Parachute Vision Zero

Case study series

Issue 14: June 2026

Vision Zero

Canadian Landscape 4.0:

Summary and jurisdiction comparison

parachute.ca/visionzero

Vision Zero in Canada 2026: Summary of national landscape and trends

In Canada, Vision Zero road safety initiatives are emerging from coast to coast. The Vision Zero Canadian Landscape case study series by Parachute captures the status and growth of these initiatives across Canada.

The goal of this series is to illuminate the successes and challenges faced by programs at different stages of Vision Zero adoption, implementation and evaluation, and provide relevant insights for other jurisdictions looking to strengthen their own Vision Zero efforts and accelerate progress toward safer roads for all.

The most recent issue, the **Vision Zero Canadian Landscape (4.0)**, revisits the previously profiled jurisdictions that have continued implementing Vision Zero. It adds 24 new areas that have since adopted Vision Zero, bringing the total to 44 jurisdictions.

(Canadian jurisdictions that have adopted or are considering adopting Vision Zero can also be found on the **Parachute Vision Zero map.**)

Key findings at a glance

- British Columbia, Manitoba and Québec account for the three provinces who have adopted Vision Zero, with municipalities representing the remaining 41 jurisdictions.

- Compared to the previous Vision Zero Canadian Landscape (3.0) published in June 2022, there has been an uptake of jurisdictions transitioning to the Safe System Approach from the six Es of mobility safety, and an introduction of the Safe Systems Pyramid.

- Since 2022, many jurisdictions have launched a Vision Zero dashboard as a knowledge translation and communication tool. The dashboards typically display annual trends of traffic-related serious injuries and fatalities, vulnerable road user collisions, implementation of road safety measures and societal cost.

Vision Zero jurisdiction comparison

The Vision Zero strategy comparison table below provides an overview of the approach, focus areas and specific targets Vision Zero jurisdictions have indicated in their strategies and plans.

Of the 44 featured jurisdictions:

- 14 use the Safe System Approach.
- 11 frame their principles around the six Es of mobility safety or a variation of the framework, ranging from three to six of the E's. These most commonly include Engineering, Education, Enforcement, Evaluation, Engagement and Equity.
- 13 jurisdictions use a combination of the Safe System Approach and six Es of mobility safety
- Two jurisdictions, Guelph and Chatham-Kent, use the Safe Systems Pyramid alongside the Safe System Approach.
- Four jurisdictions outline other unique frameworks and principles that their plan is built on.
- Across nearly all strategies, intersections and vulnerable road users are listed as key focus areas, along with speeding, distracted driving and impaired driving.
- 42 indicate a specific target they aim to accomplish though the implementation of their Vision Zero plan.
- 20 of the jurisdictions have set interim reduction targets, commonly 10 to 50 per cent over five years, for serious injuries and fatalities.

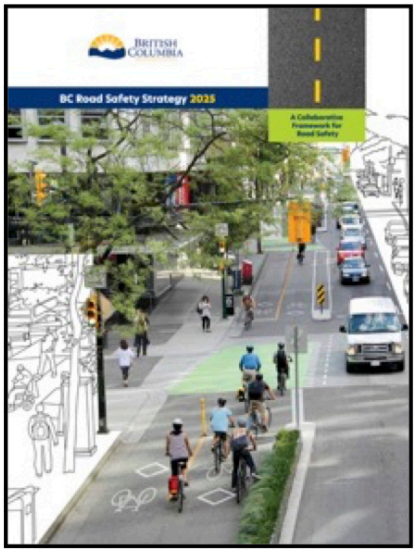
Of the 42 jurisdictions with a stated target, 30 outline a specific timeframe they aim to reach their target by. Of those 30 jurisdictions:

