

Annual Collision Reports & Vision Zero Progress

PW26025

Pierre Roy - April 13th 2026

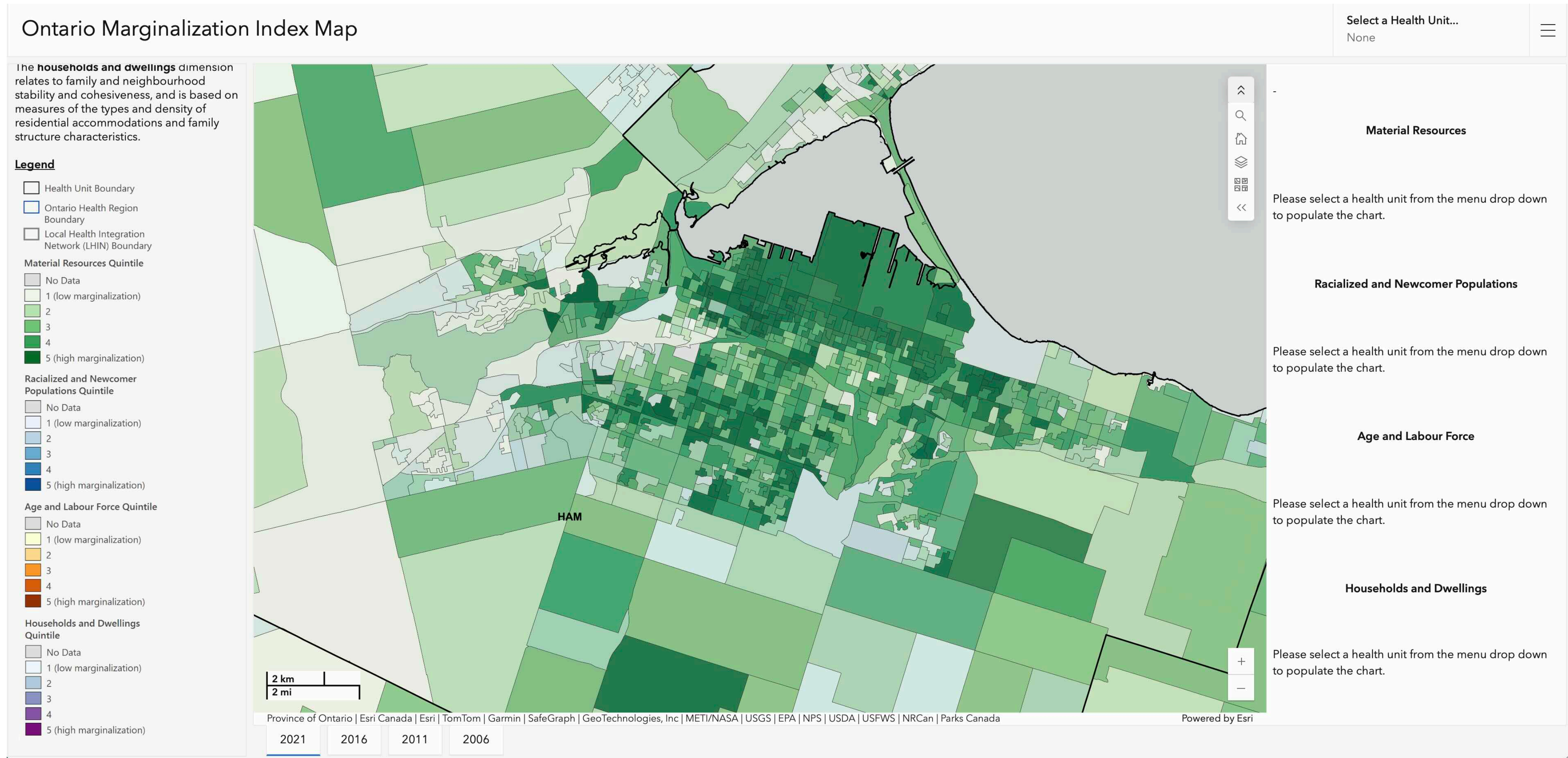
Public Health & Roadway Safety

New for 2025

- *“Insights into demographic and equity dimensions of roadway safety”*
- *“Notable differences in injury rates across neighbourhoods experiencing varying levels of marginalization”*
- Hospitalization rates per 100,000 residents
 - Least marginalized = 7.8
 - Most marginalized = 53.9

