

PEDESTRIAN TRAFFIC SAFETY OVERVIEW ANNUAL UPDATE

EXECUTIVE SUMMARY

This report provides an update on The City's programs for improving pedestrian traffic safety. Programs include: trials, studies and public education campaigns and are summarized in Attachment 1. This is a second update following the 2013 Pedestrian Traffic Safety Overview report.

About 1% of all collisions in Calgary involve pedestrians. These collisions account for 12% percent of injury collisions and 32% of fatal collisions. Severe pedestrian collisions are most often attributed to driver or pedestrian inattention, and happen on roads with high speeds (Attachment 2). Pedestrian safety is examined as part of overall transportation safety in The City's Safer Mobility Plan (SMP).

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommends that Council:

1. Receives this report for information; and
2. Direct Administration to provide annual Safer Mobility Plan updates and continue working on the initiatives outlined in this update; and
3. Integrate the findings and initiatives of the Safer Mobility Plan with the pedestrian strategy currently underway.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2013 November 18, at the combined meeting of Council, Council approved "that Council receives this report [Pedestrian Traffic Safety Overview TT2013-0575] for information and that Administration continue working and reporting on the multiple initiatives as outlined in the report with annual update reports to the SPC on Transportation and Transit each October."

BACKGROUND

The City carries out a number of projects to improve road safety and pilot new approaches and technologies. The Safer Mobility Plan (SMP) was developed to align and direct roadway safety efforts. The plan also gives direction on collaborating with internal and external stakeholders to achieve improvements in safety. The projects contained in SMP involve: Transportation; Planning, Development and Assessment (PDA); Calgary Police Service; as well as external stakeholders such as the Transportation Association of Canada (TAC), the Alberta Motor Association (AMA), Alberta Transportation, school boards and communities. Annual collision data reviews are used to identify issues, trends and safety improvement needs.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The City of Calgary uses a multi-pronged and collaborative approach to address pedestrian safety and includes reviewing data to identify problems and possible solutions, testing new approaches and technologies to address issues, developing implementation programs, conducting education programs and adjusting practices as needed. Roads follows national guidelines set by The Transportation Association of Canada for its pedestrian traffic control devices. Many programs highlighted in TT2013-0575 are on-going and many more have been added in 2014.

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The Transportation Department is creating guidelines to increase pedestrian safety and create safer roads in the City. These include the development of a Pedestrian Strategy, the Complete Streets Guide and the Calgary Temporary Traffic Control Manual.

Public education programs focus on pedestrian safety behaviour. These are ongoing and include school bus safety and school and playground zone harmonization in 2014.

Signs for playground and school zones as well as crosswalks have been updated and optimized. The trial for Rectangular Rapid Flashing Beacons (RRFB) continues and there will be 21 installed across the city by the end of 2014.

Some areas of focus for next year, 2015, include:

- improvements to rail underpasses,
- lighting reviews on roadway and pathways crossings including installation of LED street lighting,
- site assessments of pedestrian crossings,
- creating a vulnerable road users data map,
- reviewing crosswalk and pedestrian corridor policy,
- examining traffic control devices, and
- reviewing pedestrian crossing markings for type and durability.

Stakeholder Engagement, Research and Communication

Collaboration with stakeholders in the Transportation Department and with the Calgary Police Service is a critical part of improving pedestrian safety. Joint meetings and programs mean that Roads enforcement and planning, including the Pedestrian Strategy, are aligned. Other programs rely on working with external stakeholders such as Alberta Transportation, school boards, the AMA, the Calgary Construction Association, and citizens. An example is the recent changes to school and playground zone times.

Transportation conducts research on pedestrian safety with Calgary Police Service, the Transportation Department and the Transportation Association of Canada (TAC). Research involves collection of Calgary collision and traffic data to identify local trends, and examines emerging practices and technologies at the national level. Calgary is a contributor to TAC research which affects national traffic safety guidelines and practices.

Pedestrian safety initiatives are communicated through safety campaigns, publications, 311, message boards, participation in forums such as public open houses and web based information such as YouTube, Calgary.ca and social media.

Strategic Alignment

Increasing pedestrian safety on Calgary's road network aligns with goals outlined in the 2020 Sustainability Direction and the Calgary Transportation Plan that are focused on encouraging active modes and improving public safety.

Social, Environmental, Economic (External)

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Enhanced pedestrian safety supports walking, which in turn supports physical fitness as well as greater interaction between citizens in their communities.

Supporting active modes of transportation helps reduce automobile dependency and green house gas emissions.

Local businesses can benefit from increased foot traffic in their areas. Reductions in collisions between pedestrians and vehicles can reduce financial impacts to the economy associated with litigation, health care and lost productivity.

Financial Capacity

Current And Future Operating Budget:

The recommendations in this report have no impact to existing or future operating budgets.

Current And Future Capital Budget:

The recommendations in this report have no impact to existing or future capital budgets.

Risk Assessment

Continued development, piloting and implementation of pedestrian traffic safety initiatives contributes to the reputation of Calgary as a city with excellent quality of life. Effective and efficient pedestrian traffic safety measures minimize the risks associated with a busy transportation network for all road users.

REASON(S) FOR RECOMMENDATION(S):

In receiving this report for information, Council is provided with an update on current and planned initiatives to improve safety for pedestrians who use Calgary's roads.

ATTACHMENTS

1. Pedestrian Traffic Safety Initiatives Update
2. Pedestrian Collision Maps