

## HAMILTON POLICE SERVICES BOARD

### - INFORMATION -

**DATE:** June 11, 2020  
**REPORT TO:** Chair and Members  
Hamilton Police Services Board  
**FROM:** Eric Girt  
Chief of Police  
**SUBJECT:** *Year-End Report: Traffic Statistics - 2019*  
*PSB 20-036*

#### BACKGROUND:

The Hamilton Police Service (HPS) has developed a year-long Road Safety Education and Awareness Campaign. The goal is to raise understanding of driver and pedestrian safety rules and gain compliance on the use of safety equipment. The goal of these programs was to reduce motor vehicle collisions (MVCs) in Hamilton.

The 2019 Traffic Safety Program targeted seasonal issues. In the spring/summer months, the focus was on distracted driving, seat belts, aggressive driving and speeding. In the fall, emphasis was directed again at distracted driving and speeding. In addition, the HPS joined the provincial Seat Belt Campaign. During the holiday season, R.I.D.E. lanes were emphasized.

This report is a statistical presentation of the Service's traffic efforts.

#### Seven-Year Motor Vehicle Collision Chart

Motor Vehicle Collisions	2019	2018	2017	2016	2015	2014	2013
Total MVCs	11,593	11,071	10,124	9,732	9,719	9,513	8,714
Property Damage	1,516	1,551	1,452	1,341	1,515	1,608	1,316
Personal Injury	1,270	1,381	1,361	1,670	1,587	1,513	1,364
Citizen Reports	8,807	8,139	7,311	6,721	6,617	6,392	6,034
Fatal Collisions	17	14	16	14	16	17	14
Resulting Deaths	17	14	16	15	17	19	15
<b>Total PONs</b>	<b>49,606</b>	<b>46,488</b>	<b>49,399</b>	<b>54,402</b>	<b>56,556</b>	<b>65,921</b>	<b>67,522</b>

### **Motor Vehicle Collisions**

In 2019, 11,593 MVCs were reported. This figure is up from 11,071 in 2018 (4.7% increase), up from 10,124 in 2017 (14.5% increase), and up from 9,732 in 2016 (19.1% increase).

The reported MVC data is obtained by compilation of the three reporting methods that are available to the community. They can report property damage collisions by attending the Collision Reporting Centres (CRCs), during business hours, by having an Officer attend the scene of a property damage collision, and by having an Officer attend the scene of a personal injury collision.

### **Fatalities**

In 2019, there were 17 fatal MVCs, resulting in 17 deaths, which is a 21.4% increase over 2018. Of the 17 fatal collisions, four involved multiple vehicles, nine involved a motor vehicle and a pedestrian, and four involved a single motor vehicle.

In 2019 alcohol was **not** a factor in any of the fatal collisions. In two of the 17 collisions, speed was a factor. The other factors include driver or pedestrian error.

### **Total Provincial Offence Notices in 2019 - Comparison to 2018**

In 2019, 49,606 Provincial Offence Notices (PONs) were issued. This represents an increase of 6.6% over 2018's total of 46,534.

The PON statistic is a combined total of all PONs given out at the Divisional Level.

### **Hazardous Moving Violations**

Hazardous Moving Violations (red light infractions, stop sign infractions, speeding, careless driving offences, distracted driving, etc.) increased 9.4% over 2018. In 2019, 34,335 were issued compared to 31,385 in 2018.

### **Non-Hazardous Violations**

Non-Hazardous Violations (seat belt violations, fail to surrender permits, validation tag offences, etc.) increased 0.8% over 2018. In 2019, 15,271 violations were issued, compared to 15,149 in 2018.

### Alcohol & Drug-Related Driving Offences

In 2019, there were 663 Alcohol & Drug-Related Driving Offences, which represent a decrease of 6.1% over 2018. In 2018, there were 706 Alcohol & Drug-Related Driving Offences.

There were 152 Motor vehicle collisions that involved alcohol and or drugs in 2019 as compared to 148 in 2018, an increase of 2.7%. Moreover, there is a notable increase of Impaired by Drug by 32.7%.

