



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
**Roads and Traffic Division**

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	February 4, 2019
<b>SUBJECT/REPORT NO:</b>	Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 – 2025 (PW19015) (City Wide) (Outstanding Business List)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	David Ferguson, C.E.T. (905) 546-2424, Extension 2433  Martin White, C.E.T. (905) 546-2424, Extension 4345
<b>SUBMITTED BY:</b>	Edward Soldo, P.Eng. Director, Roads & Traffic Public Works
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That the Hamilton Strategic Road Safety Program and the Vision Zero Action Plan 2019-2025 as described in Report PW19015, be approved;
- (b) That an increase of \$1,700,000 be approved and deferred to the 2019 Tax Operating Budget process for consideration as a 2019 Tax Operating Budget amendment with zero net levy impact to be funded by the Red Light Camera (RLC) reserve #112203;
- (c) That the Outstanding Business List item, Strategic Road Safety Program update (Vision Zero) be identified as completed and removed from the list.

**EXECUTIVE SUMMARY**

On August 15, 2014 City Council approved report PW14090 to re-establish the Hamilton Strategic Road Safety Program. The Hamilton Strategic Road Safety Committee was formed to provide guidance, oversight, and direction to the Hamilton Strategic Road Safety Program. The Committee is formed of members from Roads and Traffic, Transportation Planning, Public Works Communications, Hamilton Police Services,

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Hamilton Public Health Services, and the Ministry of Transportation Road Safety Marketing Division.

Funding for identified Strategic Road Safety initiatives is financed by the revenues from the Red Light Camera Program (RLC). There is approximately \$6.3 million dollars accumulated in the RLC reserve. Since the Hamilton Strategic Road Safety Committee was re-established, the City of Hamilton has funded approximately \$2,000,000 each year on various safety initiatives.

As identified in the City of Hamilton Annual Collision Report, prior to re-establishing the Hamilton Strategic Road Safety Program, collisions involving injuries were increasing by 5% annually. Since the program was re-established and various safety initiatives implemented, collisions resulting in injuries have declined by 10% to 15%, even though total collisions continue to increase.

Many of the initiatives that have been implemented over the years through the Hamilton Strategic Road Safety Program, have become part of the annual work plan of the Roads and Traffic division. It is recommended that these works continue on an annual basis. Items such as ladder crosswalks, pedestrian crossovers, pedestrian signal modifications and traffic calming be funded through the Capital and Operations Budget process to ensure a sustainable funding model for the Hamilton Strategic Road Safety Program.

Staff have prepared the Vision Zero 2019-2025 Action Plan attached to Report PW19015 as Appendix “A” which aligns with the City of Hamilton’s 2016-2025 Strategic Plan, 2018 Transportation Master Plan Update and Canada’s Road Safety Strategy 2025 Towards Zero. This Action Plan is consistent with City of Hamilton policies which call for a safe, balanced, and integrated transportation network that offers a choice of integrated travel modes.

A road safety program to address transportation related injuries and fatalities, requires a multifaceted program that is coordinated with various stakeholders. The action items that are identified in this report, were developed through review of best practices, public survey, and public/stakeholder engagement. There are five main sections aligned with this Vision Zero Action Plan, Evaluation, Engineering, Enforcement, Education and Engagement (5 E’s).

The Action Plan, identifies key actions on two levels. The first level is to address action items that cover the 5 E’s and are high-level actions of road safety improvement. The second level of action items, are attached to Report PW19015 as Appendix “B”, address specific collision types that are occurring in Hamilton and are based on information from the Annual Collision Report, Hamilton Police Services and Hamilton Public Health.

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The City of Hamilton has made great strides in traffic safety over the past 5 years and this action plan takes the City to the next level of traffic safety with a focus on analytic collision data analysis and public engagement.

***Alternatives for Consideration – See Page 9***

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: Recognizing the delayed timing of the report in relation to the budget process, staff is requesting that an increase of \$1,700,000 to be approved as a 2019 Tax Operating Budget Amendment with zero net levy impact to be funded by the Red Light Camera (RLC) Reserve #112203.

The RLC Reserve is funded from the issuance of violations through the Red-Light Camera program. As directed by Council, this reserve is to be used to address identified road safety issues throughout the City of Hamilton. This reserve account currently has a balance of \$6.3 million dollars.

The following is a breakdown of estimated annual costs associated with the Hamilton Strategic Road Safety Program and the Vision Zero Action Plan in 2019.

