




# HAMILTON POLICE SERVICE

## INFORMATION REPORT

<b>TO:</b>	Chair and Members Hamilton Police Services Board
<b>BOARD MEETING DATE:</b>	December 17, 2020
<b>SUBJECT:</b>	Traffic Safety Initiatives Update 2020
<b>REPORT NUMBER:</b>	20-109
<b>SUBMITTED BY:</b>	Eric Girt, Chief of Police
<b>SIGNATURE:</b>	

### EXECUTIVE SUMMARY

- The HPS annual Traffic Management Plan informs traffic safety strategies including education, prevention and enforcement initiatives.
- The COVID pandemic in 2020 resulted in conditions that contributed to unsafe driving behavior by motorists on Hamilton roadways.
- Multiple enforcement projects have been undertaken by HPS to address speeding, stunting and unsafe / aftermarket modifications to vehicles.
- The HPS is committed to traffic safety and the Vision Zero Action plan, and will launch the new Traffic Safety Unit (TSU) in January 2021.
- The 2021 HPS Traffic Management Plan will address pedestrian and cyclist safety strategies and initiatives.

### INFORMATION

The Hamilton Police Services is committed to Traffic Safety. This commitment is outlined in the 2019-2021 Business Plan. The HPS Traffic Safety Coordinator annually creates a Traffic Management Plan to guide the services approach to public education and police enforcement strategies. This plan considers the impact of the three E's of road safety including Education, Engineering and Enforcement. The plan also engages the service in strategic stakeholder partnerships to most effectively meet its goals.

The 2020 plan included awareness and education campaigns including (among others), RIDE, Speed Watch, Aggressive Drivers Hot Line, Operation Lookout and the Long-Weekend Enforcement Program. The plan also incorporated enforcement strategies by Divisional uniform patrol officers, Divisional Safety Officers (DSO's), and Support Services

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officers. In 2020, some of these strategies utilized available funding by the means of Voluntary Paid Duties (RIDE & RHVP). Both education and enforcement strategies are developed and informed in consultation with the HPS Traffic Safety Coordinator.

The global COVID Pandemic in 2020 resulted in public health driven restrictions that impacted quality of life for our community in many different ways. These abnormal conditions unfortunately contributed to an increase in concerning behavior by some motorists on our roadways and parking lots. During the provincial lockdown between April – June, reduced traffic patterns resulted in open roadways. Police in Hamilton and across the province noted an increase in speeding and stunting behavior. In an effort to address this concerning trend, the Hamilton Police Service launched Project ReCalibrate. This initiative called drivers to reset their driving behaviors, ensuring our roadways continued to be safe for residents, commuters and emergency responders. Since the onset of the pandemic, HPS has continued to address related roadway behaviors. These have included illegal aftermarket modifications that make vehicles unsafe and a nuisance in our community.

The following list includes some of the special attention initiatives have been undertaken by the HPS throughout 2020 in relation to traffic safety. *This list does not include a total of all enforcement or annual strategies such as RIDE programs or the Long Weekend Enforcement Programs.*

### **City Wide Special Attention Projects**

- **Project ReCalibrate** – May 2020  
Focus – Speeding, Stunting  
Results – 637 PONS & 24 Summons speeding  
37 stunt driving Summons  
106 Other PON's  
1 criminal charge
  
- **Project Hook** – June 2020  
Focus – Towing bylaws (tow chasing)  
Results - 5 PONS & 1 Summons Bylaw offences  
13 Other PON's
  
- **Project Pit Stop 2.0** – Jul – Aug 2020  
Focus - Speeding, Excessive noise, Equipment, Seatbelts  
Results - 13 PONS Unnecessary Noise  
1 Stunt Driving  
28 Other HTA offences

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- **School Bus Enforcement** – Sept 2020  
Focus – Distracted Driving, Speeding and School Bus Enforcement  
Results – 452 PONs Speeding  
3 PONs Careless Driving
- **Project Sleigh Down** – December 2020 (ongoing)  
Focus – Speeding, Excessive noise, Equipment, Seatbelts  
Results – Ongoing

### **Div 10 Special Attention Projects**

- **Project Octagon** – Nov 2020  
Focus – School Zone Traffic Enforcement  
Results - 101 PONs for Stop Sign violations  
40 Other HTA Offences

