

## **SAFER MOBILITY PLAN ANNUAL REPORT 2016**

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### **EXECUTIVE SUMMARY**

This report provides our annual update on The City of Calgary's (The City) programs for improving safer mobility. The City's Safer Mobility Plan 2013-2017 (SMP) summarizes various traffic safety issues in Calgary, identifies five focus areas for improvement, and presents eleven strategies to achieve these goals, with an overall focus on reducing the number of fatal and injury collisions.

The Safer Mobility Plan Annual Report 2016 (Attachment 1) provides an update on the most recent collision data for Calgary and comparison to targets, a summary of actions the City and partners have undertaken in each of the strategies in the last year, and what The City plans to do in 2017.

Calgary's collision rates are lower than the National averages, however, The City is continuing to improve the safety of the transportation network and working toward the SMP mission of "Striving for zero... pursuing transportation completely free of fatalities and injuries". In 2015, four of the five focus areas are moving toward meeting the established targets for 2017. Continued effort in these focus areas is required and intensified effort is required with respect to vulnerable road users as a result of increased injury rates among cyclists and motorcyclists.

### **ADMINISTRATION RECOMMENDATION(S)**

1. That the SPC on Transportation and Transit recommends that Council receive this report for information.
2. That Administration provides annual Safer Mobility Plan updates and continues working on the initiatives outlined in this update which are facilitated by Action Plan 2015 - 2018.
3. That Administration provide a traffic safety plan for 2018-2022 to the SPC on Transportation and Transit in 2017 Q4.

### **RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT COMMITTEE, DATED 2016 NOVEMBER 09:**

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That the Administration Recommendations contained in Report TT2016-0846 be approved.

### **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."

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".

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### BACKGROUND

The City carries out a number of projects and activities to improve road safety for all users and pilot new technologies as a part of the Transportation Department's mission to provide a safe transportation system. The Safer Mobility Plan (SMP) was developed to align and direct these traffic safety efforts and to identify future actions. The plan also provides direction on collaboration efforts with internal and external stakeholders to achieve improvements in safety. 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 reviewed to identify problems and possible solutions, new approaches and technologies are tested, public education programs are developed, and practices are adjusted as needed. Many safety programs that were highlighted in TT2015-0791 are on-going and many more have been added in 2016.

The Transportation Department produces an annual report which summarizes traffic collisions on the road network in Calgary. Note that this excludes collisions on private property. Summary information from the 'Traffic Collision Annual Report 2015 - Selected Figures' (Attachment 2) presents information about collision trends, where and when collisions are happening and the road user groups involved; this information is used to inform our traffic safety actions and initiatives. In 2015, there were 22 fatal collisions, 2,504 injury collisions, and 34,279 Property Damage Only (PDO) collisions on Calgary roads. The societal cost of these collisions is estimated to be \$1.02 Billion. However, Calgary is continuing to perform well compared to other major Canadian cities with an overall collision rate of 205 casualties per 100,000 population compared to a range of 205 to more than 500 (Calgary being the lowest found) casualties per 100,000 population for major Canadian Cities. For pedestrian collisions in 2015, there were 7 fatal collisions, 304 injury collisions. The pedestrian casualty rate of 25.2 casualties per 100,000 population in Calgary is half the average of 52 casualties per 100,000 population for major Canadian cities in a recent national study. A selection of cities are shown in the table below.

City	All casualty collision rate (Collisions/100,000 population)	Pedestrian casualty collision rate (Collisions/100,000 population)
Calgary (2015)	205	25.2
Edmonton (2015)	342	36.7
Ottawa (2014)	395	37.0
Toronto (2013)	530	49.9

The Transportation Department recently published and continues to develop guidelines to create safer transportation infrastructure in the City. These include the Pedestrian Strategy, the Complete Streets Guide, the Calgary Temporary Traffic Control Manual, and a guideline for traffic safety processes in Calgary (in review), including Road Safety Audits and In-Service Road Safety Reviews.

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A major focus of the department are public education programs focused on improving safety for motorists, pedestrians and cyclists. In 2016, these programs included:

- continuation of education for cycle tracks,
- educational materials regarding the 5 Avenue Lane Reversal Pilot,
- 'Look Out for Each Other' pedestrian crossing and distracted driving campaign,
- 'Move Together' cycle track pilot education campaign,
- school bus safety, and
- pedestrian safety.