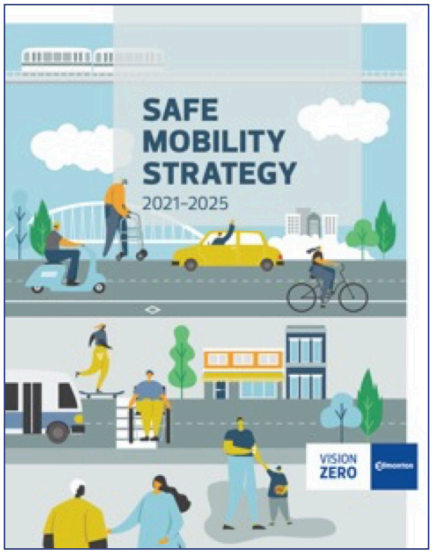
- 24 indicate a fixed calendar year or plan duration target.
- four set a goal of a continuous downward trend in serious collisions and fatalities.
- two jurisdictions include both calendar year/duration and downward trend targets.

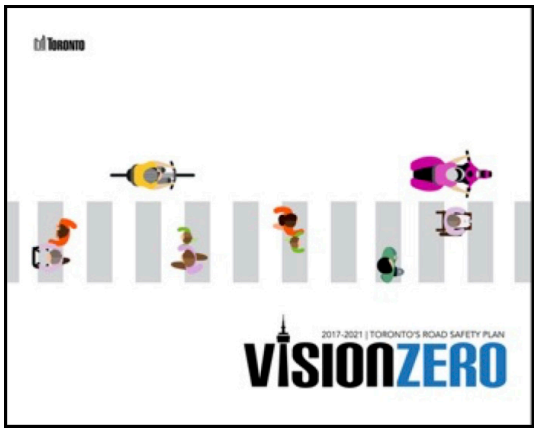
The remaining 12 jurisdictions provide a target with no specific timeframe indicated.

Vision Zero has grown from a single early adopter into a nationwide movement. The landscape report reflects both the progress made and the opportunity ahead. As more communities commit to eliminating road deaths and serious injuries, continued collaboration and shared learning will be key to turning these targets into real results.

Note: The analysis for the Vision Zero Canadian Landscape (4.0) and comparison table were conducted between May 2025 and January 2026. Jurisdictions that have made new materials available or that have adopted Vision Zero since that time may not be included. Additionally, aspects of some jurisdictions' Vision Zero strategies have remained unchanged since the previous Vision Zero Canadian Landscape (3.0) published in 2022.







Vision Zero jurisdiction comparison table

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Brantford, Ont.	3 of the Es of mobility safety: • Engineering • Education • Enforcement		• Reduce collisions by 10% (from 2019 numbers) by the end of 2026 • 25% fewer cyclist/pedestrian collisions • 25% reduction in the number of personal injuries resulting from collisions
British Columbia	Safe System Approach	High-risk driving behaviours High crash locations Vulnerable road users (e.g. pedestrians, cyclists, users of mobility devices)	• Continuous downward trends in the rate-based number of fatalities and serious injuries (per 100,000 population). • Support the global goal set by the Stockholm Declaration on road deaths and injuries by 50% by 2030
Burnaby, B.C.	Land use integration Public realm and place-making Streets are for everyone Transportation Demand Management Behaviour change: educate, encourage, enable and empower	Road design Regulation, policies and enforcement Road user behaviour Vehicular compliance with industry safety standards	• 20% reduction in serious injuries and deaths by 2030 • 75% reduction by 2040 • Eliminate all traffic-related fatalities and serious injuries by 2050 (using 2019 as the baseline year).