### **Div 20 Special Attention Projects**

- **Project Hot Spots** - Feb – April 2020  
Focus – Speeding, Illegal left turns, Red Lights, School Zones  
Results – 833 PONs issued
- **Project Pit Stop** – Jul 2020  
Focus – Speeding, Excessive noise, Equipment, Seatbelts  
Results – 128 PONs & 58 Summons issued  
19 Vehicles towed  
13 Criminal Charges
- **Project Drag Strip** – Sept – Oct 2020  
Focus - Speeding and Excessive noise  
Results - 233 PONs & 6 Summons issued  
2 Vehicles towed
- **Division 2 Squad Relay Project** – Nov – Dec 2020  
Focus - Speeding on RHVP and Nikola Tesla  
Results - 1050 PONs issued (ongoing)

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**Div 30**

- **Project Muffled** – Apr – July 2020  
Focus - Loud mufflers and Speeding  
Results – 98 PONs
- **Project Rush-hour** – June 2020  
Focus - Enforcement in 3450 beat because of serious & fatal collisions  
Results – 247 PONs issued
- **Project SPEEDY (Special Enforcement Education for Driving Youth)** – Nov 2020  
Focus - Enforcement in the area of high schools by school and youth officers  
Results – ongoing

This report will also address an outstanding PSB action item from 2019 relative to cyclist safety and associated enforcement options. One of the many HTA rules and regulations that govern the operation of a motor vehicle in relation to bicycles requires a 1 meter safety zone when passing the cyclist. This rule is qualified by the driver action as “overtaking” (passing), and includes an exemption of “as nearly as may be practicable” until safely past the bicycle. Some Ontario police services have piloted a safety device manufactured in the United States. This device is called the Physics Package C3FT and is designed to measure compliance with the 1 meter distance. The C3FT is designed to be affixed to a police bicycle and deployed while operated by a police officer. The device ranges in price from \$2,000.00 - \$2,500.00.

Research conducted into this enforcement device has revealed the following:

- Halton, Ottawa and Guelph police services have all piloted the C3FT
- The listed police services acquired their units by way of donation from not-for-profit cyclist safety organizations
- There is no calibration standard or service available for the device
- Deployment of the device is challenged by both the HTA legislative exemption (“as nearly as may be practicable”), and the potential defense of cyclist induced swerving / operator error
- The device has not been tested in court
- Concerns exist relative to enforcement action leading to harmful case law decisions
- Application of the device has been primarily limited to educational purposes rather than enforcement
- Enforcement requires a police cyclist working in tandem with a police vehicle to safely execute a traffic stop

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The HPS remains cognizant of safety concerns relative to both pedestrians and cyclists. The 2021 HPS Traffic Management Plan will include a campaign targeting education and enforcement relative to vulnerable road users, specifically cyclists and pedestrians.

The Hamilton Police Service has worked in close collaboration with the City of Hamilton Strategic Road Safety Committee and the Transportation Operations & Maintenance Division. In 2019, the City of Hamilton adopted the Vision Zero Action plan for road safety. This plan aims for safer streets through improved education, enforcement, engineering, evaluation and engagement.

The HPS is a critical stakeholder in the Vision Zero traffic safety initiative. To support this initiative the HPS has created a new traffic unit within the service. The Traffic Safety Unit (TSU) will employ a strategic city wide approach with the goal of reducing collision, injuries and deaths for all roadway users. This unit will operate under the direction of the Support Services Division and will facilitate increased police visibility and coverage across the city, enabling a more robust response to roadway user safety concerns. The TSU is positioned to launch patrols in January 2021 with more information to be released at that time. The development of the TSU represents a significant opportunity for the police service to contribute to road safety and will continue to monitor new technologies including those related to cyclist safety.

The Hamilton Police Service continues to be committed to traffic safety for all road users in the City of Hamilton.

#### **APPENDICES AND SCHEDULES ATTACHED**

Not applicable

cc: Ryan Diodati – Deputy Chief Support  
Marty Schulenberg, Superintendent – Support Services  
Paul Evans, Inspector – Support Services  
John Randazzo, Director of Finance/CFO