Type of Charge	2019	2018	% Change
Impaired	243	282	-13.8%
Over 80 mg	308	314	-1.9%
Impaired Cause Bodily Harm	2	2	0.00%
Impaired by Drugs	69	52	+32.7%
Impaired Cause Death	0	1	-100%
Refuse Breath	29	37	-21.6%
Over 80 Cause Death	0	1	-100%
Over 80 Cause Bodily Harm	0	2	-200%
Refuse Blood/Urine for D.R.E. exam	7	9	-22.2%
Refuse Approved Screening Device	5	6	-16.7%
Blood Samples Taken	13	3	+333.3%
<b>Alcohol &amp; Drug-Related Driving Offences</b>	<b>663</b>	<b>706</b>	<b>-6.1%</b>

### Five-Year Trend: Alcohol & Drug-Related Charges

Type of Charge	2019	2018	2017	2016	2015
Impaired	243	282	279	273	300
Over 80 mg	308	314	322	338	377
Impaired Cause Bodily Harm	2	2	2	2	5
Impaired by Drugs	69	52	16	22	24
Impaired Cause Death	0	1	0	1	1
Refuse Breath	29	37	43	36	50
Over 80 Cause Death	0	1	0	1	1
Over 80 Cause Bodily Harm	0	2	3	0	3
Refuse Blood	7	9	0	0	1
Refuse Approved Screening Device	5	6	7	11	16
Blood Samples Taken	13	3	1	0	4
<b>Alcohol &amp; Drug-Related Driving Offences</b>	<b>663</b>	<b>706</b>	<b>673</b>	<b>684</b>	<b>778</b>

### R.I.D.E. Program

R.I.D.E. is a year-long educational and enforcement program for the HPS. The Service also participates in the Provincial Policing Community's annual R.I.D.E. focus that starts in December.

The Provincial Government provides annual funding to support the R.I.D.E. Program. In 2019/2020, the Service received \$43,662.00 and, as of the date of this report, most of the monies have been exhausted. This funding is used to enhance day-to-day R.I.D.E. Programs by employing off-duty Officers to focus on R.I.D.E., during special events and the Holiday Season. This report is a statistical presentation of the Service's R.I.D.E. Program.

### R.I.D.E. 2019 Statistical Information

	2019	2018	2017	2016	2015	2014	2013
R.I.D.E. Stops	86,806	136,896	182,228	224,503	245,760	240,344	238,454
R.I.D.E. Tests	420	138	156	219	337	391	376

In 2019, there were a total of 86,806 vehicles stopped by the R.I.D.E Program. This represents a decrease of 36.6%, below 2018. Despite this decrease, there is a notable increase in the number of tests administered. This is due to new legislation on Dec 18, 2018 that allows ASD testing on any driver where the traffic stop is lawful and the ASD is readily available. R.I.D.E. will continue be a focus of the 2020 Traffic Management Plan.

	2019 Yearly Total	2018 Yearly Total	% Difference
Stopped	86,806	136,896	-36.6%
Pass	394	116	+239.7%
Warn	17	14	+21.4%
Fail	9	8	+12.5%
Impaired	4	5	-20.0%
Over .08	10	11	-9.1%
Refuse Approved Screening Device	0	0	0.00%
Ref Breath	0	1	-100.00%
Other C.C.	8	21	-61.9%
Roadside Demand	420	138	+204.3%

Alcohol Warn Range Suspension	17	14	+21.4%
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**LINC & RHVP Safety Initiatives**

In 2015, the Support Services Branch of the Hamilton Police Service developed a Problem Oriented Policing project, to combat aggressive driving issues that were occurring on the Red Hill Valley Parkway and the Lincoln M. Alexander Parkway. This project was in operation from December 14, 2015 to December 31, 2016 and focused on enforcement of the *Highway Traffic Act of Ontario* as it pertains to the safe movement of traffic on these roadways.

Enforcement on both roadways has continued from 2017 to present by members of the Support Services Division as duties permit. Their patrol is similarly augmented by patrol officers from Division 20 and 30 as operational calls for service permit. The chart below reflects the results of this enforcement.