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Calgary, Alta.	Safe System Approach 6 Es of mobility safety	School and community safety Serious-injury/fatality corridors and contributing factors (speed, impairment, distraction) Safety of people walking, rolling and wheeling Speed and noise – quality of life and community livability Legislative change and technology including e-bikes and e-scooters	• 25% reduction in major injuries and fatalities over 5 years • 25% reduction in collisions involving vulnerable road users, using 2023 collision data as a baseline
Chatham-Kent, Ont.	Safe System Approach Safe Systems Pyramid	Collision types Roadway departure collisions Nighttime/dusk collisions on unlit roadways Infrastructure Roadway operating speeds People Impaired driving Seat belt use Pedestrians Vehicles Cyclists Off-road vehicles Motorcycles	
Coquitlam, B.C.	Safe System Approach	Safety and accessibility for all Complete and connected communities Sustainable and innovative mobility Reliable transportation network Fast and frequent transit	• Zero serious traffic injuries and fatalities by 2050 • 50% mode share by active transportation and public transit by 2050 • 0 transportation greenhouse gas emissions by 2050

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Delta, B.C.	Safe System Approach	Protecting older adults and youth Vehicle speeds Vulnerable road users (e.g. pedestrians, cyclists, and motorcyclists) Intersections	• Reduce deaths and serious injuries by at least 5% annually, reaching a 25% reduction by 2030
Devon, Alta.	Safe System Approach 5 of the Es of mobility safety: • Engineering • Education • Enforcement • Evaluation • Engagement	Follows the monthly topics covered in the Alberta Traffic Safety Plan Calendar	• Eliminate all serious injury and fatal road collisions on community roads to create a safe and healthy community
Drummondville, Que .	Complete Streets	Accessibility Safety Comfort Efficiency	• Eliminate all traffic-related fatalities and serious injuries by 2040 • Increase use of active and public transportation by 20% by 2040
Durham Region, Ont.	Safe System Approach 5 of the Es of mobility safety: • Engineering • Education • Enforcement • Evaluation • Engagement	Intersections Aggressive driving Distracted driving Impaired driving Young drivers Pedestrians Cyclists Commercial vehicles	• Reduce fatalities and injury collisions by 10% within 5 years
Edmonton, Alta.	Safe System Approach		• Zero serious injury and fatality crashes by 2032

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Fort Saskatchewan, Alta.	Safe System Approach 5 of the Es of Mobility Safety: • Engineering • Education • Enforcement • Engagement • Evaluation	High-risk locations Motorist behaviours Speed reduction	• Longterm goal is to be free of fatal and serious injury collisions on our roadways
Gatineau, Que.	4 of the Es of mobility safety: • Engineering • Education • Enforcement • Engagement	Target groups: • Young drivers • Vulnerable road users • Operators of heavy vehicles • Traffic offenders • Construction workers • Seniors Collision factors: • Inattention and careless driving • Driving while impaired by alcohol or drugs • Driving with distractions (cell phone – texting) • Speeding and aggressive driving • Environmental factors • Fatigue • Road sharing / Sharing the road	• Reduce the total number of collisions within its territory

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Guelph, Ont.	Safe System Approach Safe Systems Pyramid	Focus areas: • Plan better ways to grow • Identify risk • Protect vulnerable people • Design safe streets • Reduce speeds • Be data-driven • Work together • Learn together Priority areas: • Vulnerable road users • High-risk locations • High-risk driving	• Reduce the number of people killed and seriously injured on our roadways to zero
Halifax Regional Municipality, N.S.	Safe System Approach Engineering, education, enforcement, engagement, emerging technology advancements, equity and inclusion	Intersections Safe speeds Vulnerable road users Safe schools Data management	• Achieve zero fatalities and serious injuries for all road users by 2038 • Maintain a downward trend in the rate of fatal and serious injury collisions per 100,000 residents
Hamilton, Ont.	5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement	Secondary emphasis areas: • Aggressive driving • Intersections • Vulnerable road users • Young drivers • Collision data improvements	• Eliminate incidents that result in injury or fatality
Kamloops, B.C.	Safe System Approach	Evidence-based safety decisions Safety and livability Equitable safety Safety by design Creating a safety culture	• Zero crashes causing fatalities or serious injuries by 2039