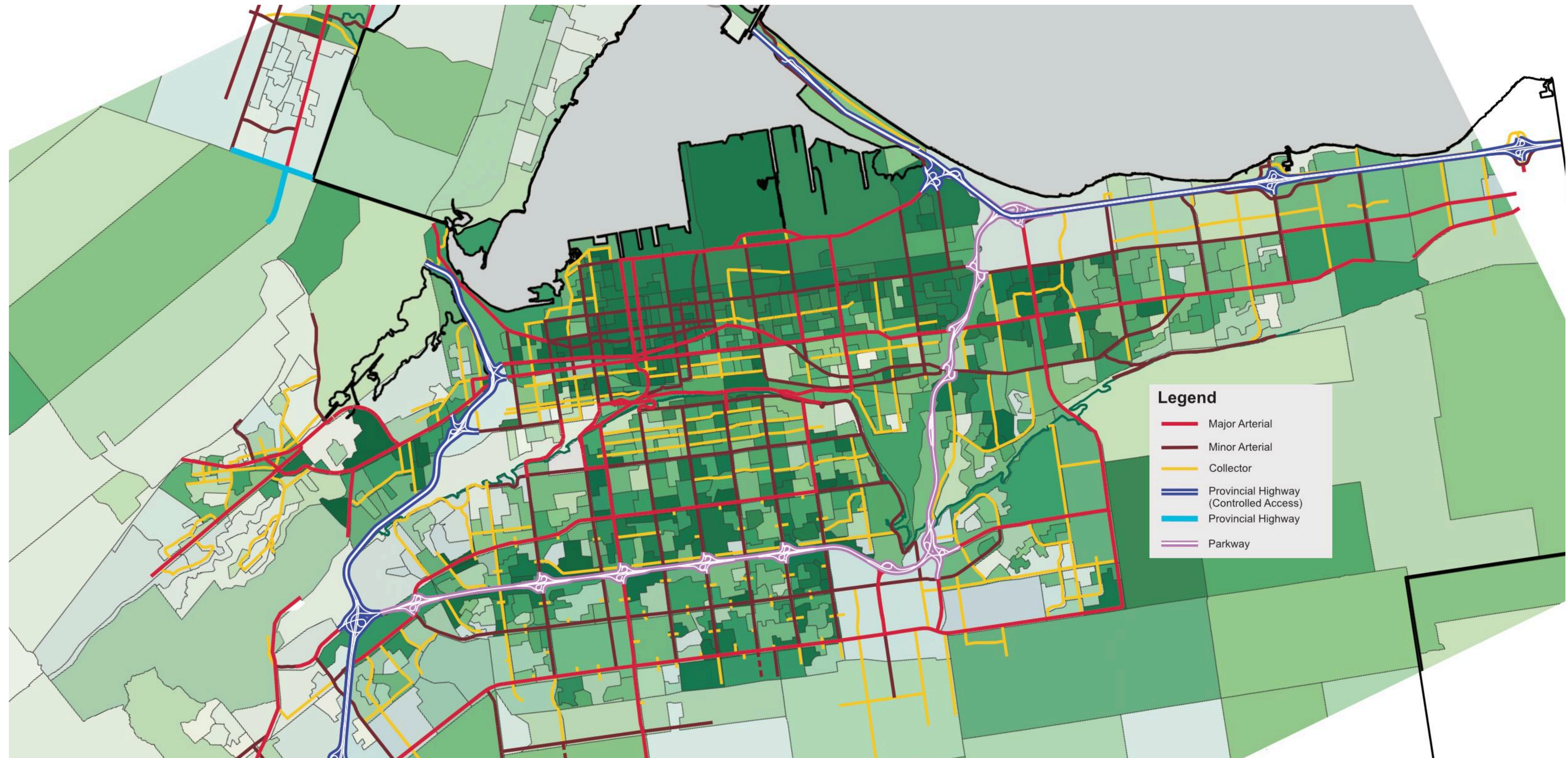
Public Health & Roadway Safety

Ontario Marginalization Index



Public Health & Roadway Safety

On-Marg & UHOP Road Classifications



Network Trends

2019-2024 6-year trends

- Traffic levels returned to pre-pandemic levels
- Total collisions remain relatively consistent (-1.6%)
- Injury and fatal collisions continue to decline (-34%)

Network Trends

Understanding our Success

- Increase in collisions but a general reduction in injuries. Why?
 - Increased driver awareness?
 - Pedestrians are more careful?
 - Roadway safety improvements have paid off?
 - Unpredictable?

Network Trends

Speeding

- Collisions caused by speeding
 - City Roads - 18% - 6 year average: 18%
 - Linc: 30% - 6 year average: 34%
 - Red Hill: 59% - 6 year average: 37%
- Significant room to reduce speeding related collisions through traffic calming

Network Trends

Pedestrian Collisions

- Continued reduction in injuries:
 - 190 in 2024,
 - 6 year average: 207
- Major drop in fatalities:
 - 3 and 4 in 2023 & 2024
 - 9 in 2021 & 2022
- Significant room to reduce pedestrian injuries

Network Trends

Cyclist Collisions

- Increase in injuries
 - All time high at 154
 - 6 year average: 133
- Fatalities remain constant at 1 per year since 2022
- Opportunity to support active transportation and reduce injuries

Vision Zero

Remembering our Commitment



Percentage of Fatality Among Injury Collisions for Pedestrians and Cyclists

Jurisdiction	Pedestrians	Cyclists
Hamilton	2.7%	0.4%
Ontario	4.0%	1.4%

Vision Zero uses a data-based approach to road safety with the goal of reducing traffic-related serious injuries and fatalities towards the only acceptable goal: zero.

The basic principles of Vision Zero are as follows:

- No loss of life is acceptable – traffic fatalities and serious injuries are preventable;
- **We all make mistakes** – the transportation system should be designed to anticipate error so the consequences are not serious injury or fatality
- **We are all responsible for road safety** – those of us who design and maintain the roads, those of us who make and enforce the rules of the roads, and those of us who use the roads;
- **Working together** will contribute to a safer road network.

Vision Zero

Digging into the Data

- Be thorough - 344 pedestrian & cyclist injuries
 - Where? Why? What can we learn to inform future road design?
 - Is the reduction a direct result of the City's efforts? Or are people walking less?
- Be proactive
 - If it happened in one location with a standard road design, it's likely to occur elsewhere.

