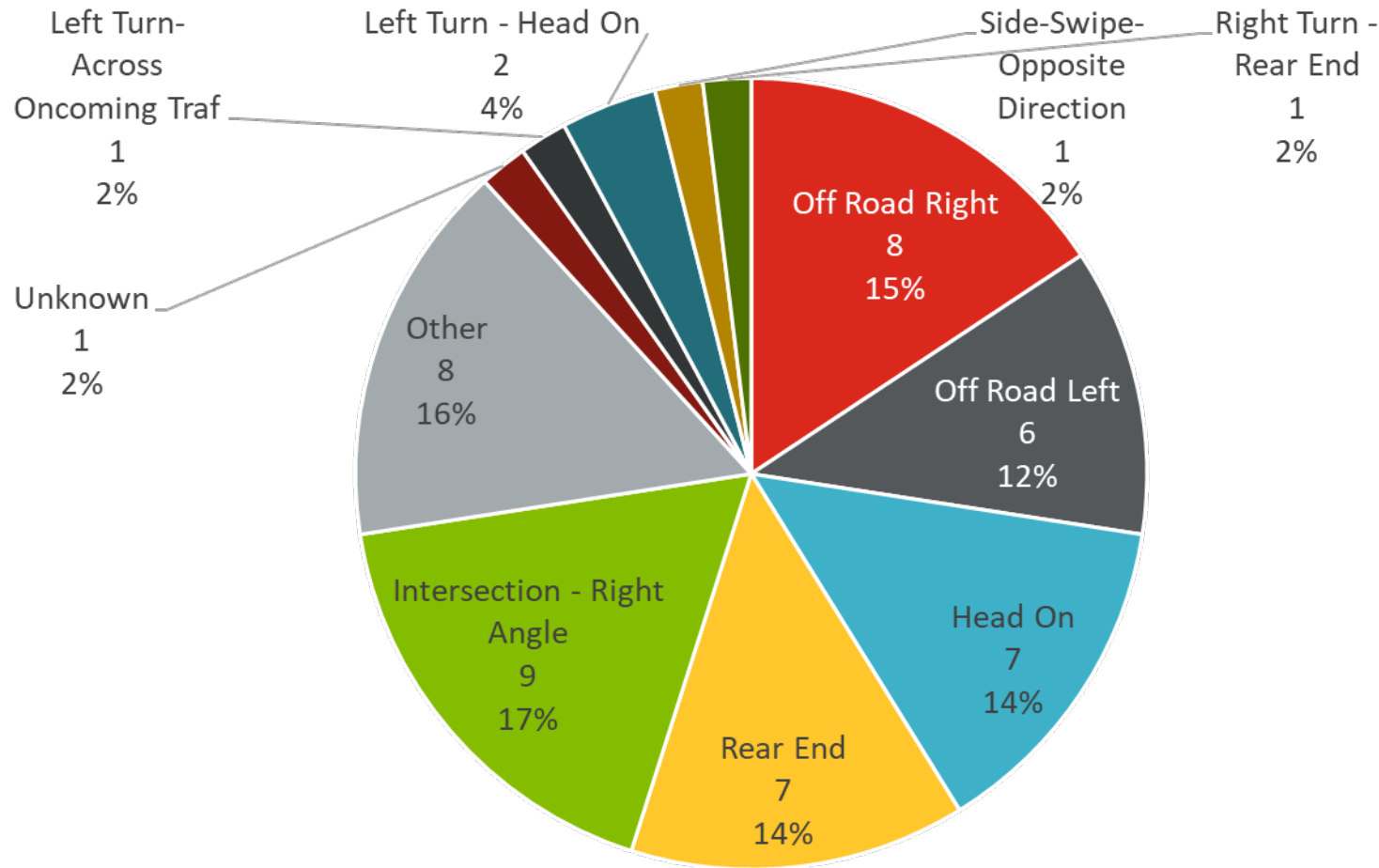
- Minor Injury
- Fatal or Major Injury

Crash Type (Colour)

- Intersection - Right Angle
- Left Turn - Head On
- Left Turn - Across Oncoming Traffic
- Off Road
- Overtaking
- Rear End
- Right Turn - Rear End
- Side-Swipe - Opposite Direction
- Other or Unknown