Support was also provided to our external partners including the AMA School Patrol program, Safer Calgary, the Calgary Safety Council "Safety City", and MADD. One example is that Roads is providing new traffic cones to all school patrol programs in the city.

New technology continues to be used to improve traffic safety. Application of Rectangular Rapid Flashing Beacons (RRFB) continued in 2016 with the construction of an additional 31 installations. City staff are also chairing work at a national level, through the Transportation Association of Canada (TAC), to establish a formal warrant process for these devices. The conversion of streetlights to LED technology is underway and provides improved visibility while using less power. The use of mobile Speed Limit Observation and Warning Signs (SLOWS) has been shown to result in lower vehicle speeds when present, and The City expanded its fleet to be more responsive to citizen requests. Traffic signal operations and signal timing or protected signal phases continue to be reviewed where safety issues have been identified.

Other initiatives such as the Community Speed Watch, initiated this year, has also been a way for citizens to convey safety messages to Calgary drivers. The development and pilot application of Traffic Calming (TC) Curbs has allowed quick responses to traffic safety and traffic calming issues at a low cost and low impact to existing infrastructure. The TC Curbs have also enabled a Pilot of Traffic Calming on a neighbourhood basis in Erin Woods. The pilot of Traffic Pedestrian Sleeves at crosswalks has received a great deal of positive feedback from citizens; evaluations of speed and yielding behavior are ongoing as well as guidelines for use.

Our ongoing efforts and new activities have contributed to improvements on all of the targets set out in the SMP in 2015 with the exception of vulnerable road users. An increase in injuries were reported for cyclist, and to a lesser degree motorcyclists, in 2015; the increase in cycling injuries can be explained by a large increase in cycling as a transportation mode share – while there has been an increase in cyclist injuries by 23% downtown there has been an increase in cycle trips by 49% which shows that the increase in injuries is lower than previous years on a per trip basis. Development of use based metrics (e.g. collisions per cycle km traveled) will be explored in 2017. The City has been taking specific actions such as signal revisions where issues are identified. There were no reported cyclist fatalities and three motorcyclist fatalities which is a decrease from five in 2014. A decrease in pedestrian injuries and no change in fatalities was noted in 2015, compared to 2014. Discussion of each target and actions for 2017 to 'turn the curve' for each focus area are outlined in Attachment 1.

### Future opportunities

The work plan for 2017 includes the establishment of the next iteration of the Safer Mobility Plan which will cover 2018-2022 inclusive. Through 'Step Forward', the pedestrian strategy, Council

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approved an action to move toward a Vision Zero approach. This will involve a significant communications and engagement effort, and possibly re-evaluating how the Safer Mobility Plan is managed and funded. This report will help in the creation of the 2019-2022 business plan.

### **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, 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.

Interactions with communities have been initiated through the Community Traffic Safety Meetings on a Ward basis. These meetings with citizens allow for dialogue between citizens, various City staff, CPS and external partners to share information and access to resources. The meetings have been well attended and will be followed up with education, enforcement and engineering measures based on citizen concerns. These meetings will continue on an annual basis to provide updates to communities and continue the conversations about traffic safety.

Transportation conducts research on transportation safety with Calgary Police Service, the Transportation Association of Canada (TAC), and universities. Research involves collection of Calgary collision and traffic data to identify local trends, and examines emerging practices and technologies at the national level.

### **Strategic Alignment**

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

### **Social, Environmental, Economic (External)**

Enhanced safety of mobility supports the economy and social activities. Providing a safer environment for vulnerable road users 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 \$1.02 Billion in 2015. However, there are many social, environmental and economic factors that influence traffic safety outcomes that are beyond direct control of the City.

### **Financial Capacity**

#### **Current and Future Operating Budget:**

The recommendations in this report are accommodated within current and future operating budgets.

#### **Current and Future Capital Budget:**

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The recommendations in this report have no impact to current or future capital budgets. Findings of the report and related actions help advise the selection of future projects.

### **Risk Assessment**

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 for information, Council is provided with an update on current and planned initiatives to improve safety for all users of Calgary's roads.

### **ATTACHMENT(S)**

1. Safer Mobility Plan Annual Report 2016
2. Traffic Collision Annual Report 2015 Selected Figures