

SAFER MOBILITY PLAN ANNUAL REPORT 2015

EXECUTIVE SUMMARY

This report provides an update on The City of Calgary's programs for improving traffic safety. The City's plan to improve traffic safety is outlined in The Calgary Safer Mobility Plan 2013-2017 (SMP). The SMP summarizes 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 2015 (Attachment 1) provides an update on the most recent collision data for Calgary and comparison to targets, a summary of actions the City and our partners have undertaken in each of the strategies in the last year, and what we plan to do in 2016.

Calgary's collision rates are better than the National averages, however, more work needs to be done as we continue toward the SMP mission of "Striving for zero... pursuing transportation completely free of fatalities and injuries". In 2014, two of the five focus areas are on track to meet the established targets for 2017. Continued effort in the focus areas which are meeting targets is required and intensified effort is required in the other areas.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommends that Council receive this report for information and 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.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2015 NOVEMBER 18:

That the Administration Recommendation contained in Report TT2015-0791 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".

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.

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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 programs that were highlighted in TT2014-0773, with a focus on pedestrian safety, are on-going and many more have been added in 2015.

The Transportation Department produces an annual report which summarizes traffic collisions in Calgary. Summary information from the 'Traffic Collision Annual Report 2014 -Selected Figures' (Attachment 2) presents information about collision trends, where and when collisions are happening and the road user groups is involved. In 2014, there were 28 fatal collisions, 2,539 injury collisions, and 33,851 Property Damage Only (PDO) collisions on Calgary streets. The societal cost of these collisions is estimated to be \$1.04 Billion. However, Calgary is performing well compared to other major Canadian cities with an overall collision rate of 215 casualties per 100,000 population compared to a range of 215 to 553 casualties per 100,000 population for major Canadian Cities, based on the most recently available data. For pedestrian collisions, there were 7 fatal collisions, 327 injury collisions and the casualty rate of 31 casualties per 100,000 population in Calgary is much lower than the average of 52 pedestrian casualties per 100,000 population for other major Canadian cities. Despite the relatively good safety record in Calgary, traffic collisions are a leading cause of death and injury for Albertans under the age of 30.

The Transportation Department has recently published and continues to develop guidelines to create safer roads in the City. These include the development of a Pedestrian Strategy, the Complete Streets Guide, an update to the Calgary Temporary Traffic Control Manual, and a guideline for traffic safety processes in Calgary, including Road Safety Audits and In-Service Road Safety Reviews. Network screening processes are also employed and being refined to identify where there are high concentrations of collisions where we focus In-Service Road Safety Reviews and implementation of measures to mitigate the identified collision issues.

Public education programs focus on improving safety for motorists, pedestrians and cyclists. In 2015, these programs included the extensive outreach program for cycle tracks, educational materials regarding the 5 Avenue Lane Reversal Pilot, 'Look Out for Each Other' pedestrian crossing campaign, 'Move Together' cycle track pilot education campaign, school bus safety, pedestrian safety, signage revisions in school and playground zones, and support for our external partners including the AMA School Patrol program and the MADD Report an Impaired Driver campaign.

New technology continues to be used to improve traffic safety. The trial for Rectangular Rapid Flashing Beacons (RRFB) has been completed and RRFBs have been accepted as an approved traffic control device by the Transportation Association of Canada (TAC). Calgary received the Safety Award from TAC for its work in this area. Roads will add these devices where appropriate using a modified 'warrant score' as directed by Council. The conversion of

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streetlights to LED technology is underway and provides improved visibility while using less power. The use of mobile Speed Limit Observation and Warning System signs (SLOWS trailers, or iSLOWS when mounted on poles) to target areas identified by citizens have been shown to result in lower vehicle speeds when present. These electronic signs support the Community Traffic Calming Program. Traffic signal operations and signal timing continue to be reviewed where safety issues have been identified.

Our ongoing efforts and new activities have allowed us to achieve two of the targets set out in the SMP in 2014. Fewer casualties were recorded for vulnerable road users (pedestrians, cyclists and motorcyclists) and non-intersection collisions. Discussion of each target and the related actions for 2016 to 'turn the curve' for each focus area are outlined in Attachment 1.

Future opportunities

The possible establishment of a dedicated Office of Traffic Safety, similar to the organization in Edmonton which is a model organization in Canada, may improve the strategic focus and the coordination of proactive efforts over the current decentralized model of the SMP. The development of funding strategies for new activities will also be explored in the coming year. For example, the Edmonton Office of Traffic Safety manages a 'traffic safety fund' with supporting fundraising and donations. The City of Edmonton has also developed a draft Vision Zero policy for their strategic plan 2016-2020.

Stakeholder Engagement, Research and Communication

The activities identified in the SMP involve participation from: Transportation; Planning, Development and Assessment (PDA); Calgary Community Standards (CCS); Calgary Police Service; as well as external stakeholders such as the Transportation Association of Canada (TAC), the Alberta Motor Association (AMA), Mothers Against Drunk Driving (MADD), Alberta Transportation, Safer Calgary, school boards and communities.

Collaboration with stakeholders in the Transportation Department and with the Calgary Police Service is a critical part of improving traffic 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. 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.

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. Calgary is a contributor to TAC research which affects national traffic safety guidelines and practices.

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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.

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:

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

Risk Assessment

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

There is significant discussion about vision zero, consistent with the SMP mission of "Striving for zero... pursuing transportation completely free of fatalities and injuries". Establishing more aggressive targets than those set out in the SMP would require additional resources than are (and historically have been) dedicated specifically to the improvement of traffic safety.

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 2015
2. Traffic Collision Annual Report 2014 Selected Figures