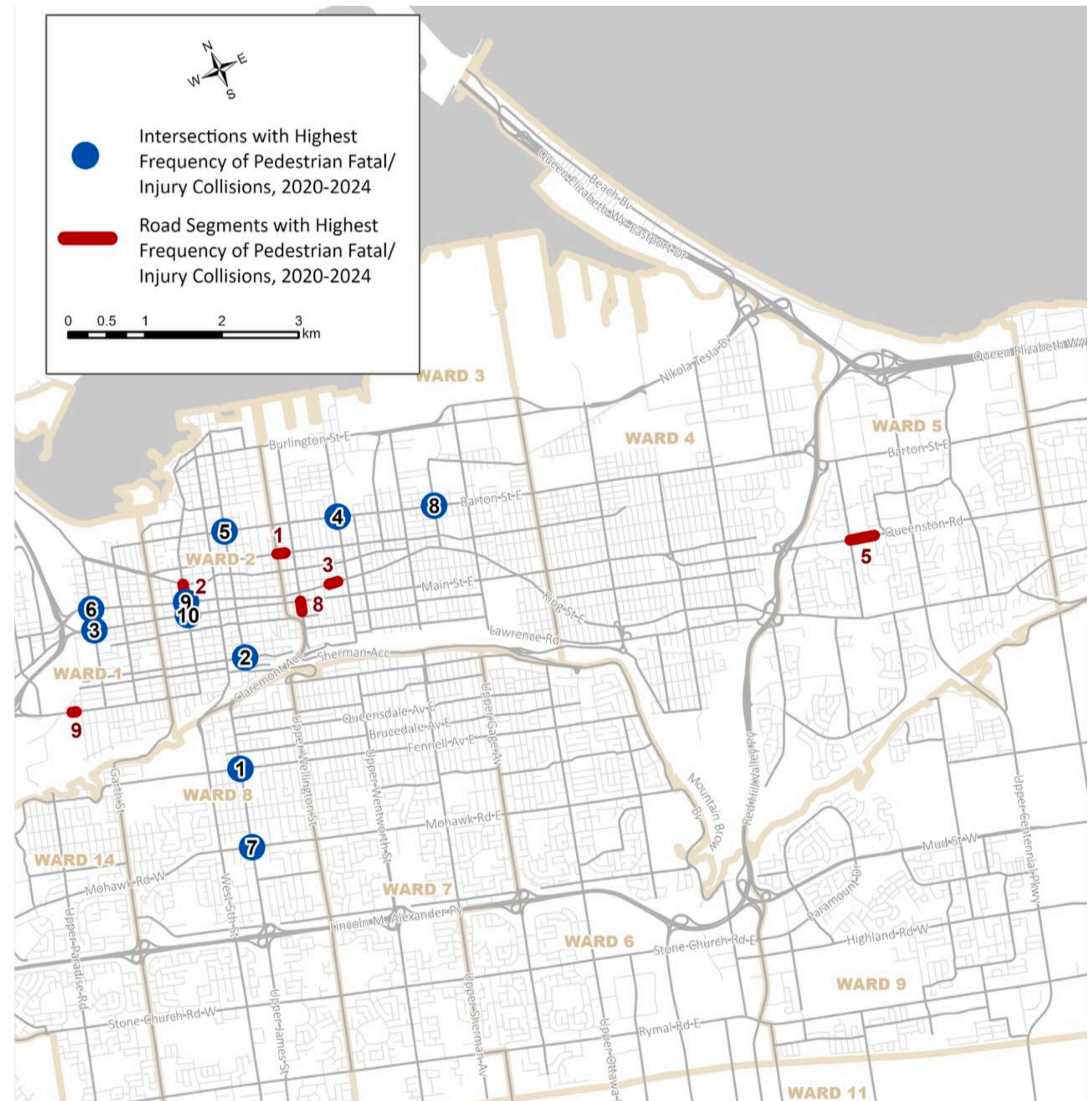
Vision Zero

System-wide intervention

- Which roadway interventions provide the best value?
- What can be done for low cost during capital works (e.g. paving, painting)?
- Would lowering the speed limit in the lower city improve outcomes?
- What effect does removing ASE have on roadway safety?

