

Transportation Report to
SPC on Transportation and Transit
2019 December 18

ISC: UNRESTRICTED
TT2019-1549

Safer Mobility Plan Annual Report 2019

EXECUTIVE SUMMARY

This report provides an annual update on The City of Calgary's (The City) programs for safer mobility. The Safer Mobility Plan (SMP) Annual Report 2019 (Attachment 1) provides an update on the progress towards the major injury and fatality collision targets of Safer Mobility Plan 2019-2023 and reflects on the accomplishments in the first year of the plan. The proposed actions for 2020 are outlined in terms of strategies of the 2019-2023 Safer Mobility Plan. Additional collision data is presented in Attachment 2.

2018 saw an increase in traffic related fatalities compared to the previous year but remained below the five-year average. Major and minor injury and property damage collisions decreased. Collisions involving vulnerable road users were lower than previous years. Preliminary data for 2019 indicates that the downward trend continues. With better alignment between the plan and the capital investments through One Calgary, delivery of actions identified in the 2019-2023 Safer Mobility Plan and Safer Mobility Plan Annual Report 2019 will drive a significant and meaningful change.

2019 has been a year of focused implementation of high value measures, evaluations, and network screening, with emphasis on alignment with our ultimate goal of Vision Zero (mobility free of major injuries and fatalities). We have identified high priority locations for further study, made progress towards speed reduction strategies and continue to make meaningful changes to our transportation environment.

ADMINISTRATION RECOMMENDATION:

That the Standing Policy Committee on Transportation and Transit recommends that Council:

1. Direct Administration to report back to the Standing Policy Committee on Transportation and Transit on the Safer Mobility Annual Report 2020 by Q4 2020.

RECOMMENDATION OF THE STANDING POLICY COMMITTEE OF THE TRANSPORTATION AND TRANSIT, 2019 DECEMBER 18:

That Council adopt the Administration Recommendation contained in Report TT2019-1549.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2014 November 3, at the Combined Meeting of Council, Council approved "that Council receives this report [Pedestrian Traffic Safety Overview TT2014-0773] for information and that Administration provides annual Safer Mobility Plan updates and continues working on the initiatives outlined in this update".

BACKGROUND

The City and partners deliver projects and activities to improve road safety for all users and pilot new technologies as part of the Transportation Department's mission to provide a safe

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transportation system. Calgary's traffic safety management process is outlined in the 2019-2023 Safer Mobility Plan, with emphasis on the reduction of the most severe collisions through the five E's of traffic safety (Engagement, Engineering, Education, Enforcement, and Evaluation). Annual collision data reviews are completed to identify issues, trends and opportunities for safety improvements.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The City of Calgary uses a multi-faceted and collaborative approach to enhance traffic safety. Data is collected and analyzed to identify problems and possible solutions, new approaches and technologies are tested, public education programs are developed and current processes are adjusted based on best practices. Many safety programs and collaborations with partners are on-going and new initiatives are continuously added.

The Transportation Department produces an annual summary of traffic collisions on the road network in Calgary (excluding collisions on private property). 2018 Traffic Collision Summary (Attachment 2) presents information about collision trends; this information and more detailed analysis of this dataset, are used to inform our traffic safety actions and initiatives.

In 2018, there were 16 fatal collisions, 2,496 injury collisions and 34,788 property damage only collisions on Calgary roads. Pedestrians were involved in eight fatal collisions and 308 injury collisions, while cyclists were involved in 106 injury collisions with one fatal cyclist collision. Preliminary collision data for 2019 indicates a decrease in fatal collisions compared to the previous year.

For comparison purposes, a selection of cities are shown in the table below, using the most recently available comparable data. While Calgary is continuing to perform well compared to other major Canadian cities with respect to all casualty collisions (minor/major injuries and fatalities combined), our performance from the perspective of more severe collisions (major injury and fatality focus for vision zero approach), however, illustrates that there is room for improvement. Nevertheless, outcomes have been gradually improving since 2015, with further details presented in Attachment 1 in the context of targets proposed as part of the 2019-2023 Safer Mobility Plan.

Summary of Traffic Injuries and Fatalities for Various Canadian Cities

City	Overall casualties (injuries + fatalities) per 100,000 population		Major injuries + fatalities per 100,000 population		Pedestrian major injuries + fatalities per 100,000 population	
	2017	2018	2017	2018	2017	2018
Calgary	215.7	205.9	44.6	44.3	9.5	10.4
Edmonton	397.9	340.2	39.4	34.6	7.4	7.1
Ottawa	214.6	199.6	17.5	17.2	-	-
Toronto	-	-	14.2	13.9	5.9	6.5

* Information in dashed cells is not publicly available from indicated jurisdictions

The Transportation Department has been taking actions based on the direction of existing policy documents to improve safety. These actions and achievements are described in Attachment 1.