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Kingston, Ont.	5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement	Intersections Distracted driving Aggressive driving Impaired driving Pedestrian collisions Cyclist collisions Young demographic	• Over 5 years, achieve at least a 10% reduction in fatal and injury collisions involving any type of road user • Over 5 years, see at least a 10% reduction in collisions with vulnerable road users such as pedestrians, cyclists and motorcyclists
Kitchener, Ont.	5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement	Vulnerable road users High-risk locations High-risk driving Aggressive driving Distracted driving Speeding	• A declining trend in the number of collisions involving serious injuries or fatalities over the course of the 4-year strategy
Lacombe County, Alta.	Safe System Approach 5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement	Follows the monthly topics covered in the Alberta Traffic Safety Plan Calendar	• Eliminate all traffic-related fatalities and serious injuries in their jurisdiction
Lethbridge, Alta.	Safe System Approach	Distraction Speed and aggressive driving Intersections Safe vehicles Vulnerable road users	• Zero transportation-related fatalities and serious injuries by 2040 • Interim target of a 50% reduction in transportation-related fatalities and serious injuries by 2030

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
London, Ont.	Guiding principles: • Environmentally sustainable • Financially sustainable • Equitable • Healthy and safe • Integrated, connected and efficient	Use the mobility system to support London's desired future land use Put people first in London's mobility system Manage road capacity strategically Male transit the option of choice for more trips Make walking and cycling preferred mobility options to meet daily travel needs Support London's role as a regional hub Provide a mobility system that enables more equitable participation in city life Prepare for change	• By 2050, achieve a minimum of 32.5% of trips made by waking, cycling and transit
Manitoba	Safe System Approach	Safe vehicles Safe roads Safe road users Evolving a traffic culture in Manitoba Enforcement Education Public policy and legislation Medically at-risk drivers Safe speeds	• An annual downward trend of fatalities and serious injuries on provincial and municipal roadways over the next 10 years per 100,000 population • Downward trend over the next 10 years in the societal cost of collisions in Manitoba on a per capita basis
Middlesex Centre, Ont.	3 of the Es of mobility safety: • Engineering • Education • Enforcement		

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Mississauga, Ont.	Evaluation Engineering Enforcement Empathy Education		• Zero fatalities and serious injuries from collisions on city streets
Montréal, Que.	Consistent with the Safe System Approach	Fairly reallocate the street space Reduce speeds Make arterial and collector roads safer Make the streets used by the most vulnerable safer Develop a Vision Zero culture	• Eliminate all traffic-related fatalities and serious injuries by 2040, with an interim goal of a 50% reduction by 2030
Niagara Region, Ont.	Engineering Enforcement Education and empathy	Intersections Distracted and aggressive driving Vulnerable road users Young and new drivers Rural roads Commercial vehicles Impaired driving	• Eliminate fatalities and serious injuries on roadways
North Bay, Ont.	Safe System Approach 4 of the Es of mobility safety: • Engineering • Enforcement • Education • Engagement	Intersections Distracted driving Aggressive driving Pedestrians Cyclists School zones	• Reduce fatal and serious injury collisions by a minimum of 15% within 5 years

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Ottawa, Ont.	Safe System Approach	Intersections High-risk driver behaviour Following too close Exceeding the speed limit Speed too fast for conditions Disobeying traffic control Failing to yield right of way Inattentive Impaired Vulnerable road users Rural areas	• 20% reduction in the average annual rate of fatal and major injury collisions by 2024 • Zero traffic-related fatalities by 2035
Peel Region, Ont.	Engineering Education Enforcement Empathy	Intersections Aggressive driving Distracted driving Impaired driving Pedestrian collisions Cyclist collisions	• 10% reduction in fatal and injury collisions by 2022 • Zero fatal and injury collisions for all road users
Peterborough, Ont.	Safe System Approach 5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement	Safe school zones Safe neighbourhoods Safety for vulnerable users Safe corridors Safe intersections	• 50% reduction in fatalities and major injuries over the next 10 years, such that collisions involving fatalities and major injuries will represent no more than 0.5% of total annual collisions by 2031
Québec	Safe System Approach	-Safe active transportation to school Safe infrastructure for pedestrians Safety of road construction workers Safety of road construction workers Innovating to improve road safety Communication and training	• Achieve a 25 % reduction in the number of fatal and serious injury collisions by 2030 compared to 2017 levels