Hotspots

Trends in pedestrian and cyclist injury locations



High Frequency Collision Locations

Pedestrian or Cyclist fatal & Injury

- King St E between Ashley and Steven (Ward 3)
 - Removed from the list for pedestrian collisions
 - Added to the list for cyclist collisions for 2023/2024
 - No major safety interventions



High Frequency Collision Locations

Pedestrian or Cyclist fatal & Injury

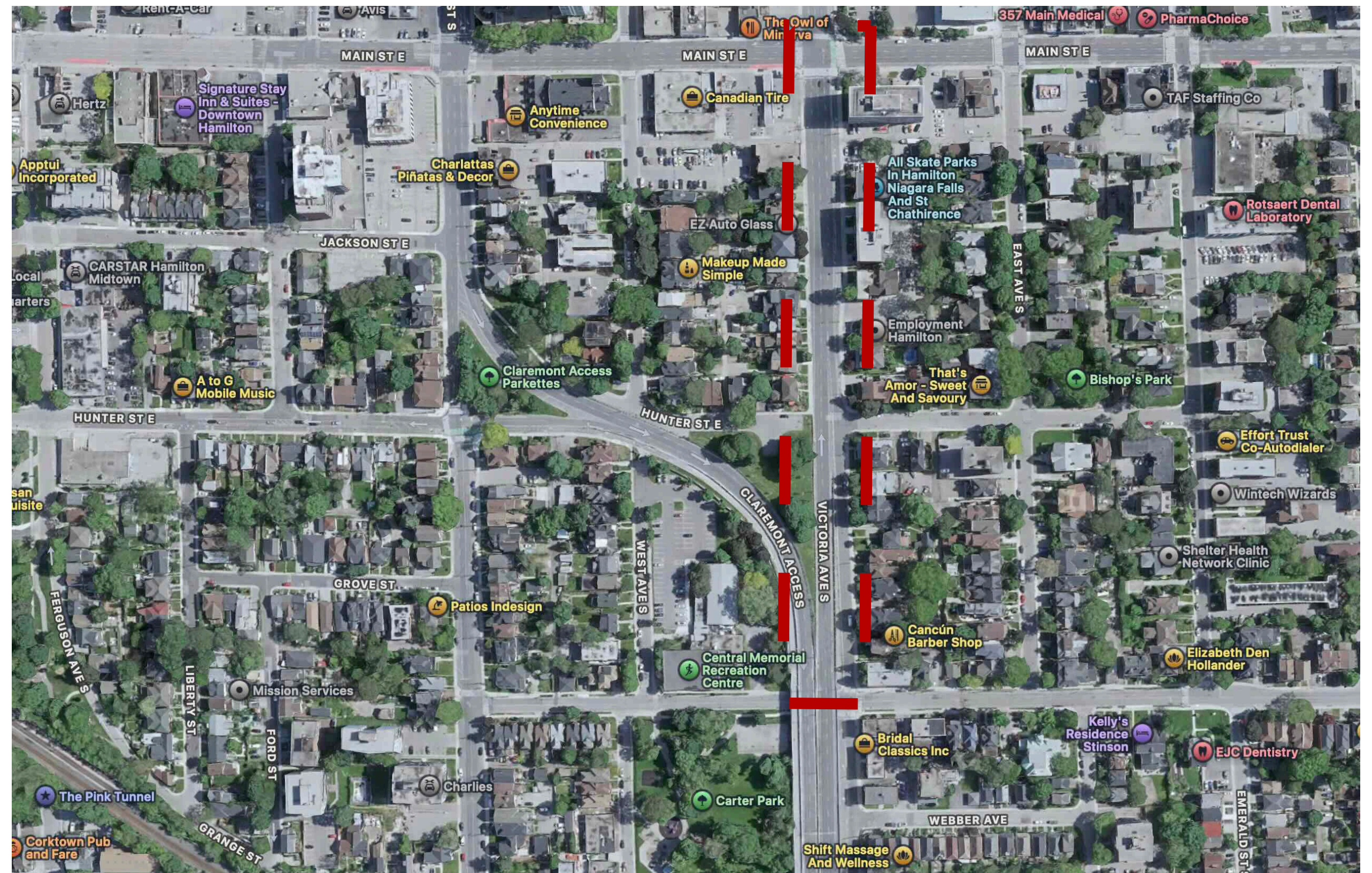
- Queenston Rd at Nash Rd
 - Removed from the list for pedestrian collisions
 - Added to the list for cyclist collisions
 - No major safety interventions



High Frequency Collision Locations

Pedestrian or Cyclist fatal & Injury

- Victoria Ave between Main and Victoria
- Removed from the list for pedestrian collisions
- Added to the list for cyclist collisions
- New cycle track - is this contributing to injuries?