*Support Services LINC & RHVP Safety Initiatives (as of April 22, 2020)*

<b>TOTALS</b>	
Total PONs Issued	12,904
Total Stunting	76
Total Part III Summons	309
Total number of RIDE Stops	51,600
Total number of RIDE Set ups	1,113
Officers used in RIDE Set ups	2,456
Officer Hours Dedicated to Enforcement Operation	9,251

In early 2019 HPS engaged in discussions with the City of Hamilton Public Works division around how to enhance enforcement specifically on the Red Hill Valley Parkway. A voluntary paid duty enforcement program was developed to compliment other planned engineering and educational initiatives coordinated by city staff. It was funded by the City of Hamilton Public Works division. The paid duty initiative was commenced on March 25, 2019 and was subsequently renewed twice in order to extend the positive impact on traffic safety.

This program utilized two officers per day working up to six hours at a time. Their only focus was enforcement on this highway. The program started at 9:00 am and ended at 9:00 pm. Two vehicles with speed detection equipment were assigned, and officers could sign up for a 9:00 am to 3:00 pm or 3:00 pm to 9:00 pm paid duty. Below are some

of the statistics from the project. The total funding approved for the paid duty program was \$535,308.00 and the total funding used for the paid duty program was \$535,130.26.

The chart below depicts the enforcement results of the RHVP Voluntary Paid Duty Program from March 29, 2019 to April 22, 2020.

*RHVP Volunteer Paid Duty Program (as of April 22, 2020)*

<b>TOTALS</b>	
<b>Provincial Offence Notices Issued</b>	
• Speeding in the 80 km/h zone	4,650
• Speeding in the 90 km/h zone	606
• Distracted Driving	18
• Total Other Provincial Offences	<u>1,085</u>
<b>Total PONS Issued</b>	<b>6,369</b>
<b>Part III Summons Issued</b>	
• Suspended Drivers	50
• No Insurance	33
• Racing/Stunting	16
• Other Offences	<u>4</u>
<b>Total Part III Summons Issued</b>	<b>103</b>
<b>Resources Utilized</b>	
• Total Officers Used	708
• Officer Hours Dedicated to Enforcement Operation	4,228


The RHVP Paid Duty Program has had a significant positive impact on roadway safety. The high visibility of uniformed officers along the RHVP was further enhanced by the reduction of the posted speed limit from 90 km/h to 80 km/h. This was also complimented by other city engineering design enhancements including new roadway surfacing and public safety educational campaigns. The congruence of all of these factors has contributed to a substantial decrease in collisions on the RHVP. The City of Hamilton Annual Collision Report is expected in June, 2020 and will provide evidence of these trends in greater detail.

### Conclusion

The HPS continues to work in partnership with our stakeholders to focus on changing driver behaviour in order to improve traffic and public safety. Participating as a founding member of the Hamilton Strategic Road Safety Committee includes the development of a progressive Traffic Safety Strategy, with a City-wide focus on traffic initiatives where traffic and road safety becomes a shared responsibility between the Police, City Traffic, Public Health and our concerned Community Partners.

In 2020, the HPS Police Services Board approved 8 new sworn positions for the purposes of enhanced traffic enforcement in the City of Hamilton. The development of a new Traffic Safety Unit is currently being deliberated. This Unit will engage in proactive traffic management, collision investigation, high visibility education, awareness and enforcement. The Unit will address Service- wide needs in all Divisions, including patrol of both the Red Hill Valley Parkway and the Lincoln Alexander Expressway.

Speeding, aggressive driving, distracted driving and impaired driving continue to be the most significant concerns for the HPS as they relate to road safety. Selective enforcement, coupled with education and awareness, will continue to enhance the HPS strategy to decrease collisions and improve roadway safety in the City of Hamilton.



Eric Girt  
Chief of Police

EG/M. Schulenberg

cc: Ryan Diodati, Deputy Chief – Support  
Marty Schulenberg, Superintendent – Support Services Division