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Regina, Sask.	Safe System Approach 4 of the Es of mobility safety: • Education • Enforcement • Engineering • Engagement	Intersections Vulnerable road users Aggressive driving Distracted driving Impaired driving	• Reduce the number of serious injuries and fatalities by 10% within 5 years
Saanich, B.C.	Safe System Approach Guiding principles: • Data and evidence • Collaboration and partnerships • Protect the most vulnerable • Speed and conflict management • Shift to safer vehicles • Equity • Sustainable funding • Support a growing culture of safety		• Reduce fatal and serious injury collisions by 50% by 2030
St Albert, Alta.	Safe System Approach 5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement 5 pillars of sustainability: • Social • Economic • The built environment • The natural environment • Culture	Intersections Vulnerable road users Vehicle speeds Distraction Young drivers Safer vehicles	• Year-to-year reduction in fatalities and injuries

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Strathcona County, Alta.	5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement		• Decrease the annual rate of fatal and major injury collisions per 100,000 population by 15%
Surrey, B.C.	Safe System Approach	Pedestrians Cyclists Motorcyclists Intersections High-risk driving Equity	• Achieve a 15% reduction in the rate of killed and seriously injured road users per 100,000 population over 5 years
Temiskaming Shores, Ont.	Safe System Approach Safe Roads Safe Speeds Safe Users Systematic approach Pilot programs and quick wins Infrastructure improvements Community engagement and education Enforcement Long-term planning and sustainability		• Zero injuries or fatalities related to traffic
Toronto, Ont.	Safe System Approach 5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement	Pedestrians, Cyclists Motorcyclists School-aged children Older adults Aggressive and distracted driving	• Reduce and ultimately eliminate killed or seriously injured collisions on Toronto's roads

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Vancouver, B.C.	5 of the Es of mobility safety: • Education • Enforcement • Engineering • Evaluation • Engagement	-	• Zero fatal and injury collisions
Victoria, B.C.	Local area planning Equity within the community Advancement of accessibility	Traffic calming Complete streets Improved intersections Reduced speed limits	• By 2023, Victoria planned to effectively manage and prioritize all curb space. • By 2025, the city aimed to have smart mobility infrastructure that provides real-time safety and performance data to support evidence-based decisions. • By 2026, the goal is for 95 per cent of household transportation needs to be met using less than 15 per cent of monthly income, emphasizing affordability and access • Reach and maintain zero annual traffic fatalities and injuries

Jurisdiction	Approach and guiding principles	Key focus areas and priorities	Target(s)
Windsor, Ont.	Safe System Approach	Driver behaviour Vehicle speeds Drug and alcohol impairment Inattentive driving Failing to yield at intersections Road user types Vulnerable road users Data gaps – people Locations and infrastructure High injury corridors Signalized intersections Pedestrians crossing mid-block Process improvements Improved data sources and information sharing Design standards and best practices	• Short term: 33% reduction of serious injury and fatal collisions in 5 years • Medium term: 67% reduction of serious injury and fatal collisions in 10 years • Long term: to achieve zero fatalities and serious injury collisions within 15 years
Winnipeg, Man.	Safe System Approach	Signalized intersections Pedestrians Cyclists Speed Road safety culture	• 20% reduction in fatal and serious injury collisions over 5 years
York Region, Ont.	Safe System Approach 4 of the Es of mobility safety: • Engineering • Enforcement • Education • Engagement	Vulnerable road users Intersections Aggressive driving Distracted driving Impaired driving	• Reduce traffic-related fatalities and injuries across the region by 10% over 5 years