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The expanded application of Traffic Calming (TC) curbs has allowed quick responses to traffic safety and traffic calming concerns at a low cost and low impact to existing infrastructure. In September 2019, the Transportation Association of Canada *Road Safety Engineering Award* was presented to The City for the development and deployment of Traffic Calming curbs, which are now used in cities across Canada.

Evaluations were completed for several Transportation projects ranging in scope and Project Sheets are included in Attachment 1, demonstrating significant safety improvements through reduced frequency and severity of collisions. Cross departmental collaboration and partnerships in the delivery of safety projects has been of focus by incorporating safety improvements as part of other work and merging objectives for optimal benefit, wherever possible. The ongoing Calgary Transportation Plan update in 2020 will incorporate principles of traffic safety in the long-term planning process.

Future opportunities

Establishing new non-traditional data sources for non-motorized modes will be investigated to improve our understanding of risk factors and monitoring. This may include sidewalk slips and falls, cyclist-pedestrian and single cyclist collisions, near-misses and others.

A key step toward a true Vision Zero approach is achieving operating speeds that reduce the likelihood of fatality or serious injury for all users by reducing impact energy. One tool is to reduce unposted speed limits on lower classification roadways. However, the discussion of safer speeds needs to be expanded so that the proven fatality risk is minimized for all impact types including pedestrian or cyclist collisions, as well as motor vehicle occupants involved in side impact collisions or frontal impact collisions.

Stakeholder Engagement, Research and Communication

Collaboration with stakeholders in the Transportation Department and with the Calgary Police Service is a critical part of improving traffic safety. Other key traffic safety partners include external stakeholders such as Alberta Transportation, school boards, the AMA, Safer Calgary, and citizens. Traffic 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.

The Student Safe Travel Advisory Group was created earlier this year with the aim to improve safety near schools. Led by the Calgary Board of Education, the group includes the Calgary Catholic School District, Alberta Transportation, Calgary Police Service, and the City of Calgary. The purpose of the group is to streamline the intake process for school related concerns, improve communication and coordination among all responsible organizations and to find educational and low-cost solutions covering the five E's.

Transportation contributes to the body of knowledge on transportation safety working closely with the Transportation Association of Canada (TAC) and post-secondary institutions. Recent projects with the University of Calgary Urban Alliance include app development to improve speed consistency along a corridor and enhancements to the bicycle signal operation method.

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Strategic Alignment

Improving traffic safety on Calgary's road network aligns with goals outlined in the Calgary Transportation Plan that are focused on mobility, encouraging active modes and improving public safety. Actions within the Safer Mobility Plan are directly aligned with the objectives of the Pedestrian Strategy and the Traffic Calming Policy and One Calgary for a City That Moves to ensure Calgary's transportation network offers a variety of convenient, affordable, accessible and efficient transportation choices.

Social, Environmental, Economic (External)

Enhanced safety of mobility supports the economy, social activities and personal health and welfare. Providing a safer environment for Calgarians who are walking or cycling helps encourage reduced automobile dependency and associated greenhouse gas emissions, as well as greater interaction between citizens in their communities. Reductions in collisions can reduce direct costs for the City and financial impacts to the economy associated with litigation, health care, property damage and lost productivity, as well as indirect costs such as reduction of quality of life and pain and suffering. The total impact is estimated to be \$1.14 billion in 2018. However, there are many social, environmental and economic factors that influence traffic safety outcomes that are beyond direct control of the City, which underscores the need to collaborate with other agencies as identified in the Safer Mobility Plan.

Financial Capacity

Current and Future Operating Budget:

The recommendations in this report are accommodated within current operating budgets for 2019-2022.

Current and Future Capital Budget:

The recommendations in this report are accommodated within the capital budgets for 2019-2022. Findings of the report and related actions help to inform the selection of future projects.

Risk Assessment

The continued development, piloting and implementation of traffic safety initiatives contributes to the reputation of Calgary as a city with an excellent quality of life. Effective and efficient 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, Council is provided with updates on the progress towards the targets set out by the 2019-2023 Safer Mobility Plan and current and planned initiatives to improve safety for all users of Calgary's transportation network.

ATTACHMENT(S)

1. Attachment 1 – Safer Mobility Plan Annual Report 2019
2. Attachment 2 – 2018 Traffic Collision Data