High Frequency Collision Locations

Pedestrian or Cyclist fatal & Injury

- Bay near Main and King
 - Added to the list for pedestrian collisions for 2023/2024
 - Removed from the list for cyclist collisions
 - No major safety interventions in this timeframe



Hotspots

Fixing problem spots

- Why are we removing hotspots from the list without addressing the issue?
 - What is the City's liability when hotspots are identified but not addressed?
- Why might cyclist injury increase while pedestrian injury decreases?
- What lessons can we learn from specific hotspots to apply system wide?

Trends in Other Areas

Locational Analysis

- Where are other injuries & collisions happening?
 - Ancaster?
 - Dundas?
 - Waterdown?
 - Stoney Creek?
 - Beach Strip?
 - Westdale?
 - Binbrook?

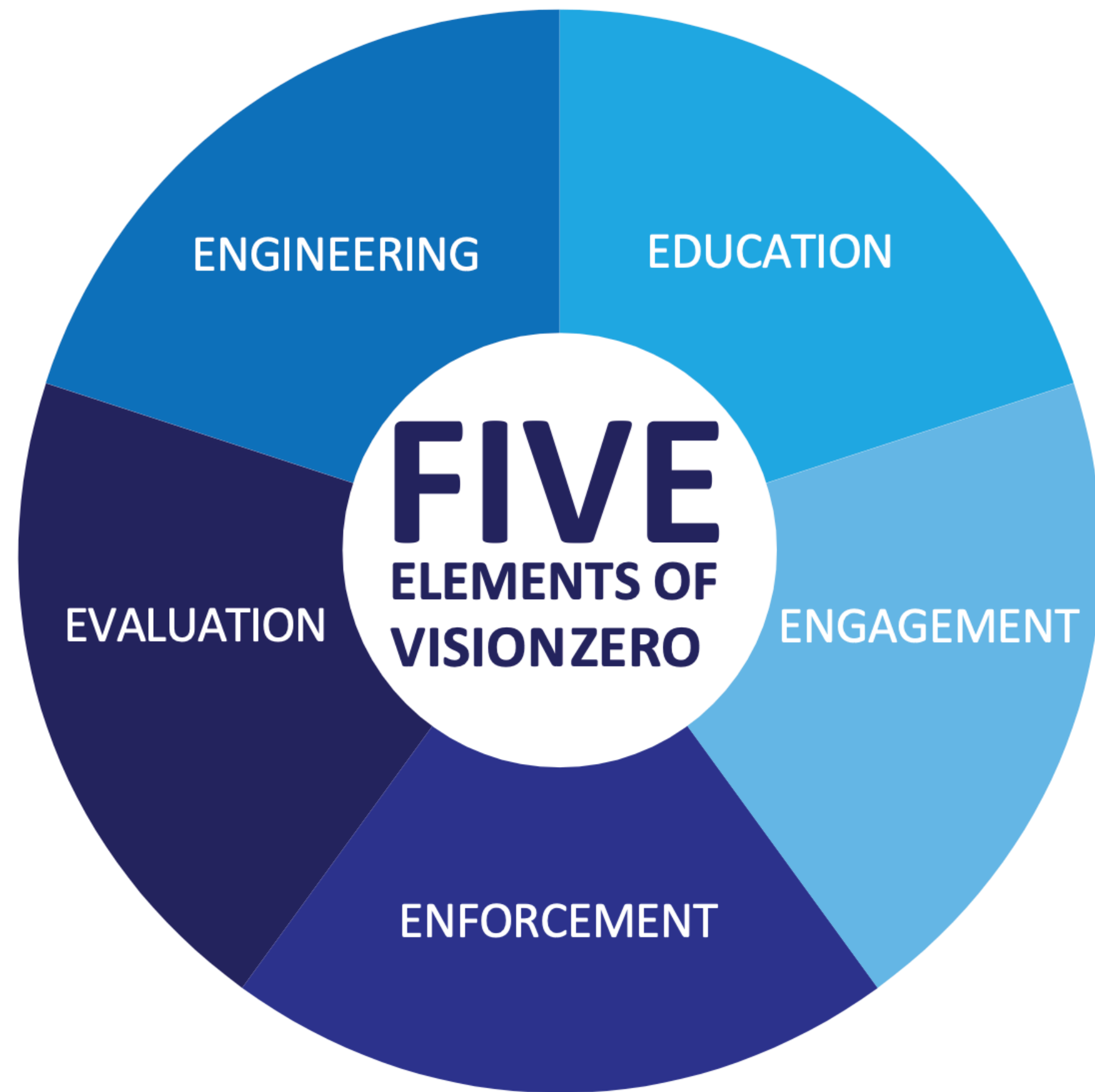
Data Sharing:

