




Hamilton

INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	July 6, 2022
SUBJECT/REPORT NO:	City of Hamilton Annual Collision Report – 2021 Statistics and Trends (PW22061) (City Wide)
WARD(S) AFFECTED:	City Wide
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SIGNATURE:	

COUNCIL DIRECTION

The Public Works Committee approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan for 2019-2025 on February 4, 2019, through Report PW19015. As part of the report, a component of the program is the development of an Annual Collision Report. This report serves as an update of the City's 2021 collision statistics and trends.

INFORMATION

On March 17, 2020, the Government of Ontario declared a state of emergency due to the COVID-19 pandemic and ordered gradual closures of businesses and facilities. As a result, the City of Hamilton experienced and continues to experience the impacts of this declaration to the transportation network including reductions in vehicular traffic volumes. Through the months of April to December in 2020 there was approximately a 50 percent average reduction in vehicular traffic volumes during the morning and afternoon rush hour. Traffic volumes started to increase since early 2021 but did not reach the 2019 pre-pandemic levels by the end of 2021.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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In 2020, the impact of the COVID-19 pandemic on traffic volumes resulted in a reduction of fatal and injury collisions in Ontario by 30.6%. The 2021 Provincial collision statistics have not yet been released, however the Ontario Provincial Police (OPP) have reported that in 2021 there were 288 fatal collisions on OPP patrolled roadways. Speeding (aggressive driving) marked a 10-year high and contributing to the loss of 81 lives.

The City of Hamilton 2021 Annual Collision Report is the fifth edition and provides a high-level review of collisions occurring on roadways over a five-year span (2017-2021). It is attached to Report PW22061 as Appendix "A". Information and statistics being presented should be viewed using a COVID-19 pandemic lens for proper context.

The report is divided into two sections with appendices as follows:

- Section 1 – Five Year Collision Trends (2017-2021); and
- Section 2 – Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) Five Year Collision Trends (2017-2021).

The following is a list of statistics for 2017-2021:

- 1 collision occurs every 63 minutes;
- 1 person injured every 6 hours;
- 1 fatality every 26 days;
- 1 collision involved a pedestrian every 1.5 days; and
- 1 collision involved a cyclist every 2.5 days.

The following is a list of trends between 2016-2020 and 2017-2021:

- Total collisions decreased by 3.37%;
- Injury collisions decreased by 9.9%;
- Fatalities increased by 7.7%;
- Pedestrian collisions decreased by 10.2%; and
- Cyclist collisions decreased by 6.8%.

City-Wide Statistics and Trends

Year	Injury Collisions	Fatal Collisions	Property Damage Collisions	Total Collisions
2017	1,682	16	7,083	8,781
2018	1,561	11	7,761	9,333
2019	1,469	14	8,413	9,896
2020	1,136	13	5,463	6,612
2021	1,161	16	5,636	6,813

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There was a 2.9% increase in total collisions and a 1.8% increase in injury collisions compared to 2020. Distracted driving was a contributing factor to 19.1% of fatal and injury collisions while impairment / alcohol consumption was a contributing factor in 3.9% of fatal and injury collisions. During COVID-19, concerns related to speeding and aggressive driving increased across the country and the statistics coincide with this trend.

Fatal and injury collisions decreased by 22.3% in 2020 and by 20.6% in 2021, compared to 2019.

The number of pedestrians involved in collisions declined by 9.9% (173 total) when compared to 2020. However, there were 9 fatal pedestrian collisions which is the highest number in the 2017-2021 period. The average number of pedestrian fatalities during the noted period is 5.

The number of cyclist collisions increased from 131 in 2020 to 138 in 2021. The lowest number of cyclist collisions in 10 years was recorded in 2019 and there is a generally decreasing trend starting from 2016. No collisions involving cyclists have resulted in a fatal incident since 2018 (1).

The City of Hamilton experiences 1.5% less pedestrian and 1.1% less cyclist fatalities when compared to the Provincial average.

Collisions involving vulnerable road users regularly result in injury as 89.7% of the time pedestrians suffer injury in a collision and 77.4% for cyclists. Most of these vulnerable road user injury collisions occurred at intersections, specifically signalized intersections.

Fatal collisions represent 0.23% of all collisions and a review of the fatal collisions over a five-year period are summarized as follows:

- 56% occurred at intersections;
- 44% occurred mid-block locations;
- 75% were a result of a single motor vehicle collision;
- 56% involved pedestrians; and
- 38% occurred when a driver exceeds the speed limit, 13% failed right-of-way, 6% Speed too fast for condition, 6% failed to yield right-of-way.