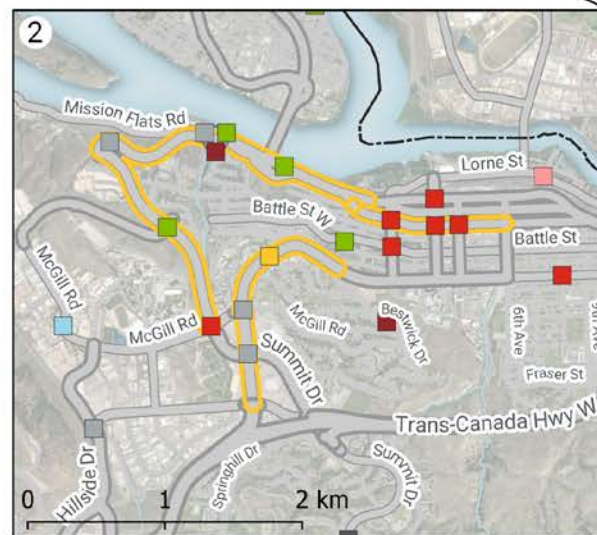
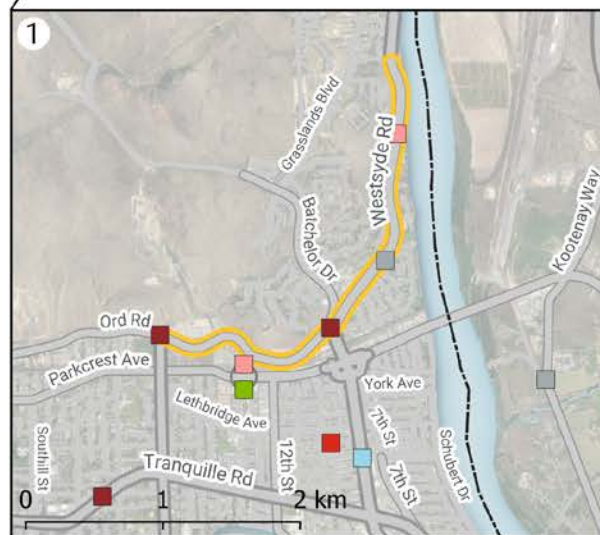
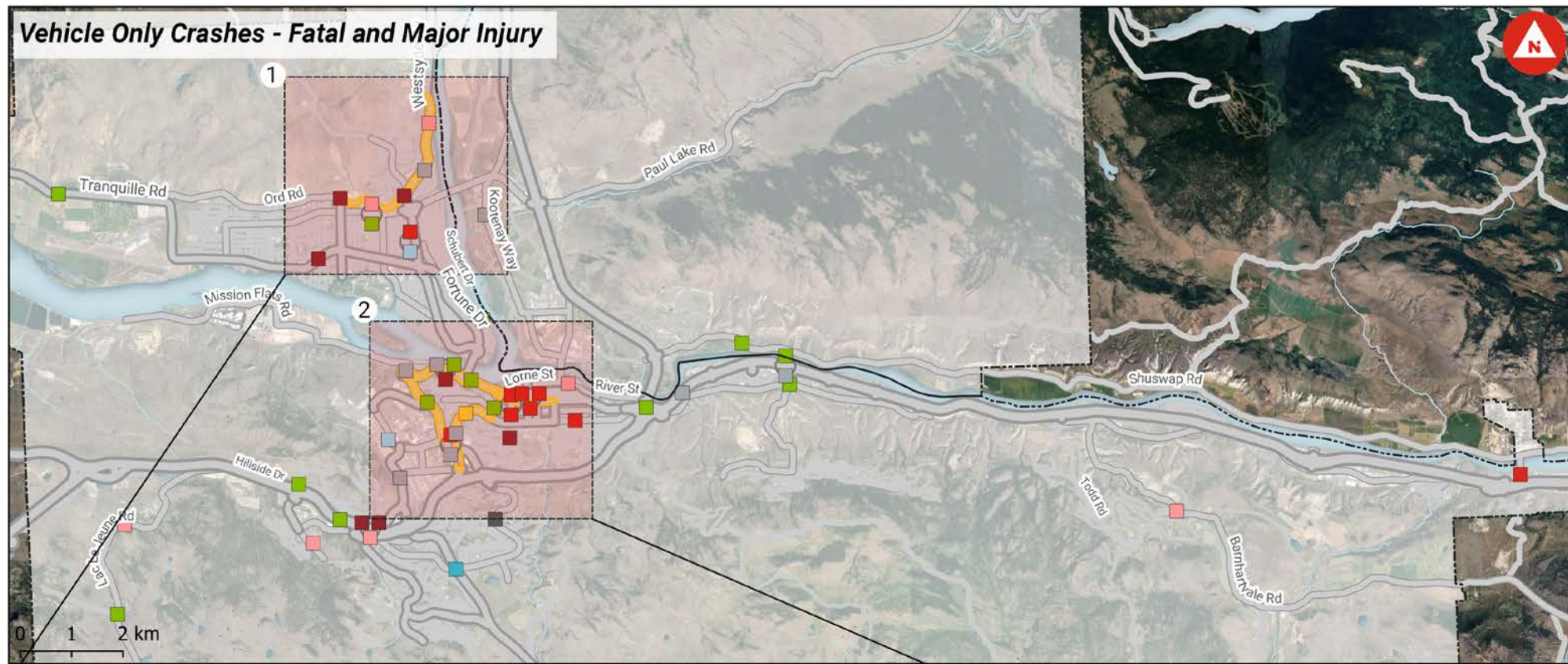


Vehicle Only Crash Types – Major Injury and Fatal



- Total Crashes: 51
- High number of vehicles running off the road or hitting others head on (inadequate horizontal position in roadway).

Vehicle Only Crashes - Fatal and Major Injury



Legend

 Vehicle Only High Crash Corridor

Crash Type

- Head On
- Intersection - Right Angle
- Left Turn - Head On
- Left Turn - Across Oncoming Traffic
- Off Road
- Rear End
- Right Turn - Rear End
- Side-Swipe - Opposite Direction
- Other or Unknown

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