Projects to be funded through RLC Reserve in 2019

	Annual Funding Amount
Evaluation Priorities	\$ 50,000
Safety performance functions and collision counter	
Measure software and system maintenance	
Engineering Priorities	\$ 650,000
Variable message boards (RHVP/LINC)	
Q-end warning system (RHVP/LINC)	
Consulting, contract and design works	
Safety committee and road safety training	
Dynamic speed boards	
Engagement Priorities	\$ 400,000
Road safety app	
Environment Hamilton public neighbourhood engagement	
Development of open data portals	
Education Priorities	\$ 400,000
Pedestrian and cycling safety	
Safety programs (distracted driving and speeding campaign)	

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Lawn signs	
Other Potential Initiatives or Partnerships	\$ 200,000
Total 2019 RLC Reserve Funded Initiatives	\$ 1,700,000

Projects submitted as part of the 2019 Capital Budget Process

Pedestrian Crossovers – 4661720721	\$ 300,000
Traffic Calming - 4661916102	\$ 350,000
Neighbourhood Speed Limit Reductions – 4661920930	\$ 400,000
Total 2019 Proposed Capital Funded Initiatives	\$1,050,000

Staffing: There are no staffing implications related to this report.

Legal: There are no legal implications related to this report.

## **HISTORICAL BACKGROUND**

On August 15, 2014, City Council approved report (PW14090), Re-establishment of the Hamilton Strategic Road Safety Program (City Wide). The Committee is comprised of members from Roads and Traffic, Transportation Planning, Public Works Communications, Hamilton Police Services, Hamilton Public Health and the Ministry of Transportation Ontario.

The Mission and Vision of the Hamilton Strategic Road Safety Program is to provide a safe road network for all road users and to eliminate incidents that result in injury or fatality.

Prior to the Hamilton Strategic Road Safety Program, collisions involving injuries were increasing by 5% annually. Since the program was re-established, collisions resulting in injuries have declined by 10% to 15%. In summary, the total number of collisions continues to increase on a yearly basis, yet the number of collisions that result in injuries is declining.

At the General Issues Committee (Budget) Date, January 22, 2016, the following motion was approved.

That the Director of Transportation Services be directed, in consultation with other City Departments, as appropriate, to report to the Public Works Committee in coordination with the Transportation Master Plan, with a comprehensive plan to improve road safety to include, but not be limited to, the following:

- (i) A review of best practice from comparable jurisdictions including Vision Zero;
- (ii) A review of existing City policies, strategies and guidelines that respecting road safety;
- (iii) An enhanced analysis of city-wide traffic collision data;
- (iv) Specific recommendations to improve road safety, particularly for pedestrians and cyclists, over the short term, medium and long terms;
- (v) An implementation plan and funding strategy, as appropriate;
- (vi) A regular reporting mechanism and track progress;
- (vii) Continued consultation with the Hamilton Cycling Committee, Hamilton Wentworth District School Board Hamilton Wentworth Catholic District School Board, public Health, Hamilton Police Services, Cycle Hamilton and the Advisory Committee for Person with Disabilities; and,
- (viii) The creation of a Road Safety Task Force to be led by the Transportation Services Division.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

There are no policy implications or legislated requirements associated with this report.

## **RELEVANT CONSULTATION**

The Vision Zero Action Plan was developed through stakeholder and public engagement. City staff, from various departments throughout the organization, were engaged in a workshop to review and discuss Vision Zero. Comments from this workshop and the public/stakeholder workshop were included in the development of the plan.

## **ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Many of the initiatives that have been implemented over the years through the Hamilton Strategic Road Safety Program have become a regular part of the Annual Work Plan for Roads and Traffic Division.

The following is a list of some of those initiatives:

- Lawn sign program;
- Ladder crosswalks;
- Pedestrian crossovers;
- Audible/Accessible pedestrian signals;
- Dynamic speed boards;
- School zone reviews and Safe Routes to School;
- Pedestrian countdown signals and extended pedestrian crossing times;
- Red light camera program; and

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- Traffic calming and collision counter measures which are attached to Report PW19015 as Appendix “C”.

It is recommended these works continue annually and some items such as ladder crosswalks, pedestrian crossovers, pedestrian signal modifications and traffic calming be funded through Capital and Operating Budgets.

With the approval of the Transportation Master Plan in 2018, Council approved supporting the principles of Vision Zero.

The basic principles of Vision Zero are as follows:

- No loss of life is acceptable – traffic fatalities and injuries are preventable.
- We all make mistakes – the transportation system should be designed to anticipate error, so the consequences are not 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 road, and those of us who use the roads.
- Working together – will contribute to a safer road network.

Staff have prepared the Vision Zero Action 2019-2025 Action Plan which aligns with the City of Hamilton’s 2016-2025 Strategic Plan, 2018 Transportation Master Plan Update and Canada’s Road Safety Strategy 2025 Towards Zero. This Plan is consistent with City of Hamilton policies which call for a safe, balanced, and integrated transportation network that offers a choice of integrated travel modes.