Collisions on the LINC and RHVP involving injuries have significantly declined over the past several years. The following is a list of relevant statistical information:

- In 2021, LINC had 26.9% lower collisions than in 2019 but 60.5% higher collisions than in 2020. Fatal and injury collisions on the LINC were 50% lower than in 2019. There were no fatal collisions on the LINC in the 2017-2021 period;

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- Total collisions on the RHVP in 2021 were 34.3% lower than in 2019 but were 11.2% higher than in 2020. Fatal and injury collisions on the RHVP in 2021 were 40% lower than in 2019. There was 1 fatal collision on the RHVP in 2021 and a total of 3 in the 2017-2021 period;
- Speeding accounted for 17.7% of all police-reported collisions. The percentages of speed related collisions on the LINC and the RHVP were 19.8% and 17.3% respectively; and
- Total collisions occurring on the RHVP on non-dry road surface conditions declined to 45.7% (2017-2021) vs 57.3% (2016-2020) which is significantly reduced from 2015–2019 (64.1%).

The statistics and analysis within the 2021 Annual Collision Report provides the City of Hamilton with information that is used to identify priority roadway safety issues, develop initiatives to improve roadway safety, provide evidence about the effectiveness of safety improvements and undertake targeted education campaigns.

The City implemented its Vision Zero Action Plan in 2019. The action plan is a multidisciplinary approach that requires the collaboration of policy makers, engineers, planners, and everyday road users to ensure a holistic approach is applied when considering how we can make streets safer for motorists, pedestrians and cyclists. With support from Hamilton Police Services, the City of Hamilton continues to remain focused on improving roadway safety and formally recognizes that traffic related deaths and serious injuries are preventable.

Motorists, pedestrians and cyclists can make mistakes and the Vision Zero safe systems approach (safe drivers, safe speeds, safe roads and safe vehicles) is crucial to reducing the chance of collision and preventing severe injuries and fatalities.

The City of Hamilton has many initiatives that are completed or underway as outlined in the Vision Zero Action Plan. The following is a highlight of some key initiatives:

- Comprehensive review of the existing Vision Zero program with the objective to identify successful program elements and identification of enhancements to aid in further enabling goal achievement, schedule to be completed in Q4 of 2022;
- The approval of 10 new intersections which will receive red-light cameras in 2022/2023, bringing the total number of red-light camera intersections to 42;
- The permanent establishment of an automated speed enforcement program which began in 2022 (based on 2021 pilot results), which includes the installation of automated speed enforcement cameras at various locations across the city;

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- Collision Counter Measure Program Video Analytics review of the top 10 network screening ranked signalized intersections with a focus on vulnerable road users and in-Service Road Safety Reviews for the top 15 network screening ranked intersections (inclusive of Main Street West at Dundurn Street South, King Street West at Dundurn Street and Main Street East at King Street East - Delta) and the top 5 ranked network screening corridors (road segments) currently underway;
- Neighbourhood Speed Limit Reduction Program which reduces neighbourhood roadway speed limits to 40 km/h and 30 km/h in school zones, scheduled to be substantially completed by the end of 2022;
- Development of the Hamilton Police Services, Traffic Safety Unit, which was started in January 2021 with approximately 20 members who are specifically focused on roadways safety and enforcement of traffic violations;
- Continued development and upgrading and refinement of the City of Hamilton's collision database, including expanded data availability on the City's open data portal;
- Development and updating of the online Vision Zero Dashboard (www.hamilton.ca/streets-transportation/driving-traffic/vision-zero-dashboard) which publishes data and progress on various road safety initiatives City-wide, including interactive mapping for injury and fatal collisions;
- Complete Streets review completed for Wards 8 and 14, with initial countermeasures currently being prepared for implementation, and Complete Streets reviews underway for Ward 3, and the Beasley Neighbourhood (Ward 2);
- The development of the City of Hamilton Complete Streets Guideline, currently approaching completion and lead by the Planning and Economic Development Department; and
- Various Vision Zero education campaigns with a focus on themes such as speeding, distracted driving, community safety zones, bike safety and pedestrian safety.

The 2021 Annual Collision Report illustrates that roadway safety initiatives, measures and the application of Vision Zero principals is making a positive difference, and statistically reveals areas where more work still needs to be done. Collision statistics from 2021 must to be observed with the understanding that the COVID-19 pandemic has fundamentally impacted the way in which people travel and that interpreting data, identifying trends and determining roadway safety actions is more complex than pre-pandemic.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW22061 – 2021 Annual Collision Report