**Promoting Transparency &
Collaboration**



2019-2025 Vision Zero Action Plan

Five Elements of Vision Zero



“Vision Zero can be achieved by addressing road safety holistically through five main elements.”

“Collecting and analyzing data is the cornerstone of the Vision Zero approach: more robust data, analyzing and sharing that data can help direct resources where they are most needed and help the City of Hamilton move towards its goal of eliminating serious injuries and fatalities.”

Traffic Collisions

Data Sharing - Open Hamilton

- Last updated **November, 2023**
- Not Mapped - data does not include collision *locations*
- Only the City can provide analysis
- Residents must wait for annual collision reports

Hamilton

Traffic Collisions

✔ Authoritative

Open Hamilton
City of Hamilton

Summary

Recorded traffic collisions in Hamilton from 2012 to present.

[View Full Details](#)

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Details

- Dataset**
Table
- November 9, 2023 at 12:00:00 AM EST**
Info Updated
- November 23, 2023 at 9:32:15 AM EST**
Data Updated
- September 8, 2023 at 3:36:05 PM EDT**
Published Date
- Records: 82,981**
[View data table](#)
- Public**
Anyone can see this content
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I want to use this
>

Showing rows: 25 of 1,178

	LOCATIONTYPE	ACCIDENT_YEAR	ACCIDENT_MO
	Intersection	2,023	1
	Midblock	2,023	1
	Intersection	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1
	Intersection	2,023	1
	Intersection	2,023	1
	Midblock	2,023	1
	Intersection	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1
	Midblock	2,023	1

Opportunities

Data Sharing - Open Hamilton

- Enforcement - Where is HPS allocating resources?
- School Zones - Where is the City prioritizing safety in School Zones?
- Speed Data - Where are known areas of speeding concern?
- Complaint Hotspots - Where do residents identify concerns?
- Progress to date - Showcase other vision zero initiatives already implemented
- Interactive Map - One stop shop for interactive Vision Zero mapping and data



The screenshot shows the top navigation bar of the Open Hamilton website with links for Home, Data, Interactive Mapping, Data Stories & Visualizations, and More. Below the navigation is a large blue banner with the text "Open Hamilton" and a description: "The City of Hamilton is committed to being an open, transparent and accessible government. Open Hamilton enables our community the opportunity to better explore, visualize and download City data. Can't find data that you are looking for? Email us at opendata@hamilton.ca".

Explore Open Data by Category



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Targeted Intervention

Vision Zero Implementation

- 60-70% of vulnerable road user collisions occur on arterial or collector roads
 - Generally excluded from traffic calming or major intervention
- 1500-2000 safety reviews per year
 - Only 36% for arterial or collector
 - Prioritize major roads with high volume & risk for better results
- We have neighbourhood traffic calming plans but not network calming plans