A road safety program to address transportation related injuries and fatalities, needs a multifaceted program that is a coordinated effort amongst various stakeholders. The key action items identified in Appendix “A” and “B” to Report PW19015, were developed through review of best practices, public survey, and public/stakeholder engagement.

The following is a summary of each of the 5 E’s and priority actions for each section.

#### Evaluation

The evaluation component includes identifying the root causes behind traffic related injuries and fatalities while focusing on methods of collecting, sharing, maintaining, and improving data collection. This evidence-based approach to safety allows for the strategic deployment of effective countermeasures in addressing fatalities and injuries within the transportation network. Enhancing the availability of traffic and collision data is essential to finding programs for use in Engineering, Enforcement, Engagement and Education.

### Priority Actions

- Annual collision reporting;
- Leverage technology to identify collision trends and “hot spots” through an open data portal;
- Purchase of the Traffic Safety Module for collision software program which will provide industry standard Safety Performance Functions evaluation of road network and recommend collision counter measures for identified high collision locations; and
- Through the Hamilton Strategic Road Safety Committee, evaluate each fatality collision including field reviews within one week of incident.

### Engineering

The Vision Zero approach to safety is to design and operate roads to minimize the impacts of the mistakes made by road users. Considering the increasing trend in active transportation, proactive design approaches, including a review of speed limits, are required to ensure the safe accommodation of all road users. Consistent monitoring of the road network using safety and traffic data will allow for the incorporation of strategic engineering countermeasures in street design, traffic engineering, transportation planning and land use to prevent collisions involving injuries and fatalities.

### Priority Actions

- Implementation of neighbourhood speed limit reductions as part of Bill 65;
- Evaluation of network screening priority locations and identifying collision counter measures for 2020 implementation through Capital Budget process;
- Evaluation and review of implementations including two-way conversions; and
- Continued development of cycling and pedestrian networks.

### Enforcement

Considering that human error is the main cause of the collisions, efficient and effective law enforcement is necessary in improving roadway safety. The collaborative, data driven Vision Zero process will result in the efficient allocation of limited law enforcement resources for maximized effectiveness.

While redesigning roadways is key to achieving results, traffic enforcement is required to reduce inappropriate driving behaviours. Offences such as distracted driving, speeding, failing to yield to pedestrians, failing to stop on a signal and improper turns all expose vulnerable users to potential catastrophic consequences.

### Priority Actions:

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- Report on the financial and staff impacts to establish a Traffic Enforcement Unit;
- Implement targeted enforcement at high speed, high collision locations and reporting;
- Provide officer training on producing clear, detailed and error free MVC reports; and
- Automated Speed Enforcement Program as part of Bill 65.

### Engagement

The Vision Zero engagement program should inspire Hamiltonians to become part of the solution on this journey towards zero fatalities and injuries. It should engage citizens of all ages and support engineering and enforcement initiatives.

### Priority Actions

- Expand membership of Hamilton Strategic Road Safety Committee;
- Implement an open data approach to sharing information;
- Develop an interactive Vision Zero website and Road Safety app; and
- Develop a neighbourhood Vision Zero tool kit working in partnership with Environment Hamilton to undertake neighbourhood reviews.

### Education

An education plan should be developed every year in consultation with the Hamilton Strategic Road Safety Committee. These identified education programs will primarily focus on issues identified through network screening and enforcement statistics. Education campaigns should continue re-enforcing previous messages that been communicated to ensure continued education for the residents of Hamilton. The education plan must also be flexible to undertake campaigns that are unexpected education opportunities and address unexpected challenges in terms of road safety

Priority Actions:

- Pedestrian and cycling safety campaign focused on elementary and high school children; and
- Speeding and distracted driving campaign.

In addition, staff are recommending Secondary Vision Zero Action Items, attached to Report PW19015 as Appendix “B”. These action items are specific to identified causes and actions related to collisions and have been identified by collision analysis and comments from the Hamilton Strategic Road Safety Committee members.

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### **ALTERNATIVES FOR CONSIDERATION**

Council has made significant investment into improving road safety for all road users since the re-establishment of the Hamilton Strategic Road Safety Committee and program. The Hamilton Strategic Road Safety Program and this Vision Zero Action Plan aligns with the various Council approved policies as well as the Corporate Strategic Plan.

Recognizing the delayed timing of the report in relation to the budget process and the requirement for a 2019 Tax Operating Budget Amendment, Council could choose to modify the program, through a reduction or increase in funding. Any modifications to the recommended program would require staff to review the impacts to the implementation of the Program and Action Plan.

### **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

#### **Healthy and Safe Communities**

*Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.*

### **APPENDICES AND SCHEDULES ATTACHED**

- Appendix “A” – Vision Zero Hamilton 2019-2025 Action Plan
- Appendix “B” – Vision Zero Action Plan – Secondary Emphasis Areas
- Appendix “C” – List of Potential Safety Counter Measures